



Pullman Car Services - Archive

Pullman & CIWL News



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



**April & May 2012
Edition No.06.**

Cover Photograph - ©Clinton Shaw.

A sole protestor to BR decision to withdraw the Brighton Belle sits on the platform at Brighton in front of S289S ex-CAR No 89 on the final day of service April 30th 1972.

Car S289S is part of 5Bel unit No.3051 and awaits it working of the Southern Electric Groups Tour commencing from Brighton on April 30th 1972.

My thanks to Simon Jeffs for his assistance in sourcing the cover photograph.

From The Coupé.

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

To build on the success of the previous five 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 aspects 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 (February, April, June, August, October & December) 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 your contributions this edition would not have been published.

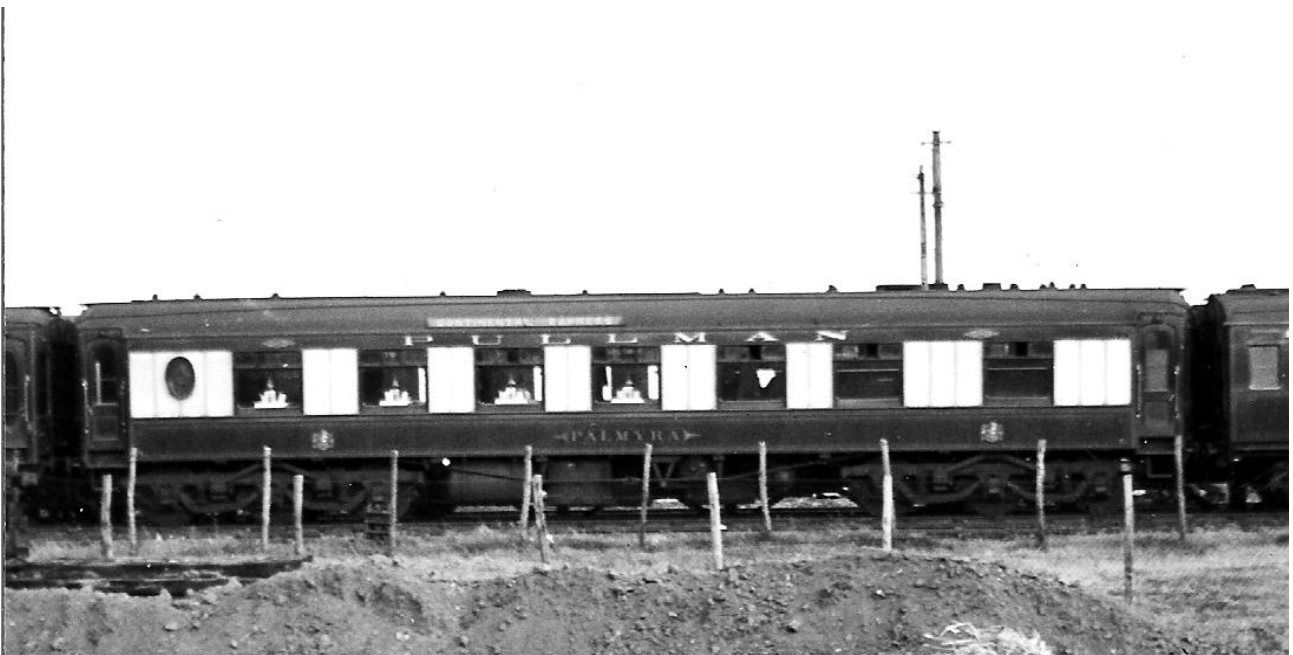
S.Kohler, A.M.Ford, D.Jones, R.Salmon, D.Lindsay, J-M Thill, Luis Fernando Orduz Serrano, Jacopo Fioravanti, S.D.H. Ferroviaire, Alpiguri, Aberahim HRAIBA, C.Shaw, G.J.Child, K.Gunner, T.Knox, B.Kaye, S.Dresler, R.Degruyter, C.Elliott, G.Martin, S.Jeffs, R. J. E. Bayliff, H.C.Casserley, Milan Simek, Neil Marshall, Jim Shipley.

The Railway Gazette, SLS Journal, Railway Magazine, Trains Illustrated, Modern Railways NRM, K&WVR, GTR Slides, Lens of Sutton Association, 5Bel Trust, Buckingham Covers.

“Information is for sharing - not gathering dust”

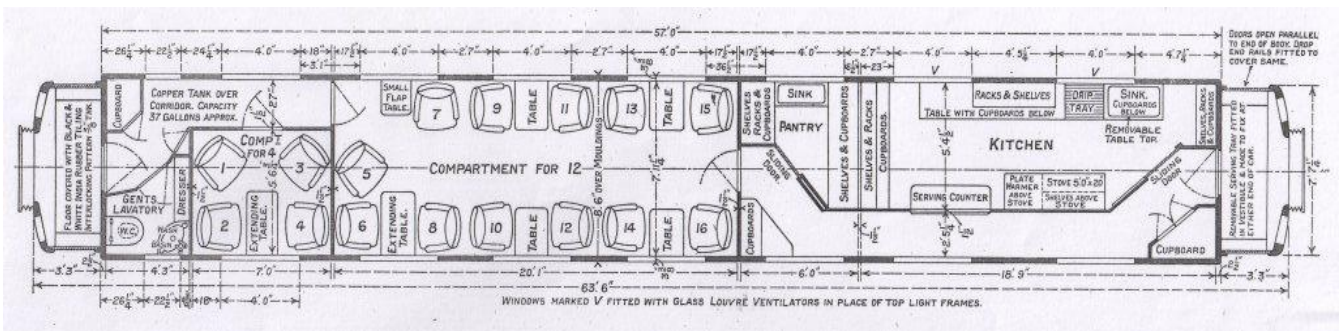
Pullman Car History.

Pullman Name: PALMYRA.
Type of Car: Kitchen First Class.
Into Service: January 1921.
Original Builder: Birmingham Carriage & Wagon Company.
Pre 1960 Schedule No: 100.
Post 1960 Schedule No: 100.
Tare: 43t.
Seats: 16.
Bogies: 2 x 6 wheels.
Interior: The car is decorated in the Adams style with blue carpets and blue leather upholstery.



©Doug Lindsay.

PALMYRA at Folkestone in 1938.



©The Railway Gazette - PCS-A.

Seating Plan PALMYRA - 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. 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.

The car has one large compartment to seat twelve passengers and one small compartment to seat four passengers, also a lavatory compartment at one end of the car. The remainder of the space is allotted to the kitchen section and pantry, these being equipped in the most complete manner with cooking stove, sinks, cupboards, racks, &c. Full advantage has been taken of the available space, the arrangement of the kitchen compartment as one in which much designing skill has been exhibited, a remark which applies equally well to the rest of the cars.



©The Railway Gazette - PCS-A.

Interior View of Parlour and Kitchen Car, Showing Lighting Arrangement.

- 1936-1937. Between October 1st 1936 and September 30th 1937. A total of 4,000 hours spent renovating the car at a cost of £346.00
- 1939 March. Spl Ren; Curtains.
1945. Allocated to NAFFI operations as mobile catering car.
Allocated the identity of 'NAFFI 09'.
- Circa Late 1940's. A regular car allocated to the Bournemouth Belle formation.
- 1960 October. Withdrawn.

Sold to British Railways for conversion to a Pullman Camping Coach.
Drawing No.P-138.
Allocated to BR Eastern Region and allocated the identity of No.CC168.
- | | |
|-------------------------|-------------------------------------|
| Kitchen: | 8' 8 ¹ / ₂ " |
| Living Room: | 10' 6' |
| Sleeping Compartment 1: | 11' 4 ¹ / ₂ " |
| Sleeping Compartment 2: | 12' 9" |
| Sleeping Compartment 3: | 12' 9" |
| Toilet: | Elsan. |
- 1960 December 13th. Located at Hopton-on-Sea.
- 1961 to 1965. Available for use.
- Early 1967. Scrapped.

Information Sources: -

Pullman Car Services - Archive.

The Railway Gazette - February 4th 1921.

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.

314 x First Class Passengers.

2 x Web Sites - Passenger Numbers Unknown.

Welcome aboard to the following joining passengers: -

T.Watson, B.Young.

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.

Book your
tickets now

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Museum

Rai|fest

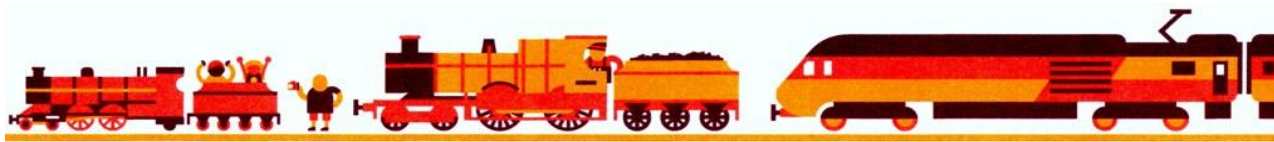
2-10 June 2012



Get fired up at
Britain's biggest
rail celebration

nrm.org.uk/railfest2012

RAIL **MODEL RAIL** **STEAM**
RAILWAY



NRM - Railfest 2012 - June 2nd to 10th.

The opening event on June 2nd will be hosted by Carol Vorderman, and will include the naming of East Coast No.91110 "Battle of Britain Memorial Flight" and a fly-past by the Battle of Britain Memorial Flight.

Steam Locomotives Standard & Narrow Gauges.

Mallard, Flying Scotsman, Princess Elizabeth, Tornado, Olton Hall, Bahamas, Duchess of Hamilton, City of Truro, Cheltenham, Hardwicke, Sir Nigel Gresley, Oliver Cromwell, Stepney, GWR 5521, Webb Coal Tank, L94, Gazelle, Castle Donnington, Mardy Monster, Teddy, Furness Rlyw A5 No.20, Hawk, Peggy, Weston Park.

Diesel & Electric Locomotives.

Class 91 - No.91110, Class 395 – Javelin set, Class 43 - 43159, Prototype HST Power Car, 55002 KOYLI, D6700.

Coaching Stock.

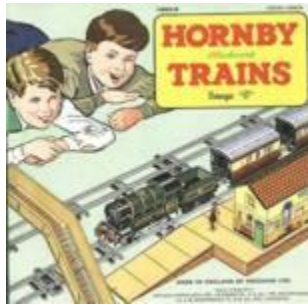
Brighton Belle Motor Brake Parlour CAR No.88, LNER Beaver Tail Observation Coach, Sylvia.

Ticket	Book online*	Book by phone**	On the day
Adult	£13	£13**	£15
Child (2 - 15 yrs. Under-2s go free)	£8	£8**	£10
2 adults + 2 children	£35	£35**	£40
2 adults + 1 children	£30	£30**	£34
1 adult + 2 children	£25	£25**	£28
Evening (8 or 9 June)	£13	£13**	£15
Daytime + Evening (8 or 9 June) - <i>phone only</i>	--	£23**	£25
Photo event (4 or 5 June)	£50	£50**	£50

**For further information and update of exhibits visit the NRM Website
<http://www.nrm.org.uk/railfest2012>**



MODEL RAILWAY NEWS.



The Brighton Belle - 1934.



BRIGHTON BELLE 1934

PULLMAN DRIVING MOTOR BRAKE THIRD CLASS PARLOUR CAR 'No.89' (POWERED) / PULLMAN DRIVING MOTOR BRAKE THIRD CLASS PARLOUR CAR 'No.88' (DUMMY)

The London, Brighton and South Coast Railway first began using Pullman cars in their express services as early as 1875. In December 1881 they introduced the first all Pullman train in the United Kingdom. The service was known as the 'Pullman Limited' until 1908 when it was re-named as the 'Southern Belle'.

Running between London Victoria and Brighton via Hove, the 51 mile journey took just under an hour. The service was steam hauled until 1933 when electric multiple units (EMUs) were introduced following the electrification of the London - Brighton mainline.

Three five-car units numbered 279 - 293 were configured for this prestigious service and were built by the Metropolitan Carriage Wagon and Finance Company of Birmingham in 1932. Of all steel construction, the units weighed 249 long tonnes and were capable of 75 mph. They were powered by eight 225hp traction motors on a

3rd rail 660 - 750v DC current system and were fitted with automatic air brakes. Southern Railway designated these all Pullman units as SBEL.

The five cars usually ran as a set unit and were numbered as 2051, 2052 and 2053. In 1937 these were revised to 3051, 3052 and 3053. The first class cars carried female names, Hazel, Doris, Audrey, Mona, Gwen and Vera with each capable of seating 40 passengers, while third class cars were only numbered and had a seating capacity of 132. All units were liveried in the Pullman company colours of amber and cream with the names and numbers in large gilt lettering on the coach sides.

On 29 June 1934 the service was re-named 'Brighton Belle', the name it carried until the service was withdrawn in 1972. During WWII the service was suspended and the carriages put into store that until the service was re-instated in 1946.

In 1948 all fifteen of the cars passed to the newly formed British Railways and were eventually allocated TOPS Class 403. Following bogie refurbishment in 1955 the service was re-liveried in 1969 with the BR corporate colours of blue and grey. In 1960 an additional diesel powered five-car set was introduced to the service, however by the early 1970's the cars had all become outdated and despite strong public protest the service was withdrawn on the 30th April 1972. The entire rolling stock was sold into private ownership, some are in various stages of restoration, others already beautifully restored are in mainline service with the Venice Simplon-Orient-Express. Only Car No.90 no longer exists having been destroyed by fire in 1991.

The two cars represented in this pack are Car No.88 and Car No.89 which were originally teamed with cars Hazel, Doris and Car No.86, later re-numbered as 279, 282 and 286 respectively.

BRIGHTON BELLE 1934 CARS

R4512 Pullman Trailer
Third Class Parlour 'Car No.86'

R4513 Pullman Trailer
First Class Parlour 'Car 'Doris''

R4514 Pullman Trailer
First Class Parlour 'Car 'Hazel''

R2987 Pullman Brighton Belle Train Pack 1934 with additional cars R4512 Pullman Trailer Third Class Parlour Car, R4513 Pullman Trailer First Class Parlour Car and R4514 Pullman Trailer First Class Parlour Car



©PCS-A.

Above - Motor Brake Parlour - Third Class Parlour Car No.89 – Driving end.



©PCS-A.

Above - Motor Brake Parlour - Third Class Parlour Car No.89.



©PCS-A.

Above - Kitchen Parlour - First Class HAZEL.



©PCS-A.

Above - Kitchen Parlour - First Class HAZEL.

Please note:

The roof boards for each car come within a sealed bag contained within each cars packaging and for the above photograph I have used blu-tack to hold them in place.



©PCS-A.

Above - The vestibule end data plate for car HAZEL.



©PCS-A.

Above - The vestibule access door car HAZEL.



©PCS-A.

Above - The vestibule end of car HAZEL.



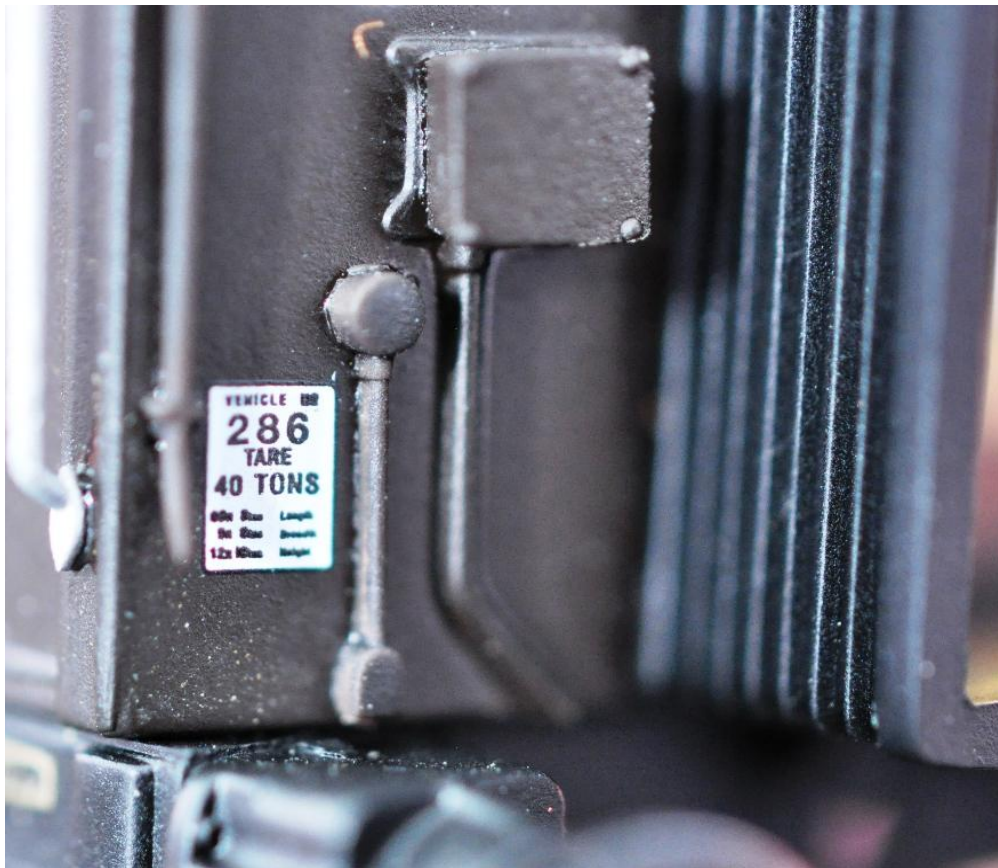
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Above - The builders data plate for car HAZEL.



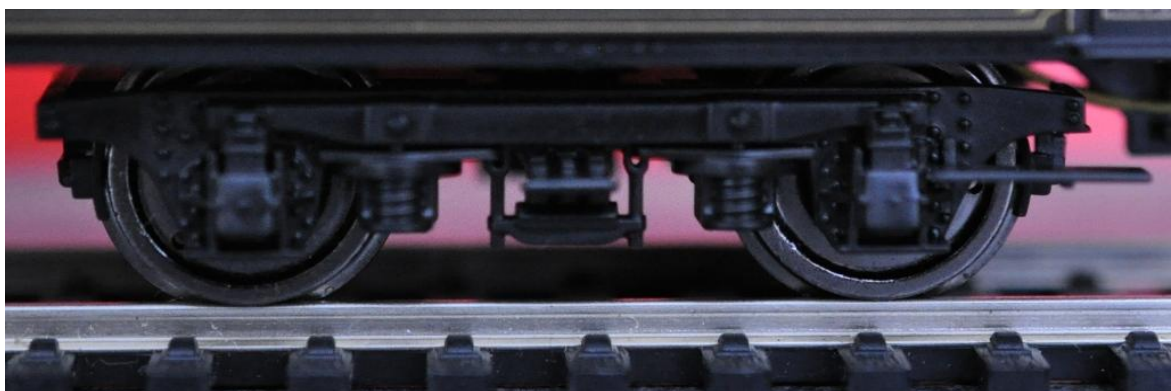
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Above - Parlour - Third Class CAR No.86.



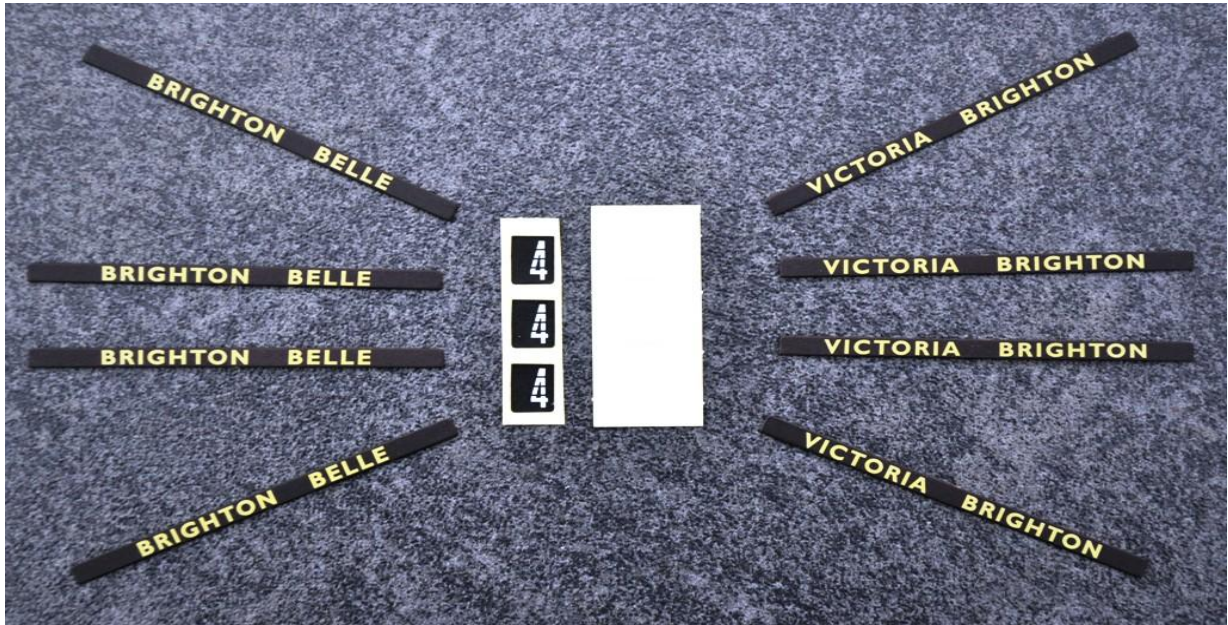
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Above - The vestibule end data plate for CAR No.86.



©PCS-A.

Above - The Bogie (Truck) CAR No.86.



©PCS-A.

Above - Roof Boards, 3 x Headcode "4" and 3 x Blank White panels for use on the Motor Brake Parlour cars.



©PCS-A.

Above - Both Motor Brake Parlour cars.

ON TRACKS - JOUEF ORIENT EXPRESS COACHES.

Have you always admired the fine Rivarossi CIWL Orient Express coaches, but felt the cost is too high for such beautiful models . Then this year a solution in the form of three new Jouef Junior line (like Railroad) CIWL coaches. The models are due for release later in the year.



226HJ4085 NEW JUNIOR LINE Pullman Coach CIWL. blue and beige £24.99



226HJ4084 NEW JUNIOR LINE Pullman Coach CIWL. blue £22.99



226HJ4086 NEW JUNIOR LINE Baggage van CIWL £21.99

For further details and ordering visit www.ontracks.co.uk

Ontracks.co.uk · Unit 1 · Pontrilas Business Park, Pontrilas · Hereford, Herefordshire HR2 0AZ

The Past Remembered.

1937 - 75 Years Ago.

May 20th. Public excursion/cruise to view the 'Coronation Fleet Review' from the T.S.S.Paris (Coronation King George VI & Queen Elizabeth).
8 a.m. London Victoria to Newhaven Harbour by 'Brighton Belle' stock.
After the review T.S.S.Paris sailed to Southampton Docks.
The 'Bournemouth Belle' stock was made available, arriving at London Waterloo in the early hours of May 21st.
(Information Source PCS-A).

1942 - 70 Years Ago.

May. All Pullman services on the Southern Railway withdrawn for the duration of the Second World war. Only Pullman cars allocated for War Service remain in operations. 6 Pul sets become five coach formations with the Pullman Composite car withdrawn from each set formation.
(Information Source PCS-A).

1947 - 65 Years Ago.

April 1st. Mr.J.J.Morel appointed Pullman Car Company Catering Superintendent and Mr. C.W.James Appointed as Assistant Catering Superintendent.
(Information Source PCS-A).

1952 - 60 Years Ago.

Anglo-Iranian Oil Company eight Pullman car (including Devon Belle Observation car) London Charing Cross to Grain on the Hundred of Hoo Branch.
In connection with the opening of a new oil refinery.
(Information Source Railway Magazine June 1952).

1962 - 50 Years Ago.

April 2nd. D0280 'FALCON' noted hauling the 'Sheffield Pullman'.
(Information Source SLS Journal May 1962).

April 28th. Noted at London, Old Oak Common Pullman cars No.54, 169, CECILIA, CAR No.249, 27 and two BR Mk1 coaches W3093 & 3094 in Chocolate & Cream.
(Information Source Keith Gunner).

1967 - 45 Years Ago.

April 4th. Noted near Dover hauling the down 'Golden Arrow' E5021ervice.
(Information Source Railway Magazine October 1967).

April 14th. The down 'Bournemouth Belle' hauled by Bulleid Light Pacific 34090.
(Information Source Railway Magazine August 1967).

May 19th. The down 'Bournemouth Belle' hauled by D1922.
(Information Source Trains Illustrated No.30).

May 27th. The up 'Bournemouth Belle' hauled by D1924.
(Information Source GTR 35mm Slide).

1972 - 40 Years Ago.

April 30th. The final 'Brighton Belle' with units No.3051 & 3052 11 p.m. London Victoria to Brighton 'Champagne Special'.
(Information Source Modern Railways June 1972).

May 3rd Two 'Brighton Belle' units run ECS to Battersea to replenish on board stock in advance of 'Brighton Festival' working.
(Information Source PCS-A).

May 9th. 'Brighton Festival' ex-5Bel unit No.3051 ECS Lovers Walk sidings Brighton to London Victoria, then worked 7.04 p.m. Victoria to Brighton. The return working being 11.10 p.m. Brighton to Victoria, then ECS Victoria to Lovers Walk Sidings, Brighton.
(Information Source Modern Railways July 1972).

Late May. Nine Parlour and one Motor Brake Parlour cars from the three ex-5Bel sets have been sold. This leaves five Motor Brake Parlour cars still awaiting disposal.
(Information Source Modern Railways July 1972).

1977 - 35 Years Ago.

May 19th. The final departure of the 'Orient Express' – Paris, Vallorbe, Lausanne, Montreux, Milano, Venezia, Trieste, Belgrade, Sofia & Istanbul.
(Information Source PCS-A).

May 22nd. The final 'Orient Express' arrives at Istanbul's Sirkeci Station.
(Information Source PCS-A).

1982 - 30 Years Ago.

April 7th. Pullman Composite car 'BERTHA' arrives at the Bluebell Railway from the Mid Hants Railway.
(Information Source Railway Magazine August 1982).

April 28th. First charter of the UK British Pullman train of the VSO-E.
London Victoria to Brighton "Brighton Festival" Train consists of seven Pullman cars with Class 73 No.73101 & 73143.
(Information Source Modern Railways June 1982).

May 11th. Trial run of the VSO-E London to Venice.

May 25th. Inaugural run of the VSO-E London to Venice.
(Information Source PCS-A).



LNER 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'.

Queen of Scots Pullman.

April/May 1952

52.04.10	60036	131 Up Queen of Scots from Newcastle - Leeds
52.04.16	60119	58 Dn Queen of Scots from Kings Cross - Leeds 10on
52.04.26	60074	131 Up Queen of Scots from Newcastle - Leeds
52.04.26	60539	58 Dn Queen of Scots from Leeds - Newcastle
52.05.10	60043	131 Up Queen of Scots from Edinburgh - Newcastle
52.05.16	60081	131 Up Queen of Scots from Newcastle - Leeds
52.05.19	60126	58 Dn Queen of Scots from Newcastle - Edinburgh
52.05.20	60141	131 Up Queen of Scots from Leeds - Kings Cross
52.05.25	60123	58 Dn Queen of Scots from Kings Cross - Leeds

April/May 1962

62.04.06	60124	1S57 11.50 Dn Queen of Scots from Kings Cross
62.04.11	60130	1E14 Up Queen of Scots into Kings Cross
62.04.13	60117	1E14 Up Queen of Scots into Kings Cross
62.04.13	60534	1S57 Dn Queen of Scots from Leeds - Edinburgh
62.04.14	60141	1E14 Up Queen of Scots into Kings Cross
62.04.25	60121	1E14 Up Queen of Scots from Newcastle
62.04.28	60038	1E14 Up Queen of Scots from Newcastle - Leeds
62.04.28	60082	1E14 Up Queen of Scots from Edinburgh - Newcastle
62.05.02	60024	09.00 Liverpool - Newcastle into Ncle/ 1S57 Dn Queen of Scots from Newcastle
62.05.03	60089	1S57 Dn Queen of Scots from Newcastle
62.05.05	60020	1E14 Up Queen of Scots into Newcastle
62.05.05	60070	1E14 Up Queen of Scots from Edinburgh - Newcastle
62.05.05	60154	1E14 Up Queen of Scots from Newcastle - Leeds
62.05.09	60081	1S57 Dn Queen of Scots into Newcastle / on Gateshead shed
62.05.09	60137	1S57 Dn Queen of Scots from Newcastle
62.05.12	60026	1E14 Up Queen of Scots from Newcastle
62.05.12	60080	1E14 Up Queen of Scots from Leeds - Kings Cross
62.05.13	60040	1E14 Up Queen of Scots into Newcastle / on Gateshead Shed
62.05.16	60083	1S57 Dn Queen of Scots from Newcastle
62.05.16	60516	1S57 Dn Queen of Scots into Newcastle
62.05.21	60081	1S57 Dn Queen of Scots into Newcastle

62.05.21	60539	1S57 Dn Queen of Scots from Newcastle
62.05.24	60134	1E14 Up Queen of Scots
62.05.25	60107	1E14 Up Queen of Scots from Leeds - Kings Cross arr 20.07
62.05.25	60134	1S57 Dn Queen of Scots from Kings Cross - Leeds/ 18.15 Leeds - Kings Cross
62.05.26	60048	19.37 (25th) KX - E'bro from Ncle - E'bro/ 1E14 Up Queen of Scots from Edinburgh - Newcastle
62.05.26	60130	Dn freight through Darlington 08.10 / 1E14 Up Queen of Scots from Newcastle – Leeds

Tees Tyne Pullman.

April/May 1952

52.04.18	60003	145 Up Tees Tyne Pullman
52.05.16	60008	82 Dn Tees Tyne Pullman
52.05.19	60014	145 Up Tees Tyne Pullman

April/May 1962

62.04.18	60078	serviced on Gateshead shed / 1A15 Up Tees Tyne Pullman
62.05.10	60026	1A15 Up Tees Tyne Pullman
62.05.10	60081	Peterborough - Kings Cross arr 11.00 / 1A50 Dn Tees Tyne Pullman
62.05.23	60006	1A15 Up Tees Tyne Pullman

Yorkshire Pullman.

April/May 1952

52.05.16	60003	84 Dn Yorkshire Pullman
52.05.16	60119	19 Up Yorkshire Pullman

April/May 1962

62.04.24	60145	1E08 Up Yorkshire Pullman
62.05.19	60120	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross - Leeds
62.05.21	60053	1E08 Up Yorkshire Pullman
62.05.23	60122	1E08 Up Yorkshire Pullman
62.05.25	60028	1E08 Up Yorkshire Pullman
62.05.31	60014	1E08 Up Yorkshire 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.

WAR-TIME PULLMAN SPECIALS at STEWARTS LANE - R. J. E. Bayliff.

{The following is a judicious editing and partial rewriting with added footnotes of information supplied in a letter dated 04 August 1994 to R. Sauvey, then General Manager of the National Railroad Museum, Green Bay, Wisconsin, United States of America from one J. F. Pulley of Springvale South, Melbourne, Australia who during World War II was employed at the Southern Railway carriage sheds at Stewarts Lane, London.

A copy of the letter is at Steam, Museum of the GWR; Swindon under reference x152d/1.

Attempts to contact Mr. Pulley have been unsuccessful and I am grateful to Ms. J. D. Frank, Executive Director of the National Railroad Museum and Ms. E. Arthurs, Collections Officer of Steam, Museum of the GWR for permission to use the letter.

I am grateful to the Lens of Sutton Association and R. M. Casserley for permission to use photographs from their collections.

Rob Bayliff.

There were three special trains, made up and stabled around the country. The first was an all Pullman train composed of cars *Joan, Cassandra, Rosemary, Rosamund* and *Plato*. It was placed at the disposal of Winston Churchill and the War Office and stabled at Longhedge Works at Stewarts Lane, London.

The Southern Railway complex at 'The Lane' was very large; the carriage sheds had nineteen roads under cover. The Pullman Car Company had a stores and service depot there.

Early in 1942 the train was split up.

Joan and *Cassandra* were made up into a five car train together with Brake Firsts 7752 and 7753, an LNER Sleeping Car and a 28 ton Luggage Van.¹⁾ In the early days, it was shared by Winston Churchill and General Ross and aides. When Gen. Eisenhower took command, it became the SHAEF Special.

The Pullman Cars *Rosemary, Rosamund,* and *Plato* were made up into another train, called the Imperial Airways Special. It ran nightly from London to Poole in Dorset to link up with a flying boat service with America.

Its passengers consisted of diplomats, high ranking service officers and civilian pilots going back the United States after ferrying planes to England.

These two trains never saw war-time livery. They were kept in immaculate condition; the Pullmans in umber and cream, the Southern stock in brunswick green.²⁾

Special Train A-1 was made up of Great Western stock at Swindon and used on long distance runs to the north of England. Special Train A-2 was made ready for shipping to France after the D-Day Landings. It was held up for a while; the Allied bombings had played havoc with the French railway system. The foreign stock that was used on A-2 was what had been stranded at the outbreak of war.³⁾ A-1 and A-2 were painted British Army Green to match the ambulance trains.



©Lens of Sutton Association -61191.

CASSANDRA at Stewart's Lane in the 1950's.



©Lens of Sutton Association -61225.

JOAN at London St.Pancras on August 20th 1962 for the UK visit of the ex-President of the United States of America Dwight David "Ike" Eisenhower.



©Lens of Sutton Association -61249.

PLATO.



©Lens of Sutton Association -61258.

ROSAMUND.



©H.C.Casserley.

ROSEMARY at Stewarts Lane on June 15th 1956.



©Lens of Sutton Association.

S7752 as withdrawn at Ardingly on September 26th 1959.

Wartime stories.

Gen. Eisenhower and Winston Churchill, together with their aides, were on the SHAEF Special headed back to London, when we were stopped, just outside a town called Redhill - there was an air raid going on over London. Redhill was an engine repair and maintenance depot. Steam locos were coming in for coal and water. We had been standing for about an hour when we noticed a smell of burning. On commenting about this, someone said "It's OK, it's only the Chef's cooking?" We go the all clear to proceed on our journey. We arrived in London, unloaded our passengers and put the train to bed at Stewart's Lane.

Next morning the foreman cleaner came up to us saying "What did you do to *Joan* last night?" We went to where *Joan* was standing. All down one side the paint was blistered and peeling. We realised what had happened. It appeared while we were standing at Redhill, we were next to the hot ash pits and the heat had started to melt the paint.

Joan was taken to the paint shops, repainted and put back in the train before anyone else found out. Ike and Winston never knew how close they were to having their bums burnt.

Another time the General was visiting the fortifications at Dover. The train had been shunted into a siding under the cliffs. Officers began to arrive for a conference on the train. Across the channel in France, the Germans had a large gun that they would fire now and again. On our side, a lookout was posted to watch for the flash when it fired. The warning sounded, the railway crew took cover under the train, a whoosh and a bang, and the shell exploded on the cliffs about half a mile away. When we came out there was dust everywhere. We started shouting to one another. An officer put his head out of the car saying "Keep it quiet out there, the old man's talking!" The conference had gone on as if nothing had happened. Once again when we got back to Stewart's Lane, the foreman cleaner told us off for making his train dirty.

Bear in mind that these trains were not always on the move. They could be stabled for weeks but had to be ready to move off at a moment's notice. This meant that we could carry on with our routine jobs, checking dynamos and batteries on army and civilian ambulance trains, also VIP specials; which brings me to a very tragic story.

I thought I had forgotten it, but it was brought back to me many years later and thousands of miles away in Australia. I will start the story just as it happened.

My examiner and I had just finished work for the day when we were told to report to our office for a special job. The General's train was going down to the south of England and we were to go with it. Some six hours later we arrived at a railway station called Okehampton. In the platforms were two army ambulance trains being loaded with dead and wounded US service men. At this stage, the officer in charge called the railway crews together and we were sworn to secrecy for what we were about to see. I was to go with one train, my mate with the other. ... It was night time when we moved off on our journey, not knowing where we were going.

Next morning found us in the north of England at a large U.S. Army Hospital at Grantham.

My job during the run was to look after the lights while the medics were tending to the wounded.

Once the train was unloaded, it was taken to a siding for cleaning. I was told my job was done and to make my way back to London. Once again I was reminded not to speak to anyone about what I had seen.⁴⁾

The only person my mate and I told was our C.M.E. He was a kind and understanding man. He gave us a week's leave to help us forget (as if we could).

It was to be many years later in Australia, while reading our Sunday newspaper I went cold.

I was reading all about that terrible day in April 1944. I telephoned the newspaper office and asked where they got the article from, but they would not say. (The article was printed 15 November 1987.)

The next time that day come back to haunt me was when a friend of mine rang to say he had a novel about Jersey in the Channel Isles. (I lived there for six years: 1968 to 1974.) I started to read this book and, would you believe it, I was reading all about that day again. The writer had written a fiction novel, but it was indeed fact.⁵⁾ I know that I will never be allowed to forget that part of my life.

¹⁾ In the original letter there is a question mark after LNER Sleeping Car. It could well have been 1592, originally adapted for UK journeys VIPs and later incorporated into ALIVE, the train for the US Army commander, as Gen. Eisenhower's personal coach. The brake firsts were ex-South Eastern & Chatham Railway Continental matchboard corridor carriages. The 28 ton luggage van would have been a Southern Railway GBL, a gangwayed, bogie van; 31 of which were used as Stretcher Vans in Casualty Evacuation Trains, and Ward Cars in Home Ambulance Trains or Overseas Ambulance Trains.

²⁾ This dark green would have been olive green as used by the Southern Railway before the introduction of the malachite green livery.

³⁾ This cannot have been so as none of the stock composing Special Train A-2 was ferry stock; except for an LNER Corridor Brake Third converted to a Boiler Car, that which was foreign was domestic French, Belgian and Wagons-Lits stock, unlikely to have come over to Dover or Harwich on the train ferries, not in the least as being larger than the British railways structure gauge. {cf. WW2RSG Bulletin 21/2, page 21.33: Replies §190}

⁴⁾ What J. Pulley and colleague witnessed were the casualties of Operation Tiger, scheduled for 23 April 1944, one of several exercises forming a full-scale rehearsal for the D-Day invasion of Normandy. US troops were to secure a beach position at Slapton Sands, which had characteristics similar to the "Omaha" and "Utah" beaches, in order to capture Okehampton. It was decided to use live ammunition to give battle experience but no one told the troops who assumed they had blank ammunition. During the exercise, an Allied convoy was attacked by E-boats from Cherbourg. Two LSTs were sunk by E-boats, a third damaged and another hit by crossfire from one of the American craft. Fully-armed and heavily laden troops under orders to abandon ship hit the water and were tipped forward by the weight of their equipment and drowned, losing a struggle to keep their heads above water, as their lifebelts had been tied under their waists rather than armpits to make firing of side-arms easier. Live ammunition was used on the beaches to simulate battle experience but this was not communicated to the troops. By the end of the exercise 749 GIs had tragically lost their lives. With no civilians in sight, a massive cover-up was put into operation.

There was a strong possibility that the proposed D-Day landings in Normandy, accorded the highest security classification "BIGOT" had been seriously and possibly fatally compromised as ten officers who were privy to the location of the invasion beaches were amongst those missing. By a miracle the bodies of all ten officers were recovered. The disaster of Operation Tiger was kept a closely guarded secret. No official communiqué was issued and the staff of the 228th Sherbourne Hospital in Dorset, who received hundreds of immersion and burns cases, were simply told to ask no questions and warned that they would be subject to court martial if they discussed the tragedy.

⁵⁾ Night of the Fox by Jack Higgins, 1986.

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

Pullman Livery - David Rhodes.

I was pleased to read in the previous edition of the newsletter that things are beginning to happen with ex-Golden Arrow car Carina. When this is restored it would mean the possibility of getting one step closer to recreating the Winston Churchill funeral train. The baggage car, Isle of Thanet and Lydia have all been repatriated and restored in the past few years and Perseus is part of the VSOE British Pullman (I travelled in this car when I went on the British Pullman a few years ago).

With the restoration of Carina this would only leave Car No. 208 which is used as a restaurant in Ireland.

Last year, I paid a visit to the North Yorkshire Moors Railway and managed to visit Carina (although viewed from a distance) where it was being stored at that time. It was interesting to see it in the Blue and Grey BR livery and this set me thinking. I presume that Carina is the only Pullman still painted in the Blue and Grey livery. What's more, this is "original" paint from her days in service.

Now I know that Blue and Grey livery tends to be frowned upon these days, with preserved Pullmans being painted traditional Umber and Cream. If Carina is eventually painted in Umber and Cream livery this would mean the loss of all Blue and Grey Pullmans. Wouldn't it be a good idea to have at least one Pullman painted in Blue and Grey, after all this is a part of Pullman history.

Perhaps with Carina, which is still painted in this livery, this could be an option when choosing the paint scheme to finish the restoration. What do other readers think, is there a place for a restored and preserved Blue and Grey Pullman?

As a footnote, on Sunday February 26th I visited a model fair and for the first time saw the new Hornby model of the Brighton Belle.

Hornby have decided to release the Blue and Grey liveried version first with the Umber and Cream to follow later.



PULLMAN THE BRIGHTON BELLE

RESTORING BRITAIN'S UNIQUE, ALL-ELECTRIC PULLMAN TRAIN

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

Programme Update

The 5BEL Trust exhibited at Brighton Modelworld in February, with a spectacular tableau in the main foyer of a Pullman dining arrangement using panelling and fittings generously loaned by Anthony Ford. Note the specially baked cream and umber bread rolls! With everyone entering this major exhibition having to pass by our eye-catching stand, we had a record number of donations and yet more stories of life working and travelling on the Brighton Belle.



©Milan Simek - Brighton Toy Museum.

Modelworld Tableau.

Many of those who worked at Preston Park or on board the Belle still live in the Brighton area. Their memories will soon be lost as time and age inevitably take their toll, so we are looking forward to capturing on film each individual's part in the Brighton Belle's heritage at a grand gathering of workers we are hosting

in May, in conjunction with ASLEF. There's a story of an on-board fire doused out with expensive wine that we'd like to get to the bottom of!!

April 2012 represents an important moment in the Belle's history, with the 40th anniversary of her withdrawal from service coming up on the 30th. It was a moment when we realised that style and quality simply didn't fit in with British Rail's marketing plans. The future had been unveiled just a few months earlier, on 16 December, 1971, when the Advanced Passenger Train Experimental (APT-E) was finally shown to the public. In less than four years it had clocked up a new record speed of 150 mph – precisely twice the top speed of the Belle.

The BBC has been filming the engineering work at the dedicated Brighton Belle shed at Barrow Hill, which will be shown near to the anniversary, alongside archive footage of the train in service. With renewed interest in Art Deco, we believe that interest in the train may be potentially far greater than when she was in operational service.



Commemorative Cover - 5BEL Trust/Buckingham Covers

This is the extremely attractive Commemorative Cover marking the 40th anniversary. This is being produced by Buckingham Covers - www.buckinghamcovers.com – who are the UK's leading designers and producers of commemorative and first day covers.

Earlier in April, we expect to see 15-20,000 rail enthusiasts passing through the Brighton Belle shed, as part of the 'Fab Four' event at Barrow Hill - www.barrowhill.org. This runs from 13 – 15 April, with A4 4468 'Mallard', A4 60019 'Bittern' (presented as 'Dominion of New Zealand'), A2 60532 'Blue Peter' and A1 60163 'Tornado' all in attendance. Barrow Hill is an inspirational place to visit, not least to see Britain's last surviving turntable-based engine shed, complete with an array of steam and diesel locomotives. Pullman & CIWL Newsletter readers will be made especially welcome by the 5BEL team in our shed – do make yourself known to them for a special tour. Tickets available exclusively from The Ticket Factory - www.theticketfactory.com – tickets will **not** be available at Barrow Hill.

Neil Marshall, 5BEL Trust.



David Jones & Richard Salmon.



There's not really much news on the Bluebell's Pullmans at present.
Work continues on car FINGALL with woodwork being renewed, as per photograph below.



©David Jones.

March 18th 2012 - The body side of car FINGALL with the ongoing woodwork
Within the Bluebell Carriage and Wagon Workshop at Horsted Keynes

CAR No.76 (LILIAN).

The Bluebell Carriage and Wagon winter maintenance examination has identified that one of the cars bogies (Trucks - USA) has become very badly corroded, largely due to the effects of discharges from the lavatory outlet pipe. The carriage and wagon team have therefore replaced the corroded bogie (truck) frame using a spare held as spare and was fully refurbished before fitting.

The lavatory outlet pipe has been fitted with an additional pipe to prevent a recurrence of the problem in the future.

The Bluebell Carriage and Wagon workshops electric lifting jacks have proved invaluable in undertaking the bogie (truck) replacement.



©David Jones.

March 18th 2012 - CARINA and DORIS (Tarpaulin Covered) in the back siding at Horsted Keynes.



The ultimate in luxury, comfort and style in rail travel - Pullman cars - are to be reintroduced on regular train services in Yorkshire after a gap of nearly half a century.

They will run as part of the timetabled services on the world-famous Keighley and Worth Valley Railway through West Yorkshire's Brontë Country over the Easter Holiday (Good Friday 6 April – Bank Holiday Monday, 9 April 2012, inclusive) and on Sundays 5, 12 and 26 August and Bank Holiday Monday 27 August 2012.

As with the original Pullman car services, which provided luxurious transport from London to Yorkshire's principal cities from the early 1920s until the 1960s, a small supplementary charge will be made and light refreshments, including cream teas with "quality" cakes, will be available.

There will be no need to book in advance on the services connecting Keighley with Oakworth, Haworth and Oxenhope. The trains will normally be hauled by historic steam locomotives.

The steam railway's traffic manager, Sam MacDougall said: "We've always kept these beautiful cars for special events such as wedding parties, wine and dine trains and VIP events, but it's become clear to us that visitors to Yorkshire would love to have the opportunity to experience the most luxurious form of rail travel ever devised - just as it used to be, on services such as the *Yorkshire Pullman*, the *Master Cutler* and the *West Riding Pullman* many years ago".

"So now over Easter and in some dates in August, we'll be giving people just that opportunity for only £2.50 on top of our normal fares. Bookings are already coming in to our HQ at Haworth Station".

He added: "Pullman cars were specially built to be the ultimate in luxury, style and understated elegance. In their day, these majestic, lofty and slab sided cars were seen as the symbol of a sleek new world, the best of British art and industry".

A journey in one of our fully restored 1930's Pullman cars is both an adventure and a visit to another world - of stars from silent movies in their furs and jewels, of tycoons, grandees - a touch of Bertie Wooster, Hercule Poirot and Miss Marple."

Gary Verity, chief executive of Welcome to Yorkshire, said: "This is fantastic news for visitors to this world-famous railway. The return of the Pullman cars - and their famous welcome and service - promises to enhance the whole experience and is the ultimate in travelling in steam-powered style.

It's another great example of KWVR again raising the national bar for heritage railway experiences."

On these services, ordinary accommodation will be also be available (without a supplement) and the train formation will include one or both of the KWVR's Pullman cars **ANN** and **MARY**, along with another example of sheer, unabashed indulgence, the Manchester - Lytham - Blackpool Club Car built in 1912 and recently restored to its original magnificent condition. A supplementary fare of £2.50 per person will be charged for travel in the Pullman and Blackpool Club cars, payable only once and travel is then permitted for the same validity of the travel ticket.

Light refreshments will be available in the Pullmans, including hot snacks, alcoholic and soft drinks and light luncheons (but not in the Blackpool Club Car).

Advance booking is not essential, but parties of four or more may reserve seats by e-mail at

summer.saloons@kwvr.co.uk

K&WVR - Additional Historical Notes:

Of the 104 K class cars out of a contemporary fleet of 200 Pullman cars in total, two of the all-steel type built as a pair in 1931 remain on the Keighley & Worth Valley Railway. They have been described by one authority as “probably the finest restoration of their type in the world”. Cars 83 & 84, ‘ANN’ and ‘MARY’ provide the luxury, reliability and safe travel on the KWVR that the Pullman Company once gave to the whole of Great Britain.

On the dates at Easter and in August, when the Pullman trains are scheduled to operate they will depart Oxenhope at 11.45, 1.15, 2.45 & 4.15 and Keighley at 12.30, 2.00, 3.30 & 5.00. Additional Easter weekend services will also operate from Oxenhope at 09.00 and 10.15 and from Keighley at 9.40 and 11.00.

The Pullman Car Company Limited was a private undertaking, which owned a large fleet of ultra luxurious cars. These were hauled either in complete trains or as individual vehicles by the various railway companies and later British Railways. The railway retained the ordinary fare and maintained the ‘running gear’ such as wheels, brakes and exteriors of the coaches, whilst the Pullman Company looked after the interiors, in addition to providing the on-train catering. Thus, the public were given utterly superb coaches in which to travel, the railway avoided having large sums of capital tied up in vehicles which were little used, yet retained the fares, whilst the Pullman Company made its money from the catering and a supplement which was charged for travel in the coaches.

‘ANN’ and ‘MARY’ are both third class cars from a batch of four all-steel, K Type cars, built for the Pullman Car Company Limited by the Birmingham Railway Carriage and Wagon Company. Although they had been ordered in 1929 completion was delayed until 1931 having been purchased under a unique hire-purchase arrangement with the builders. As third class cars, they did not carry names. Instead, they were given numbers, in this case cars 81, 82, 83 & 84.

The car which now runs as ‘ANN’ was originally ‘Car No. 83 Third Class’ whilst the current ‘MARY’ was ‘Car No. 84 Third Class’.

All four cars were sent new to the Southern Railway (SR) for use on the ‘*Bournemouth Belle*’ between Waterloo and Bournemouth. Car No. 84 was withdrawn during 1966 and sold to Ron Ainsworth, who was heavily involved in the embryonic KWVR. He named it ‘*Lorna*’ after his wife and it was used along with car ‘ZENA’ which was also at that time on the KWVR, as a dressing room and costume store for the film ‘*The Railway Children*’ in 1970. The KWVR purchased the car on Mr. Ainsworth’s death and renamed it ‘*Mary*’, after Mary Tracey, wife of Eric, its then President and the former Lord Bishop of Wakefield.

Car No. 83 was withdrawn in July 1967 when the ‘*Bournemouth Belle*’ ceased to operate and sold along with a number of other Pullmans to the Bulmer Cider Company. They used it on their mobile exhibition train, in which form it had all the seating removed for use as a display space. Bulmers sold it to the Venice –Simplon Orient Express which never used it, but stored it along with other spare cars at its Longhedge works in London. VSOE kindly agreed to lend it to the KWVR to run with its twin and the interior was restored at Oxenhope using the original fittings. It now carries the name ‘ANN’, after Canon Dr. Ann Cryer J.P., President of the KWVR and widow of its founder, Bob Cryer.

KEIGHLEY & WORTH VALLEY RAILWAY

The Railway Station, Haworth, Keighley, West Yorkshire, BD22 8NJ

Keighley – Ingrow – Damems – Oakworth – Haworth – Oxenhope

General Enquiries: 01535 645214 www.kwvr.co.uk 24hr Information: 01535 647777.

Website: www.kwvr.co.uk Email: admin@kwvr.co.uk

The Merchant Navy Locomotive Preservation Society - Support Crew Coach - MERCATOR.



©Greg Martin.

MNLPS - Support Coach No.17096 - MERCATOR - at Byfleet Junction on 18-02-2011.

This coach is not a Pullman car, but whenever MNLPS Rebuilt Merchant Navy Class Bulleid Pacific No.35028 "Clan Line" ventures out onto Network Rail infrastructure, you will normally find this coach attached to the locomotive tender with the passenger train formation attached to the other end of the coach.

The livery applied to the coach exterior is Pullman umber and cream with lining, this ensures the coach blends in when attached to the prestigious 'British Pullman Train'.

From the PCS-Archive I have been able to collate some details of the coach history, these being as follows: -

British Rail Mark 2a Brake Corridor First (BFK).

Built: Derby 1968.

Lot No: 30786.

Weight: 32t.

Seating: 24.

Lavatory: 1.

Bogies: B4.

Brakes: Air.

Pressure Ventilated.



©Greg Martin.

MNLPS - Support Coach No.17096 - MERCATOR - at Byfleet Junction on 18-02-2011.

The coach entered service originally allocated the number identity of 14096, this was changed in 1982/3 to the current allocated number of 17096.

Year:	Identity No:	Allocated Depot:	Owner:
1979	E14096.		
1980	E14096.		
1981	W14096.		
1982	W14096.		
1983	W17096.		
1984	17096.	Laira (Plymouth).	
1985	17096.	Laira (Plymouth).	
1987	17096.	Laira (Plymouth).	
1991	17096.	Laira (Plymouth).	
1996	17096.	Stewarts Lane.	
1999	17096.	Stewarts Lane.	Leased to VSO-E.
2003	17096.	Stewarts Lane.	MNLPS.
2005	17096.	Stewarts Lane.	MNLPS.

The interior has resting facilities for the locomotive support crew, an area originally for luggage and parcels is now a small workshop with tools and spares.

For further information on the MNLPS visit www.clan-line.org.uk



February 24th to 26th 2012
Brighton Centre
Antony Ford & David Jones



©Antony Ford.

Brighton Belle Place Setting.



©Antony Ford.

Brighton Belle Display.

David Jones attended the Brighton World Modelworld Exhibition as a volunteer on the Brighton Atlantic information stand.

He advises that there was quite a lot of Pullman interest at the Modelworld, with both Pullman Society stand and the 5BEL Trust information stands located on ground floor near to each other.

Antony Ford had lent items to both stands including a panel from 'Rita' which had been used as a fire screen and some panels from 'Marcelle' on the 5BEL stand.

The exhibition seems to be drifting away from railways with much more other items such as model shipping, circuses and Lego being on show.

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

CIWL Buffet Car Crest - Text & Images Supplied by Steffen Dresler - February 13th & 28th 2012.

The work with our sleeping car is going well, still need to get a boiler but Poul have the solution (I hope :-)). But sometimes CIWL drawings "surface" out of nowhere and the attached two cover the transformation of ordinary DSB passenger cars to Voiture-Bufferet.

The DSB had all in all 10 of these buffet cars in service from 1951 to 1971.

But what surprises me and where I need your help is with this drawing I have never seen before or knew of its existence.

The CIWL Buffet-car crest!! (It was newer put on a Danish car).

Apparently the CIWL and the SNCF have used Voiture-buffet from the 1930's and also after the Second World War.

But when I read the text (in my very poor French) I have a question.

The location of the crest on the side of the coach when applied, and in the event any reader has either a drawing, pictures or photograph of a buffet-car with this crest applied.

The Danish buffet-car with the CIWL buffet-car crest on as it apparently was intended from the CIWL side.

Update of February 28th 2012.

First of all thank you for trying to find out where the CIWL buffet crest was used.

Finally Jean-Marie found out – via Bernhard by AJECTA - that these crests were foreseen for the non-original CIWL Cars, the ex-French cars used as restaurant.

But Bernhard has never seen a plate in real or a picture of such a plate!

So the following question's now remain to be answered: -

1. Was it ever used and applied to any coach.
2. Was it just a proposal.
3. We might never find out, unless any reader knows otherwise.

In the event any reader has any information or photographs would you forward these to the Editorial address, I will then forward on to Steffen.

CIWL Car No.4250 - WR - Text and Images Supplied by Rik Degruyter - February 13th 2012.

We announce not without proud that we have bought WR 4250 from private owners in Vienna.

This car was rebuilt in 1944 by the CIWL Atelier Budapest-Pestszentlőrinc from the wooden WR 2506 (CGC St. Denis 1919).

CIWL Wagon Restaurant 4250, was leased to and operated in the last years by ÖBB Nostalgie, new number 50 81 08-38 000-9 [P]. 140 km/h, 45 t, 50 seats, length 20.30 m.

ÖBB faced new modifications. Bogies should be changed for speeds up to 160 km/h. The aeration windows should be removed for safety reasons. The doors should close automatically, etc.



©Rik Degruyter.

Exterior of CIWL Car No.4250 - Wagon-Restaurant.



©Rik Degruyter.

Kitchen within CIWL Car No.4250 - Wagon-Restaurant.



©Rik Degruyter.

Saloon within CIWL Car No.4250 - Wagon-Restaurant.

CIWL Car No.3349 - WR - Text and Images Supplied by Rik Degruyter - February 19th 2012.

I can advise readers that CIWL Car No.3349 which is a Wagon-Restaurant was sold from the Château de la Ferté Saint-Aubin by public auction on the June 5th 2010.

The car now resides at the Chocolate Museum à Geispolsheim near Strasbourg (Alsace).



Photo Aberahim HRAIBA

©Aberahim HRAIBA.

No.3349 at the Chocolate Museum à Geispolsheim near Strasbourg.

CIWL Cars No.3898 & 4229 - Text and Images Supplied by Rik Degruyter - February 19th 2012.

Ex- Sospel coaches now owned by the Association CONIFER in Les-Hopitaux-Neufs (Jura).
They are also seen coupled and on ex-VSO-E bogies at the Saint-Jory marshalling on their way for overhaul near Orléans (S.D.H. Ferroviaire).



© Alpiguri

Wagon-Lits No.3898.



© Alpiguri

Wagon-Restaurant No.4229.



©S.D.H. Ferroviaire.

Cars No.4229 & 3898 both on ex-VSO-E bogies were photographed at the Saint-Jory marshalling enroute to Orléans for overhaul.

Rail Passion - February 2012 - Christopher Elliott.

Christopher Elliott has advised of the following paragraph that appeared in 'Rail Passion' edition No.172 February 2012 (Translated).

"Of the three ex-CIWL carriages parked at Sospel (Alpes Maritimes), two have been saved by the association Conifer (Doubs) close to the Swiss frontier ! One is sleeping car N° 2898 of 1948 and the second a restaurant-car N° 4229 from 1939, which after leaving Sospel on the 6th May 2011, stayed at Mirmas (Provence) until the end of October. In the picture they are to be seen at Saint-Jory (just north of Toulouse) on the 29th November. They will be restored by the Railway Company Saint-Denis de l'Hôtel Ferroviaire (SDH Ferroviaire), based near Orléans.

Chris Elliott's advises.

Miramas is a large depot 60 kms north west of Marseille.

l'Hôtel Ferroviaire (SDH Ferroviaire), is a substantial commercial wagon and carriage repair company based near Orléans.

CIWL Car No.4230 - Wagon Restaurant - Text and Images Supplied by Rik Degruyter - February 28th 2012.

WR 4230 was built in Nivelles (B) in 1940. Seats 56.

After modernisation in Ostend-Slykens and fitted with air conditioning the car is seen (below) on September 4th, 1992 in the station of Bologna (I) part of the "Freccia del Sole" from Brussels to Ancona, a weekend-only holiday train with automobile transportation.



© Jacopo Fioravanti.



© Luis Fernando Orduz Serrano.

WR 4230 is ready to receive passengers for dinner.



© J-M Thill -2011.

Now somewhere hidden in France, WR 4230 is waiting for the end.....

Rik Degruyter
VZW Stoomcentrum Maldegem, Belgium

CIWL Car No.2287/4249 - R. J. E. Bayliff.

Looking through CIWL - Preservation List - Issue 01 - June 2011, I noted a vehicle missing which would have appeared on page 14, before Restaurant Car 4249 under Holland.

The entry would read:

The NETHERLANDS:

Owner:	Number:	Type:	Located:	Condition:	Notes:
Spoorweg Museum	2287	VR	Utrecht	Good	Teak
	4249	VR	Utrecht	Good	

It is now very difficult to photograph VR 2287 at the Spoorweg Museum as it is incarcerated in a room depicting a near-eastern station platform, regrettably part of a tendency towards theme-parks towards which some 'museums' seem to drift these days. {As a railwayman, the yard and sidings outside the buildings speak more as far as a display area of locomotives and rolling stock is concerned!}



©R. J. E. Bayliff

VR 2287's shortly after arrival at the Spoorwegmuseum.

Details are as follow:

Original Company:	Compagnie International des Wagons-lits et des Grands Express Europeens.
Original Number:	No. 2287.
Built:	Wagonfabrik Gyor, Raab, Hungary.
Withdrawn:	Not known.
Entered museum:	March 9 th 1977.
Location:	Nederlands Spoorwegmuseum, Utrecht, the Netherlands
Photo taken:	May 24 th 1977
RJEB Neg. No.:	77-4-11
NVBS Foto Nr.:	1449.0048A

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 for inclusion within the June/July Newsletter, I can advise you that the editorial close date will be May 29th.



“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 - April & May 2012.