



Pullman Car Services - Archive

Pullman & CIWL News



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



**May & June 2014
Edition No.18.**

Cover Photograph - Ken Hodgson.

Class A4 Pacific 4-6-2 No.60008 'Dwight D Eisenhower' stands outside the National Railway Museum 'Locomotion' at Shildon, County Durham. Attached to the locomotives tender, NRM CIWL Night Ferry Car No.3792. My thanks to both Ken Hodgson and Richard Barber.



From The Coupé.

Welcome aboard your bi-monthly newsletter.

I take this opportunity to thank those readers who have kindly taken time to forward contributions in the form of articles and images for this edition.

I remain dependent on contributions of news, articles and 'jpg' format images in all aspects of Pullman and CIWL operations both past, present, future and of course aspects of both within the model railway interests.

In the event you have anything that you wish to contribute to the next edition the editorial deadline date of Friday June 27th, with the scheduled publication date of Tuesday July 1st 2014.

All I ask of you for the time I spend in producing your newsletter, is for you to forward on by either E-mail or printing a copy, to any one you believe would be interested in reading matters Pullman & CIWL. Changing your Email address, or wish to be removed from the mailing list, please send an Email to the t.bye@ntlworld.com with your request, it's as simple as that.

Publication of this newsletter will be on the 1st of January, March, May, July, September and November. The editorial date for the next edition is scheduled for publication on July 1st 2014, the editorial deadline being Friday June 27th.

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

Editors Acknowledgement.

My thanks to the following contributors for their assistance in the production of this issue by way of either articles and or images. Rest assured without you contributions this edition would not have been published: -

J.G.Ruddock, R.E.Pearson, A.Ford, R.Barber, G.Behrend, J.Morel, C.Hanley, N.Marshall, D.Lindsay, D.Jones, A.Freeman, T.Knox, K.Hodgson, N.Williamson, J.Howard-Turner, J.Merdith, G.Child, A.Pragnell, T.Mulligan, F.Phillips, L.Biemiller, P.O'Connor, K.Goodsell, S.Woods, Rails of Sheffield & The Colne Valley Railway.

In addition my thanks to the following Publications, Societies & Web Sites: -
Clayton Wagons Limited, Pullman in Europe, Pullman Profile No.1 The 12 Wheel Cars, The Railway Magazine, Railway World.

“Information is for sharing - not gathering dust”

Your Newsletter Menu.

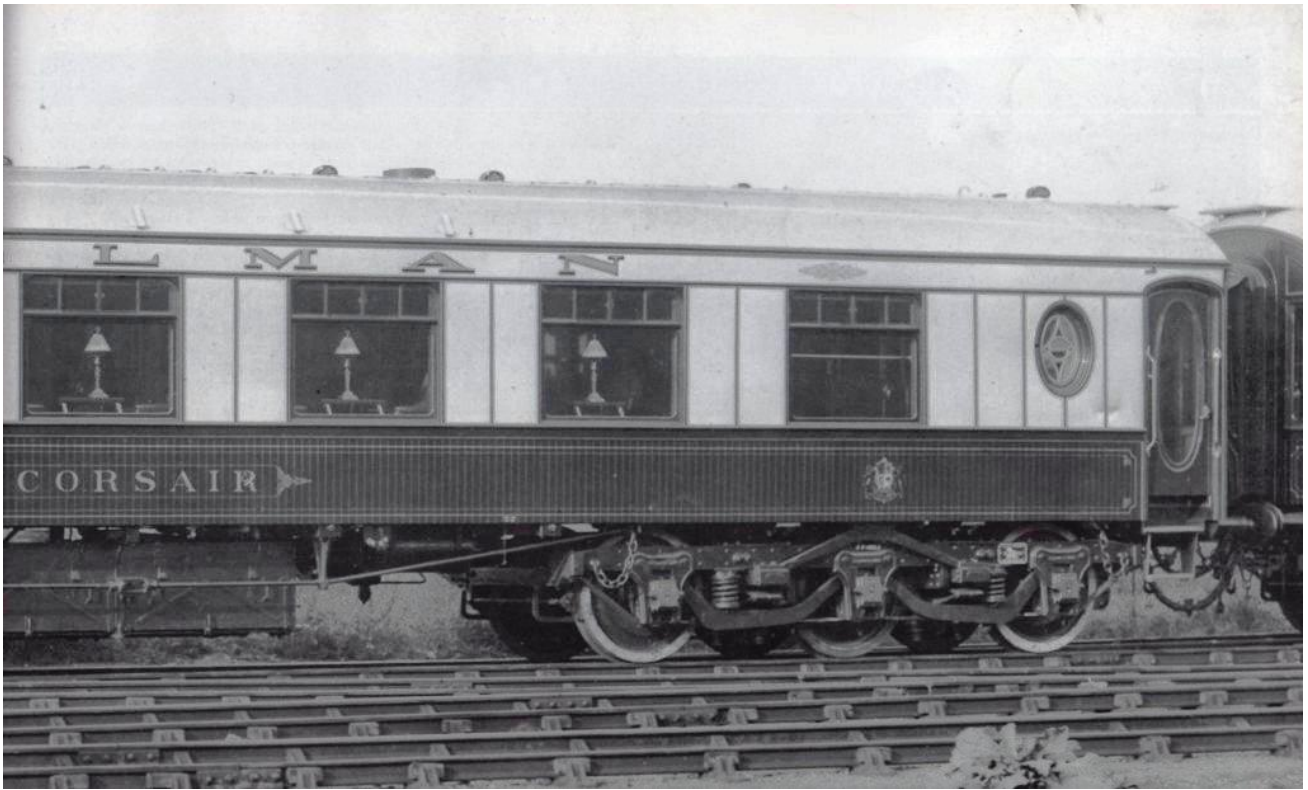
Page	1	Cover Photograph.
	2	From the Coupé & Editors Acknowledgement.
	3	Menu.
	4 - 6	Pullman Car CORSAIR History.
	7	Free Internet Newsletters, Magazines & Web Sites.
	8 - 10	Look Back at Pullman.
	11	Southern Railway Magazine - July 1937.
	12 - 15	LNER Pacifics.
	16 - 19	Pullman to Climax of United States Civil War.
	20	Feature Photographs.
	21 - 28	Pullman Preservation & Restoration Update.
	29 - 33	Bringing Back The Brighton Belle.
	34 - 35	The Bournemouth Belle Through The Lens of Sam Woods.
	36 - 43	Model Railway News.
	44	The Pullman Society.
	45 - 47	La Compagnie Internationale des Wagons-Lits et des Grand Express Européens.
	48	Tail Lamp.



©Nathan Williamson.

Ex-Pullman Car No.350 - as West Coast Railway Company No.99350 passing Newton Abbot enroute as part of the train formation of the '1233' Cathedrals Express 16.30 Kingswear to Woking on April 10th 2014.

PULLMAN CAR HISTORY.



©J.Howard-Turner Collection - Antony Ford.

CORSAIR.

Pullman Name:	CORSAIR.
Type of Car:	Buffet First Class.
Into Service:	November 1920.
Builder:	Clayton Wagons, Lincoln.
Pre 1960 Schedule No:	112.
Post 1960 Schedule No:	126.
Tare:	43t.
Seats:	21.
Bogies:	2 x 6 wheels.
Brake:	Air & Westinghouse.
Length:	63' 10".
Width:	8' 10".
Roof:	Ellongated.
¹ Type 1932 List:	-/-.
² Route Restriction:	-/-.

¹Entries such as -/H indicate that the car was not originally given a Type letter, but was classified as Type H after 1932.

Entries such as (A)/G indicate that the car was originally (old) type A, and was re-classified as Type G about 1932.

Entries such as (D) indicate that the car was originally (old) Type D, and was withdrawn before the new Classification was introduced in 1932.

²*Entries such as (I) indicate that the car concerned would have been Restriction (I) had it been allocated to the S.R. when the latter's scheme of Route Restrictions was compiled.*

Entry (4) for the 1960 cars (Schedule Nos.311 to 354 inclusive) is the B.R.(S.) equivalent of the British Railways Standard Restriction 'CI'.

Entries such as 6/2A indicates that the car concerned was originally Restriction 6, and S.R. Route Restriction 2A.

Entries such as -/2A indicates that the car concerned was not originally given a S.R. Route Restriction because it was not originally allocated to the S.R.; and that it was given Restriction 2A on being transferred to the S.R.

Interior panelling & Scheme of Decoration.

Mottled & fiddled-backed panelling.

Armchairs of green upholstered hide.

Carpet Green Axminster.

Tablelamps of 'B'type.

1920 November 11th. Allocated to Great Eastern Railway Pullman operations Liverpool Street to Southend & Clacton.

1927 October 1st to 1928 January 1928. During this period (exact date unknown) repairs and renovations undertaken at a cost of £314.19.11.

1933. All seating recovered with moquette.

1935 July. Rebuilt at the Pullman Car Company Workshop, Preston Park, Brighton.

Rebuild Information:

Pullman Name:	C ORSAIR.
Type of Car:	Kitchen First Class.
Into Service:	1924.
Builder:	Pullman Car Company Workshop, Preston Park, Brighton.
Pre 1960 Schedule No:	112.
Post 1960 Schedule No:	126.
Tare:	43t.
Seats:	21.
Bogies:	2 x 6 wheels.
Brake:	Westinghouse & Vacuum.
Length:	63' 10".
Width:	8' 10".
Roof:	Elongated.
¹ Type 1932 List:	-/-.
² Route Restriction:	-/-.

1938. Withdrawn.

January 9th 1941.

Scrapped at Committee Meeting at R.P.House.

1944.

Purchased by the London North Eastern Region for conversion into LNER Departmental Dormitory and Mess Van.
Allocated the identity of LNER970247.



©J.Merdith/PCS-A.

CORSAIR as BR ER 950247 at Worksop on June 20th 1963.

June 1966.

Withdrawn.

Circa 1968.

Dismantled.

Information Sources: -

Clayton Wagons Limited

1 & 2 Pullman in Europe

Pullman Profile No.1 The 12-Wheel Cars

Pullman Car Services - Archive.

J.G.Ruddock & R. E.Pearson

G.Behrend 1962

Antony M Ford

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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 editor Phil Parker.

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.

Coupé News, Coupé News Special Editions and Pullman & CIWL News Past Editions.

All past issues can be readily accessed by visiting: -

<http://www.semgonline.com/coach/coupe/index.html>

LOOK BACK AT PULLMAN.

1874 - 140 Years Ago.

The Pullman Palace Car Company first headquarters within Great Britain is located at 76-77, Cheapside, London.
(Information: PCS-A).

June 1st. Inaugural all Pullman service 'Bradford to London St Pancras Station, (service ran until May 14/15th 1876).
The supplement charged ranged from 'One Shilling' (2014 value = 5p) to 'Five Shillings' (2014 value 25p).
A sleeping berth charge was a standard Six Shillings (2014 value 30p) no matter how short or long the journey on board being undertaken.
(Information: J.Morel & PCS-A).

June 30th. Approval was sort by the Midland Railway Carriage & Wagon Department to alter the coupling to standard type on the Pullman Cars from the 'Miller Centre Type'.
So the cars could be coupled to all Midland Railway stock.
This was deferred, only to be brought-up again on December 17th 1878.
(Information: PCS-A).

1924 - 90 Years Ago.

June 2nd. London North Eastern Railway inaugural 'Sheffield Pullman'.
The 'Down' working Departing Kings Cross at 11.05 a.m., arriving at Nottingham Victoria at 1.28 p.m. and arriving at Sheffield 2.20 p.m.
The 'Up' working departed Sheffield at 4.45 p.m, and arriving at Kings Cross 8 p.m.
The inaugural formation consisting of Pullman cars GERALDINE, CAR No.45, 46, 40 & 41.
(Information: Railway World - June 1978).

1929 - 85 Years Ago.

May. Western Region Ocean Liner Trains London Paddington to Plymouth include Pullman cars.
(Information: J.Morel).

May 15th. The 'Golden Arrow' name replaces the 'Continental Express' (of 1924) with the introduction of the new Southern Railway ship SS CANTERBURY.
(Information: Railway World - November 1986).

June. London North Eastern Railway new venture 'Excursions De Luxe' until September.
This venture included the already Sunday only London Liverpool Street to Clacton (known as 'Clacton Belle') but now included a Monday to Friday a series of half day trips named 'Eastern Belle Pullman Limited' Cromer, Yarmouth, Skegness, Hunstanton and Aldburgh. Only during the 1929 season was Dover Court Bay and Harwich service operated. These two never ran after this season, being replaced by a half day Clacton working. (Information: Railway World - July 1978).

1934 - 80 Years Ago.

June 29th. At Brighton station the Mayor of Brighton Miss. M. Hardy on the arrival of the noon 'Down' working of the all electric 'Southern Belle' re-named the service the 'Brighton Belle'.
(Information: PCS-A).

1939 - 75 Years Ago.

May 6th. Royal Train working from London Waterloo station to Portsmouth.
The train consisted of four Pullman cars and van.
Conveying HRH King George VI and HRH Queen Elizabeth enroute for a State visit to both Canada and the United States of America.
(Information: Railway Magazine - July 1939).

June 22nd. Royal Train working Southampton to Waterloo.
The train consisted of 5 Pullmans (NIOBE in use as Royal Saloon) and van.
Conveying HRH King George VI and HRH Queen Elizabeth returning from the State visit to both Canada and the United States of America.
(Information: Railway Magazine - August 1939).

1944 - 70 Years Ago.

March – June. The following Pullman car was noted in storage at Preston Park: -
FINGALL, LEONA, CLARA, IRIS, AURORA, AURELIA, MYRTLE, GROSVENOR &
CAR No.24.
(Information: PCS-A).

May 17th. The following Pullman cars were noted in storage at Eardley Road Sidings: -
PEARL, SYLVIA, GROSVENOR, MYRTLE, SAPPHO, ANACONDA & MONACO.
(Information: PCS-A).

May 19th. The following Pullman car was noted in storage at Aldershot: -
CAR No.91.
(Information: PCS-A).

June 24th. The following Pullman cars were noted in storage at Burgess Hill: -
MIMOSA, HAWTHORNE, FLORENCE, MADELINE & other cars.
(Information: PCS-A).

June 24th. The following Pullman cars were noted in storage at Coulsdon North: -
OLIVE, MAY, BERTHA, BRENDA, ROSE, GRACE, ENID, GWLADYS & DAISY.
(Information: PCS-A).

1949 - 65 Years Ago.

- June 1st. Noted at Latchmere Road, Battersea, London Fire damaged Ocean Liner Pullman cars MIMOSA & ALICANTE. Reported the cars were empty at the time of the fire. (Information: G.Child).
- June 21st. Special Train London Waterloo to Weymouth to convey the Duke & Duchess of Edinburgh enroute to the Channel Islands. Pullman car CECILIA allocated for Royal Saloon use flanked by three coach sets. HMS ANSON (Royal Navy Battleship) being used to transport the Royal party from Weymouth to the Channel Islands. (Information: G.Child).

1959 - 55 Years Ago.

- June 14th. The final day of operation of the 'Kentish Belle'. (Information: J.Morel).
- June 15th. Phase 1 of the 3rd rail electrification of Kent services commence between London Victoria and Ramsgate. (Information: J.Morel).

1964 - 50 Years Ago.

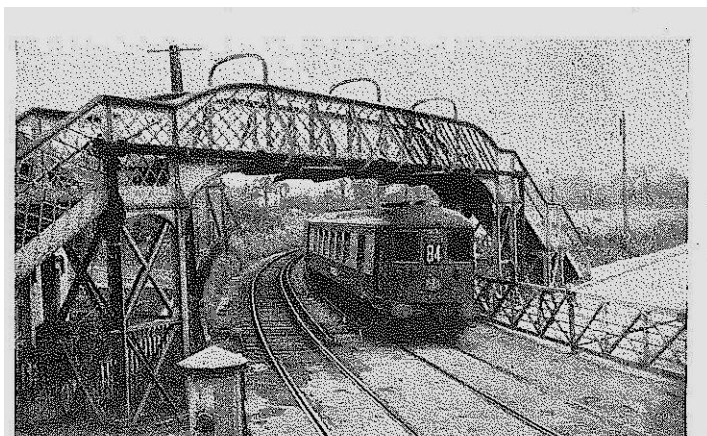
- May 8th. 'Bristol Pullman' Blue Pullman (8 car set) withdrawn for complete overhaul at BR Swindon Works. Reported as taking approximately six weeks. During this period of time the locomotive hauled Pullman set will be used. On completion the 'Birmingham Pullman' Blue Pullman (8 car set) will be withdrawn for overhaul. The final Blue Pullman set (8 car) allocated to the 'South Wales Pullman' will be overhauled in 1965. (Information: Railway Magazine June 1964).
- June 12th. The final day of operation of the 'Queen of Scots Pullman'. (Information: Railway Magazine June 1964).
- June 15th. The 'White Rose' first day of service from London Kings Cross to Leeds, replacing the 'Queen of Scots Pullman'. (Information: Railway Magazine June 1964).
- June 15th. The 'Talisman' both 'Up' and 'Down' workings include Pullman cars released from the withdrawal of the 'Queen of Scots Pullman' service. (Information: Railway World July 1978).
- June 15th. The Blue Pullman 'Bristol Pullman' service extended from Bristol Temple Meads Station to Weston-Super-Mare. (Information: Railway Magazine June 1964).
- June 26th. Noted at Corton Station sidings Pullman Camping Coaches CC167 (SCOTIA) and CC170 (CADIZ). (Information: PCS-A).

BY TWO "BELLES" AND THE "BRIGHTON".

The above photograph of an electric train passing Keymer Junction Crossing throws an interesting sidelight on stock working at busy periods. The train was chartered in connection with the Naval Review on May 20th by Messrs. R. G. Bonsor & Co., Ltd., and ran specially from Victoria at 8 a.m. to Newhaven. The stock consisted of two 5-coach Pullman units of the "Brighton Belle"—and the train after its run to Newhaven returned empty to Victoria to resume its normal run as the 11 a.m. "Brighton Belle" from Victoria.

Meanwhile, Messrs. Bonsor's party boarded the Company's steamship "Brighton" at Newhaven and were conveyed to Spithead for the Review of the Fleet. Afterwards the "Brighton" disembarked them at the new dock at Millbrook, where they returned by Pullman Special to Waterloo having, for their trip, the coaches of the "Bournemouth Belle", which had been run empty from Waterloo to Millbrook after its normal up journey from Bournemouth to Waterloo.

* * *



By "Brighton Belle" to Newhaven! The Naval Review Special passing Keymer Crossing. [Photo.: B. J. Holden, L.C.D.S.O.]

PULLMAN PROFILE No.5.

Antony Ford has advised that the next book in the Pullman Trilogy.

The 'Golden Arrow' and 'Pullman Ocean Liner Expresses'.

Watch this space for progress during 2014



LNER Pacifics

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

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

Within the text reference is made to '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'.

Date: L/No: Identified Working:

The Queen of Scots Pullman.

May/June 1934.

34.06.06	60081	Dn Queen of Scots into Newcastle
34.06.28	60081	Dn Queen of Scots into Newcastle

(British Railway numbers used for convenience).

May/June 1954.

54.05.03	60139	131 Up Queen of Scots (188)
54.05.04	60118	131 Up Queen of Scots (188)
54.05.05	60118	131 Up Queen of Scots (188)
54.05.06	60118	131 Up Queen of Scots (44)
54.05.07	60122	131 Up Queen of Scots
54.05.08	60036	58 Dn Queen of Scots from Leeds
54.05.08	60512	131 Up Queen of Scots from Newcastle
54.05.10	60123	131 Up Queen of Scots
54.05.11	60123	131 Up Queen of Scots
54.05.12	60119	131 Up Queen of Scots
54.05.13	60133	131 Up Queen of Scots
54.05.14	60133	34 07.50 Dn Bradford Flyer / 131 Up Queen of Scots
54.05.15	60084	142 Dn North Briton from Leeds - Newcastle / Up Queen of Scots from Newcastle - Leeds
54.05.17	60026	131 Up Queen of Scots
54.05.18	60119	131 Up Queen of Scots
54.05.18	60978	131 Up Queen of Scots from Newcastle - Leeds
54.05.19	60118	131 Up Queen of Scots
54.05.20	60122	131 Up Queen of Scots from Leeds - Kings Cross
54.05.21	60139	131 Up Queen of Scots

The Queen of Scots Pullman (continued).

Date:	L/No:	Identified Working:
54.05.24	60133	131 Up Queen of Scots
54.05.25	60133	131 Up Queen of Scots
54.05.26	60120	131 Up Queen of Scots
54.05.27	60133	131 Up Queen of Scots
54.05.29	60120	40 09.08 Kings Cross - Newcastle TCQ / 131 Up Queen of Scots
54.05.31	60141	131 Up Queen of Scots
54.06.01	60141	131 Up Queen of Scots
54.06.02	60120	131 Up Queen of Scots
54.06.03	60119	131 Up Queen of Scots
54.06.04	60029	950 09.20 Dn White Rose / 131 Up Queen of Scots
54.06.05	60017	131 Up Queen of Scots from Leeds
54.06.05	60133	58 Dn Queen of Scots
54.06.08	60086	131 Up Queen of Scots from Newcastle
54.06.08	60139	131 Up Queen of Scots
54.06.09	60118	131 Up Queen of Scots
54.06.10	60122	131 Up Queen of Scots
54.06.11	60122	131 Up Queen of Scots
54.06.12	60086	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
54.06.12	60122	950 09.20 Dn White Rose / 131 Up Queen of Scots
54.06.12	60539	58 Dn Queen of Scots from Newcastle
54.06.12	60975	58 Dn Queen of Scots into Newcastle
54.06.14	60122	131 Up Queen of Scots
54.06.15	60122	131 Up Queen of Scots
54.06.16	60133	131 Up Queen of Scots
54.06.17	60131	131 Up Queen of Scots
54.06.18	60042	08.55 Newcastle - Liverpool from Darlington / 58 Dn Queen of Scots from Leeds
54.06.18	60119	131 Up Queen of Scots
54.06.19	60084	142 Dn North Briton / 131 Up Queen of Scots from Newcastle
54.06.19	60537	131 Up Queen of Scots into Newcastle / 50 Dn Flying Scotsman
54.06.21	60131	34 07.50 Dn Bradford Flyer / 131 Up Queen of Scots
54.06.22	60119	131 Up Queen of Scots
54.06.22	60537	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from Newcastle
54.06.23	60122	131 Up Queen of Scots into Kings Cross 10on
54.06.23	60133	58 12.05 Dn Queen of Scots from Kings Cross
54.06.23	60537	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from Newcastle
54.06.24	60133	58 Dn Queen of Scots
54.06.25	60122	131 Up Queen of Scots
54.06.26	60043	131 Up Queen of Scots from Edinburgh - Newcastle
54.06.26	60122	950 09.20 Dn White Rose / 131 Up Queen of Scots
54.06.26	60133	58 Dn Queen of Scots
54.06.26	60512	131 Up Queen of Scots from Newcastle
54.06.28	60123	131 Up Queen of Scots from Leeds / failed en route LH Big End / 69554 into Kings Cross
54.06.29	60120	131 Up Queen of Scots from Leeds - Kings Cross
54.06.30	60131	131 Up Queen of Scots

The Tees-Tyne Pullman.

May/June 1954.

Date:	L/No:	Identified Working:
54.05.03	60022	145 Up Tees Tyne Pullman into Kings Cross arr 14.00 / 108 20.20 Kings Cross - Edinburgh
54.05.03	60029	82 Dn Tees Tyne Pullman failed on route with burst heating pipe
54.05.04	60143	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.05.05	60026	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.05.06	60029	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.05.08	60014	82 16.45 Dn Tees Tyne Pullman
54.05.10	60026	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.05.12	60022	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.05.13	60025	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.05.14	60014	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.05.17	60021	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.05.17	60030	82 Dn Tees Tyne Pullman - failed at Grantham - 60056 on
54.05.17	60056	82 Dn Tees Tyne Pullman from Grantham
54.05.18	60056	145 Up Tees Tyne Pullman into Kings Cross
54.05.19	60021	82 Dn Tees Tyne Pullman
54.05.24	60021	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.05.26	60033	145 Up Tees Tyne Pullman failed at P'boro - 60874 on
54.05.26	60874	145 Up Tees Tyne Pullman Peterborough - Kings Cross / 666 Dn from Kings Cross
54.05.27	60007	82 16.45 Dn Tees Tyne Pullman 8on
54.05.28	60028	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.06.02	60007	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.06.10	60014	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.06.10	60029	82 16.45 Dn Tees Tyne Pullman
54.06.11	60028	82 Dn Tees Tyne Pullman
54.06.11	60029	145 Up Tees Tyne Pullman into Kings Cross arr 14.00
54.06.14	60021	82 Dn Tees Tyne Pullman
54.06.15	60025	99 Edinburgh - Kings Cross into Kings Cross / 16.45 Dn Tees Tyne Pullman
54.06.21	60028	82 Dn Tees Tyne Pullman
54.06.22	60029	82 16.45 Dn Tees Tyne Pullman 8on
54.06.22	60124	145 Up Tees Tyne Pullman
54.06.23	60017	82 Dn Tees Tyne Pullman
54.06.25	60022	82 16.45 Dn Tees Tyne Pullman
54.06.28	60014	82 Dn Tees Tyne Pullman
54.06.29	60008	82 Dn Tees Tyne Pullman
54.06.29	60029	145 Dn Tees Tyne Pullman
54.06.30	60026	82 Dn Tees Tyne Pullman
54.06.30	60033	145 Up Tees Tyne Pullman

The Yorkshire Pullman.

May/June 1954.

Date: L/No: Identified Working:

54.05.01	60010	17.30 Dn Yorkshire Pullman 8on
54.05.03	60033	84 Dn Yorkshire Pullman failed at Doncaster - 60943 on
54.05.03	60943	84 Dn Yorkshire Pullman from Doncaster - Leeds
54.05.08	60017	17.30 Dn Yorkshire Pullman
54.05.11	60034	Dn Yorkshire Pullman
54.05.24	60029	17.30 Dn Yorkshire Pullman
54.05.27	60014	84 17.30 Dn Yorkshire Pullman
54.06.15	60028	17.30 Dn Yorkshire Pullman
54.06.26	60119	19 Up Yorkshire Pullman
54.06.28	60022	946 02.34 Kings Cross - Grantham newspapers / 84 Dn Yorkshire Pullman
54.06.29	60013	84 17.30 Dn Yorkshire Pullman
54.06.30	60022	84 Dn Yorkshire Pullman

The Harrogate Sunday Pullman.

Date: L/No: Identified Working:

54.05.09	60122	Dn Harrogate Sunday Pullman
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Can you help Tommy.

I am currently updating the database on a daily basis and I would be most grateful if any newsletter readers who were train spotting in steam days could look through their notebooks and if they find any information to contact me, I am also happy to answer any reasonable enquiries if I can.

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

PULLMAN TO CLIMAX OF UNITED STATES CIVIL WAR - Frances Phillips.

Over the weekend of March 28th to 30th, Kevin Tankersley and I, from DCNRHS, led 24 Civil War and rail buffs from Washington, DC on a tour of Appomattox Court House National Historical Park, in Virginia, where Robert E. Lee surrendered his forces, in April 1865, to U.S. Grant, starting a cascade of Confederate surrenders, ending the national hemorrhage of the Civil War: 750,000 dead.



Photo © Lawrence Biemiller

Breakfast heading south to War's end.

Our group traveled south, first class with meals, from Washington Union Station, three-plus hours, to the nearest rail station, Lynchburg, Virginia, aboard Pullman restaurant-sleeper "Dover Harbor."

The car tied up there for the night. Next day, by motor coach, we hired to the preserved village of Appomattox Court House, to walk the very floor of the parlor in the McLean farm house where the overwhelmed Lee affixed his signature to finally lay down arms.

Chief Park Ranger and Curator Joe Williams took us on a rare insider tour of the museum in the old court house, exhibiting battle flags, uniforms, soldiers' keepsakes, diaries, memorabilia of war's end. We added Sandusky House, where the Union Army headquartered, then explored Old City Cemetery in Lynchburg, with its slave and Confederate military graves.



Photo © Fran Phillips

A misty rain fell on the village of Appomattox Court House as it did the day the generals met here in 1865. The McLean farmhouse is the building with the white porch at the far right.

The rescue of the Union, the Cult of the Lost Cause, the final bugle, it all became real.

This trip sold out rapidly, people tumbled aboard; no surprise, as the United States of America is quickly approaching 2015, the 150th anniversary of the Generals' meeting and the end of the waves of death. Next year's drums are already thrumming and rattling, many Civil War events are planned nationwide. The "Dover Harbor" trip was something of a warm-up.



Photo © Lawrence Biemiller

“Dover Harbor,” midnight, parked at ex-Southern Railway’s Lynchburg station.

President Lincoln was assassinated within days of Lee’s surrender. The passage of the President’s funeral train from the Capitol at Washington to his hometown of Springfield, Illinois for burial, was the largest event in American history up to the time, witnessed by three million citizens at trackside and at cities in between.

Of special interest to rail enthusiasts: a strict replica of one of that train’s brass-bound, diamond stack steam locomotives, plus the immensely heavy, festooned, 16-wheel Lincoln funeral car “United States,” plus an officers’ coach are currently being constructed, full scale, from original photos, drawings and 1860s locomotive casting patterns, at a machine shop in Elgin, Illinois.

The authentic train will steam along the path of the somber original, 1,700 miles, from Washington to Springfield, during April and May 2015, church bells tolling, cannons booming, crowds waving handkerchiefs as it passes. At Springfield, thousands of military and civilian re-enactors, the Illinois governor and a considerable public will meet the train in solemn splendor to bear witness to the hero who wrenched the Union back together, lopped off the head of slavery, and set in motion the building of the first transcontinental railroad that linked together the far ends of the country.

www.the2015lincolfuneraltrain.com.



The original 1865 Lincoln funeral train, now being duplicated in Illinois for 150th anniversary.

An old chestnut, promoted by the Pullman Company, claimed Lincoln's casket rode part of his last trip via a Pullman car. Photographs disprove this. However, George Pullman did provide the President's widow with a sumptuous Pullman to privately travel the last leg from Chicago to Springfield.



©Alan Pragnell.

December 2012, Merchant Navy Pacific No.35028 CLAN LINE and British Pullmans at Stewarts Lane.



©Alan Pragnell.

Kitchen First 'GWEN' sits on jacks at the Stewarts Lane depot of the British Pullman with the car body in protection cover whilst having the under frame painted.

The 'C4' examination was completed in time for the car to return to traffic in time for the 2014 Valentine trips.



David Jones.



The regular 'Golden Arrow' dining trains are currently going very well, with one or two in June now fully booked. In addition to the regular Pullman services there have been some wedding charters including one on Easter Saturday April 19th.



©David Jones.

Sally & Jono's Bluebell Wedding Train - SE&CR H Class 0-4-4T No.263



©David Jones.

Sally & Jono's Bluebell Wedding Train - Guests within LILIAN.



©David Jones.

Sally & Jono's Bluebell Wedding Pullmans.



The Colne Valley Railway Pullman Services.



©CVR.

Pullman Kitchen First - AQUILA.

Sunday Luncheon dates for 2014 - June 29th, September 14th & October 19th.

Colne Valley Railway offers unique facilities for all occasions. Enjoy the atmosphere of past splendour. Travel in style in our finely restored Pullman coaches that once ran on the famous Golden Arrow, Bournemouth Belle and Flying Scotsman routes.

Pullman Wine & Dine Services.

Join us on a ride through history, travelling in our luxurious Pullman coaches as they journey on a period country railway. Ideal for those special occasions. Enjoy a three course luncheon or a dinner served in opulent splendour aboard our beautifully preserved Pullman train.

Please note, the minimum age for these is 12.

Pullman Car AQUILA.

The Royal Carriage Aquila dates from the 1950's and was used on the Royal Train from Waterloo to Southampton and Portsmouth. Enjoy your meal in "Royal Class", seated in the sumptuous armchairs while you enjoy fine food and exquisite wines. You could possibly be sitting in the same armchairs that the present Queen sat in! The accommodation in this carriage is limited to 17 diners.

Adult £45.00, 12-15 year-old £37.00.



©CVR

The interior of AQUILA.

Pullman Car HERMIONE.

The luxurious Pullman Carriage Hermione dates from 1926 and was used on the Southern and Devon Belle Services for a number of years. Later the carriage was part of the noted Golden Arrow train. Accommodation is provided with seating for two either side of your table and on the other side of the aisle, individual seats. This carriage seats a maximum of 42. Adult £40.00, 12-15 year-old £32.00.



©CVR

The Interior of HERMIONE.

Inclusive prices include train travel, entry to the railway, your dining experience and VAT.

All Pullman services are non-smoking.

For more information: -
Colne Valley Railway
Castle Hedingham
Essex
CO9 3DZ
01787-461174

<http://www.colnevalleyrailway.co.uk>

FORMOSA - Pat O'Connor.



©Pat O'Connor.

Restoration so far in 2014 has got off to a slow start with progress limited to work on the coupe ceiling.

Bodywork repairs to Mk1 RU 'Diana' were completed on schedule in the K&ESR C&W workshops at Tenterden, returning to service on schedule for the new season at the end of March.

The 40th year of Wealden Pullman services is being celebrated with an anniversary service on 24th May, during the K&ESR Gala.

With the extensive works to 'Diana' work has temporarily slowed on the restoration of 'Aries', which remains at Rampart Barrow Hill currently.

However our funding drive continues unabated, to enable further physical progress this year.



©Kevin Goodsell.

The KESR - Carriage Storage Shed - April 4th 2014.

Construction of the new £500,000 carriage storage shed at Rolvenden Station has progressed rapidly, with the shed structure fully completed by mid-April.

The K&ESR permanent way has made considerable progress with the associated track alterations.

Now that the building structure has been handed over, laying of the extensive array of sidings within can progress.

Work is also progressing at Robertsbridge Station, with the Rother Valley Railway making good progress on the construction of the new station building.

A connection to Network Rail is also underway: progress may be viewed at <http://14rvrnews.blogspot.co.uk/>



André Freeman
Catering Manager
Kent & East Sussex Railway Co. Ltd.,

www.kesr.org.uk



PULLMAN THE BRIGHTON BELLE

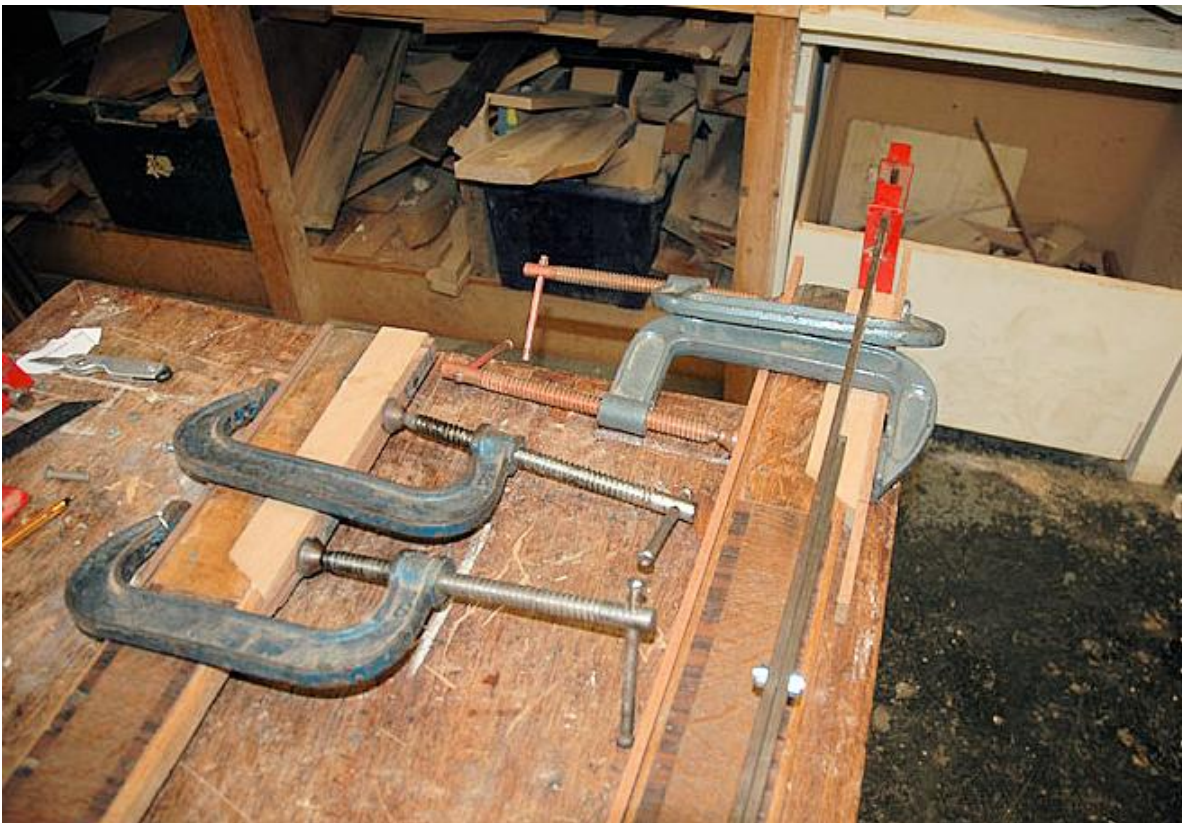
RESTORING BRITAIN'S UNIQUE, ALL-ELECTRIC PULLMAN TRAIN

Brighton Belle Programme Update - Interior Restorers Hard At Work!

Another sign of the Brighton Belle project moving ever faster is that Wheathills of Derby are getting to grips with the interior restoration of the three 5bel cars currently in the shed at Barrow Hill to complete the complex engineering work to strengthen their underframes and to improve crash-worthiness. Wheathills' craftsmen have enormous experience in restoring exquisite furniture and artefacts, often in very trying circumstances!

This family run business has a rich history, maintaining long standing traditions based on inherited skill and experience. If you go back to the early 1800's, remarkably they employed Baron Theodore Otto Alexander Heldreich as a natural varnish maker, during his term as a prisoner of war after capture during the Napoleonic Wars.

During the 19th century, the company progressively expanded to incorporate painting, brass working and clock making. Today, they are a leading restorer and preserver of period property interiors and antique furniture, giving the project the rich blend of traditional skills required to return each of our 1932-built cars to their former Art Deco glory!



New sections of hard wood are spliced into damaged door frames before new marquetry is added. After more than 40 years of exposure to operations, followed by 40 years of standing unused in the open air or in damp storage, the carriages have suffered a great deal of water ingress, which has destroyed significant amounts of marquetry, cross banding and quartered veneers.

The craftsmanship required to restore the Belle's interiors is therefore considerable, with complete panels (and even one bulkhead) missing or requiring major restitution.



Exposure to damp has lifted and cracked the exquisite veneers – all in a day's work for specialist craftsmen!



New hard wood bearers or 'hooks' are created on which the restored panels will sit by way of example,

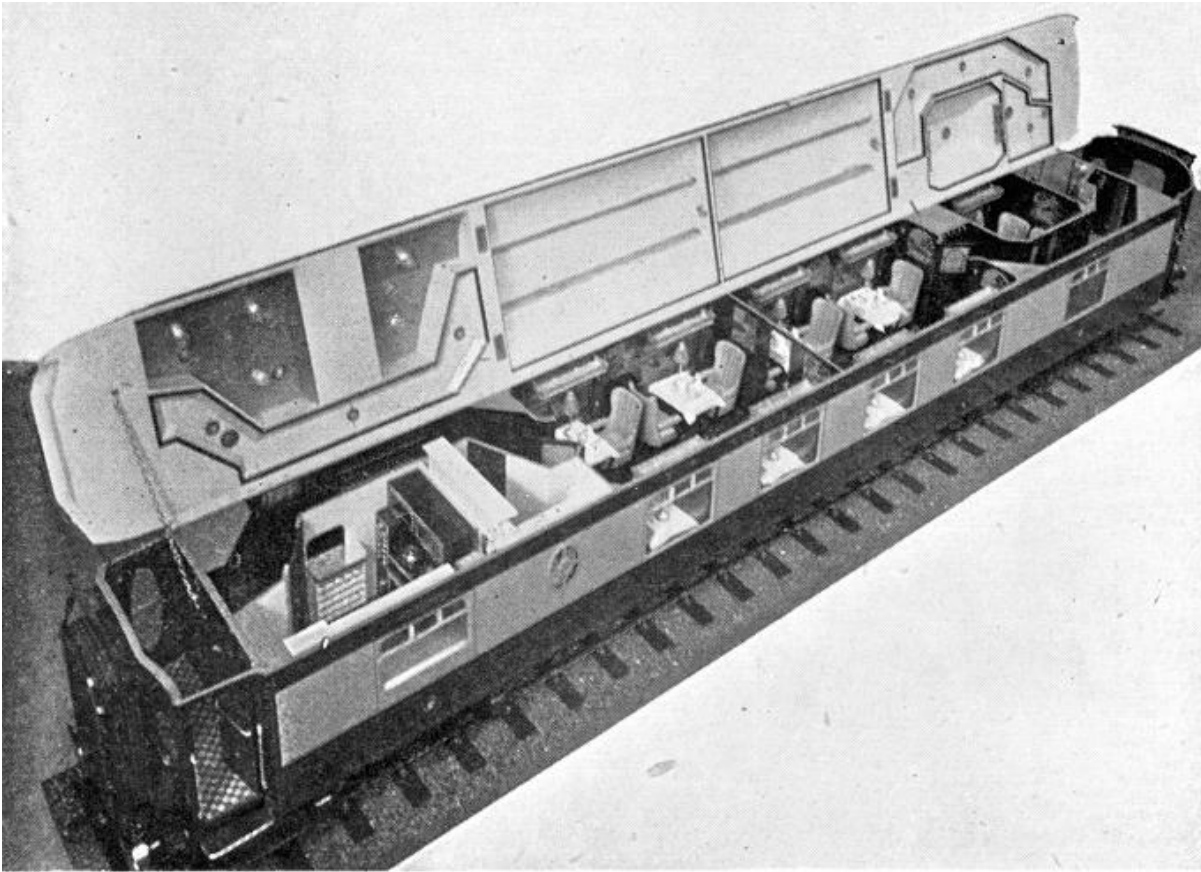
in Car 91, Wheathills are re-banding each component in Macassa Ebony to the edge of the main timber of the quarter cut Tiger Brown Oak. With the panels of each carriage having a different iconic marquetry design, that for this vehicle is affectionately denoted as 'Coffee Pot'. New bulkhead panels are being painstakingly crafted to form the complex exterior of the disabled toilet and the entrance to the Guard's & Luggage Compartment towards the front of the car.



After 80 years, the iconic 'Rising Sun' bulkhead panel from Car 85 finally shines again following the removal of old lacquer. When the Belle returns to the mainline, most passengers will have little care for the very testing engineering and technical challenges that the project team have had to deal with. Instead, the beautifully restored marquetry, sumptuous seat fabrics and elegant lighting will be sufficient reminder of a gentler, bygone, age.

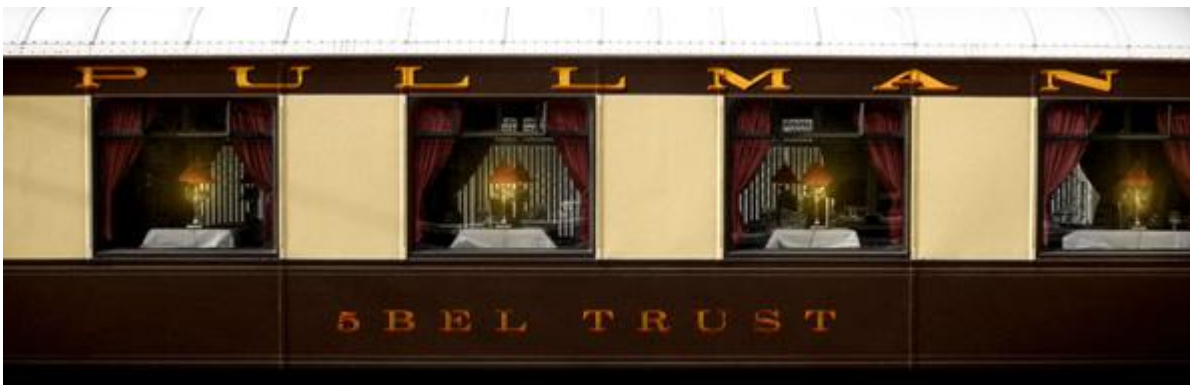
Finally, we have some detective work to carry out! In 1942 Bassett-Lowke unveiled a twelfth-scale flip-top exhibition model of Brighton Belle First Class Car "Hazel". It is not known whether this huge display model was produced by the Northampton-based company itself or commissioned from a specialist exhibition model maker; either way, it must have been an impressive sight. Does anyone have any information on where the model ended up?

It shouldn't be confused with the even more impressive and highly detailed scale model built by apprentices at Metropolitan Cammell at their Saltley works in 1932 and currently (and one might say, sadly) hidden away in the Solihull Library. Those with longer memories than mine will remember that one of these two was believed to have been displayed at the Science Museum in London, probably in the late 1950s..... Can anyone help us and our friends at the Brighton Toy & Model Museum solve this mystery?



An exhibition model of Pullman First 'Hazel' in 1 inch scale by Bassett-Lowke – where did she end up?

Neil Marshall, 5BEL Trust 27.4.14





As mentioned above, each of the Brighton Belle units spent time under a major overhaul the Pullman Works at Preston Park in 1955. The scene of Pullman craftsmen in a spotless work environment has been beautifully captured by noted transport artist, Jonathan Clay, in this evocative painting. If you would like this magnificent original on your living room wall, the 5BEL Trust is conducting a raffle which will run until the end of May – simply post a cheque for £5 a ticket (payable to The 5BEL Charitable Trust) to 5BEL Trust, Old Hall, Strethall, Saffron Walden CB11 4XJ. There is no limit to the number of tickets you can buy!



THE BOURNEMOUTH BELLE THROUGH THE LENS OF SAM WOODS.

Of note at the time these two photographs were taken, no track alterations in preparation of the third rail electrification of the Waterloo to Bournemouth line.



©Sam Woods.

35030 'Elder Dempster Lines' approaches Bournemouth Central Station with 'Up' Belle.



©Sam Woods.

35027 'Port Line' departs Bournemouth Central with the 'Up' Belle.



©Sam Woods.

D1805 with the 'Down' Belle having just passed through Alton Station in June 1967.

During the upgrade and installation of the third rail on the Waterloo to Bournemouth line prior to going live on July 10th 1967.

The Bournemouth Belle was rerouted over a number weekends, the diversionary routes used included Woking, Havant, Fareham to Southampton and as seen above via Alton to Winchester.



MODEL RAILWAY NEWS



Hartlepool Model Railway Club 2014 Hornby Live Exhibition.

Exhibition Location.

Hartlepool College, Stockton Road, Hartlepool, Durham TS24 7LB.

Opening Times.

Saturday July 12th 10am -5pm & Sunday July 13th 10am-4pm.

Admission.

Adults £6.00, Concessions £5.00, Children £4.00 & Family £18.00.

This annual show supports local charities, the 2014 exhibition will be supporting the RNLI Hartlepool and Hartlepool Families First.

Attending Layouts (at least 25).

Confirmed to date, '00' Gauge Chollerford, Grathwaite Junction, Whitby West Cliff, '2mm' Melton Mowbray North & '009' Tansey Bank.

Attending Traders.

Hornby, Peters Spares, Cheltenham Models, Going Loco, North Road Trains, The Model Tree Shop. Digitrains, Durham Trains of Stanley, Black Cat Technology, Keiths Models, Grosmont Books, Grimy Times, Contikits, Finishing Touches, Pooleys Puffers, DC & De Videos, K&M Models, Niarnshire Modelling Services, Road & Rail Connection, Footplate, Skytrex, Model Trams & Trains & RCTS.

List of Demonstrations.

'0' Gauge Guild.



The Cleveland Model Railway Club - 2014 Exhibition.

Saturday August 2nd & Sunday August 3rd 2014.



©PCS-A.

A4 Class 4-6-2 Pacific No.60020 GUILLEMOT waits the 'right away' at Jowett Junction with the 'Up' Tees-Tyne Pullman.

Exhibition Location.

Redcar & Cleveland College, Corporation Road (A1085), Redcar . TS10 1EZ.

Opening Times.

Saturday August 2nd 10am-5pm & Sunday August 3rd 10am-4pm.

Admission.

Adults £4.50, Concessions £3.50 & Family £12.50.

Attending Layouts, Attending Traders & List of Demonstrations will be advised in the next edition.



Simon Kohler.



In March news broke that Simon Kohler would be leaving Hornby after 35 years with the company. Simon was the human face and also an asset to Hornby, I know others have spoken very highly of Simon as someone to whom they could relate and talk to and I have been impressed by the way Simon has always responded to my own requests on Pullman matters of the years.

The following text is an extract of a response from Simon as published within the 'MRE Mag'.
(www.mremag.com)

"It has been an amazing 35 years with Hornby and as many contributors know I will still be involved as a consultant and adviser for a little while longer. However during my time at Hornby, dealing with enthusiasts either face to face or via letters and email, I am always conscious that these enthusiasts have a right to be heard. One thing I know is that in the main people do not put pen to paper, or fingers to the keyboard or even stand waiting patiently at an exhibition so that they can voice an opinion or pass a comment or ask for help just for the fun of it. To them what they have to say is important, so important that they require someone to listen and that is what I do. Why wouldn't I? My mother always taught me to treat people as I would expect to be treated. It is not difficult and as the person writing to me or standing in front of me has the right to be heard then I will listen and if I can I will help. Again, why wouldn't I?"



I have for several years held an ambition to broaden my horizons before I retire and recent circumstances at Hornby have provided me with an opportunity to seize the moment and develop my career.

Over my 35 years at Hornby I have gained a huge amount of experience, from product development through to marketing and sales and now find myself in an excellent and quite enviable position to support the sales and marketing strategies for those trade and retail suppliers who require the type of expertise that I have to offer. With this in mind I have decided to establish my own Consultancy and Advisory business to utilise the breadth of knowledge I have gained over the years, while at the same time being able to continue to offer Hornby my full support as and when they desire.

Opportunities of this nature vary rarely happen and I am looking forward with great enthusiasm to moving on to the next exciting stage of my career and keen to meet and work with others in this most exciting of industries.

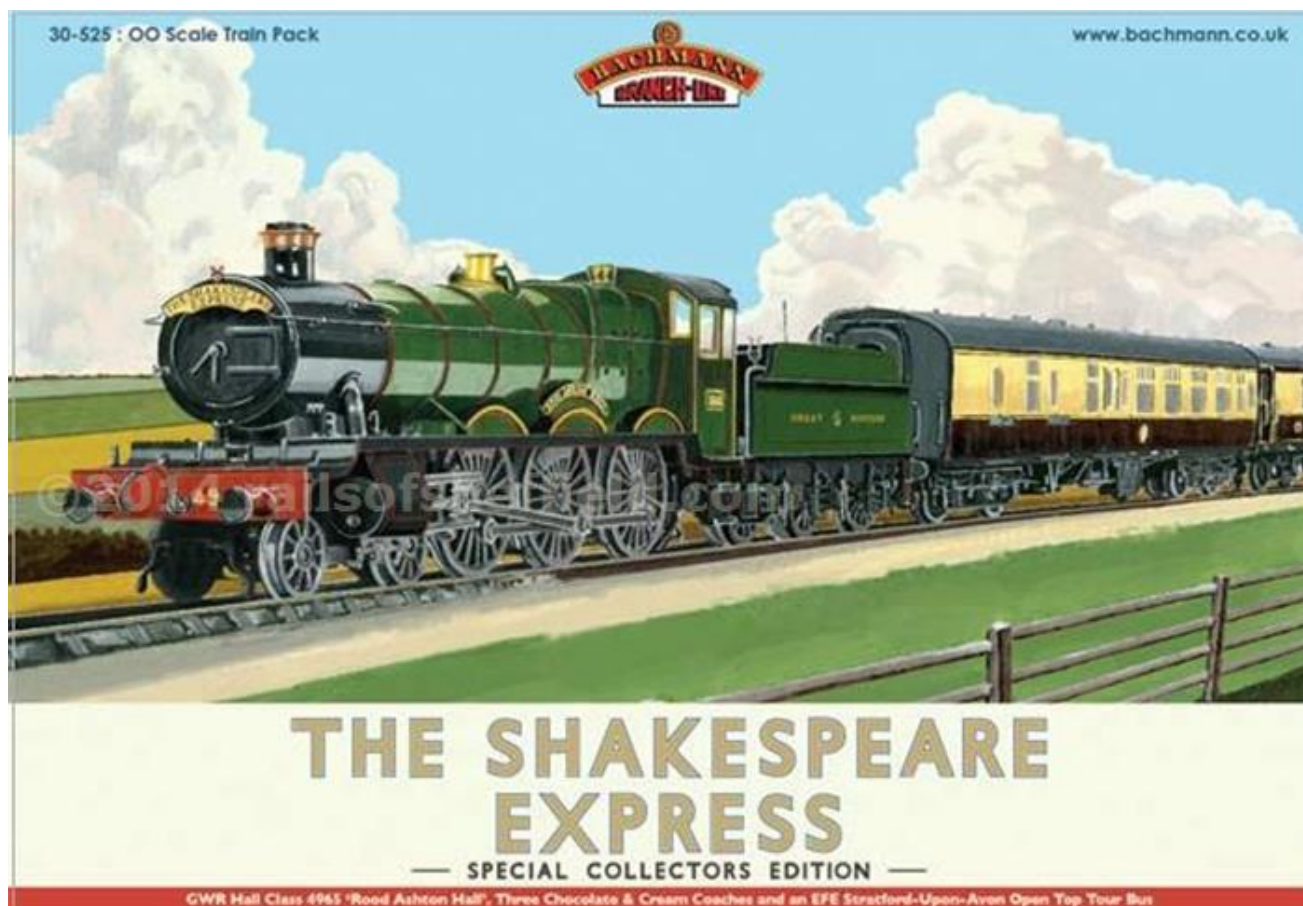
Simon Kohler
Consultant & Adviser

*My sincere thanks to Simon for his help, support and kindness shown to me over the years and of course his annual help in December with regard to Hornby Pullman range in the forthcoming year.
On behalf of the contributors and readers, I wish Simon well in your new consultancy role.*



World of Model Railways

www.bachmann.co.uk



30-525 The Shakespeare Express OO Scale Collectable Train Pack.

Pack Contents: -

Hall Class No.4965 'Rood Ashton Hall' Great Western green livery.

Two umber & cream Pullman Cars No.335 and No.349.

BR MK1 BSK coach chocolate & cream W35470.

Stratford upon Avon open top tour bus (specially commissioned)

This gift pack is based upon the popular heritage steam rail tour that runs between Birmingham and Stratford-upon-Avon via the scenic North Warwickshire line. Passengers enjoy a true mainline steam express experience as the train travels along a section of the GWR London to Birmingham mainline.

RRP £199.95 and available from Rails of Sheffield on pre-order £169.96 each plus P&P.

Bachmann '00' Gauge - Mk1 Pullman Car Range available from Rails of Sheffield.
RRP £36.55 and available from Rails of Sheffield at £28.95 each plus P&P.



39-280B

BR Mk1 FK Pullman Kitchen First Umber & Cream 'Falcon' (With Lighting).



39-281A

BR Mk1 FK Pullman First Kitchen Grey & Blue (With Lighting).

39-290B

BR Mk1 FP Pullman First Parlour Umber & Cream 'Amethyst' (With Lighting).



39-291A

BR Mk1 FP Pullman First Parlour Grey & Blue (With Lighting)



39-300C

BR Mk1 SK Pullman Second Kitchen UMBER & Cream 'Car No.335' (With Lighting)



39-301A

BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting)



39-311A

BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting).



39-320A

BR Mk1 BSP Pullman Bar Second Umber & Cream 'The Hadrian Bar' (With Lighting)



39-321

BR Mk1 BSP Pullman Night Cap Bar Blue & Grey (With Lighting).

All the above images have been sourced from Rails of Sheffield.

Further information: -

Rails of Sheffield,
27/29 Chesterfield Road,
Sheffield,
England,
S8 0RL

Our shop is open **9.30am to 4.30pm** (Mon to Sat).

There is unrestricted parking outside our shop during these hours.

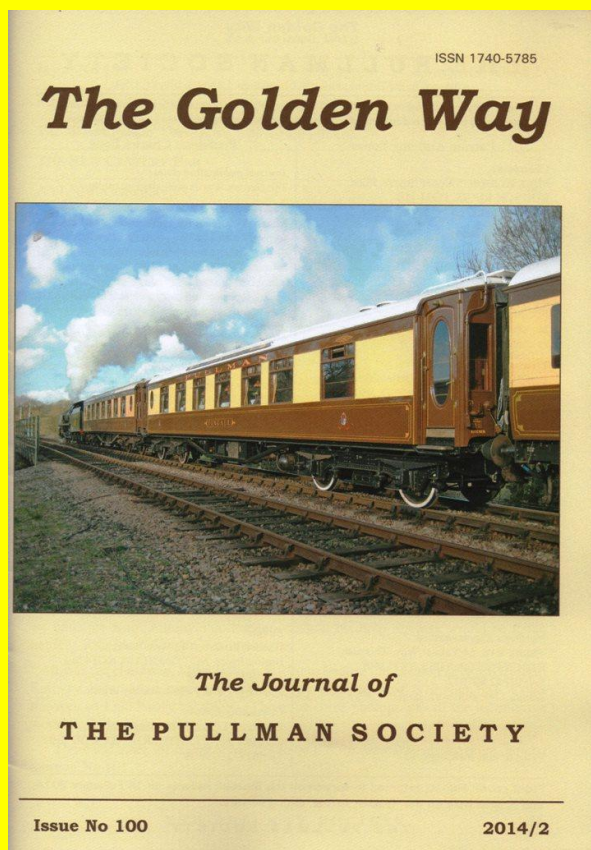
Telephone **+44 (0)114 2551436** - Order lines are open 9am to 5pm (Mon to Sat).

An answer phone is available out of these hours.

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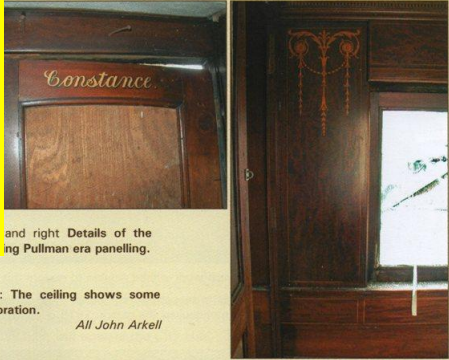
railsofsheffield.com

THE PULLMAN SOCIETY



The society journal
"The Golden Way"
Is published
FOUR times a year

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.



Below: The ceiling shows some deterioration.

All John Arkell



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For further details including membership please contact
treasurer@thepullmansociety.org.uk.

La Compagnie Internationale des Wagons-Lits et des Grand Express Européens.

The Orient Express Gets Back on Track - Wall Street Journal - April 12, 2014.



The restored locomotive of the Orient Express exhibition stands outside Paris's Arab World Institute. In a first step to bringing a railroad legend back to life, France's SNCF has restored an original Orient Express train in the center of Paris.

The national rail operator and Paris's Arab World Institute have teamed up for the exhibition. From the end of the 19th and throughout the 20th century, the Orient Express transported the rich and famous across Europe, inspiring countless artists and writers. On the train, Agatha Christie's Hercule Poirot investigated a murder, while James Bond battled a nasty double agent in "From Russia With Love."

The French rail company is working on a version of the Orient Express that mirrors the train's original spirit: traveling slowly and in luxury. "The idea is to create a cruise on rail tracks," said Patrick Ropert, head of the SNCF's Orient Express unit.

The rail group approached the Arab World Institute, a foundation backed by French and Arab League states, with the idea to mount an exhibition to mark the 130th anniversary of the train's maiden journey from Paris to Constantinople (now Istanbul) in 1883. The SNCF financed the \$3.5 million cost of "Once Upon a Time the Orient Express," which runs through August 31st.

The rail group will use its share of entrance fees for developing its modern Orient Express.



In a first step to bringing a railroad legend back to life, France's SNCF has restored an original Orient Express train in the center of Paris.

In an interview, Jack Lang, president of the Arab World Institute and a former minister of culture and education, said he wasn't convinced at first, but then quickly realised the potential for a blockbuster: people's passion for trains mixed with nostalgia. He brought in his longtime adviser Claude Mollard, who has played a key role in many big French cultural projects, including the Centre Pompidou arts complex. As the rail show's curator, he decided to send visitors on a journey through the train's history in what he calls an "augmented reality" exhibition.

"You enter the Orient Express as if you were attending a play," Mr. Mollard said. It all starts with a locomotive perched outside the institute's glass-paneled building overlooking the Seine. SNCF volunteers spent over seven months piecing back together the locomotive that starred in the 1974 movie based on Christie's famous novel "Murder on the Orient Express."



There's a train whistle, too, and occasional steam.

Visitors then board four original 20th-century train cars and walk among items meant to recall some of the train's famous passengers - an old typewriter for Graham Greene, costumes for singer Josephine Baker. Tables vibrate, lamps flicker and prerecorded Arabic conversations sound through the train's wood-decorated corridors, with leather-covered ceilings and velvet curtains.

Visitors aren't allowed to sit, except those paying \$165 (£98.18) for a dinner cooked by Michelin-starred chef Yannick Alléno.

The meal takes place in the restaurant car after the show has closed for the day.

Mr. Lang believes there is a place for a new Orient Express.

"People aspire to a moment of calm and slowness in our speedy world," he said.

My thanks to Doug Lindsay for advising of this news article.

BELMOND - DISCOVER A WORLD OF LEGENDARY TRAVEL EXPERIENCES.

On March 10th Orient-Express Hotels Ltd revealed its new brand identity, Belmond, ushering the company into an exciting new era by unifying its diverse collection of luxury hotels and travel adventures.

Building on a legacy dating back to 1976, Belmond embraces the diversity and breadth of this exclusive portfolio, allowing guests to better identify between hotels, trains, safaris and river cruises while enticing them to explore the wider collection. Derived from the Latin for 'beautiful ' and 'world', Belmond represents a continued commitment to creating authentic travel experiences spanning city landmarks, intimate resorts and unique travel adventures.

Providing discerning travellers with exceptional service, unforgettable memories, surprising adventures and a sense of the unique remains integral to the spirit of Belmond. Many of the collection sit beside the globe's most celebrated sights – Belmond Sanctuary Lodge in Machu Picchu, Belmond Mount Nelson Hotel by Table Mountain in Cape Town and Belmond Hotel das Cataratas next to Brazil's Iguassu Falls – and Belmond continues to showcase the individuality of each of its offerings while aligning them with the broader spectrum, maximising appeal to guests continuing on their journey of discovery.

Belmond is passionate about helping guests explore each vibrant destination to the fullest, offering an array of one-of-a-kind experiences from a hot air balloon over the pagodas of Bagan to a Shaman marriage blessing by Machu Picchu or a private tasting of Burgundy's 33 Grand Crus.

The launch of Belmond includes a stylish new website, BELMOND.COM, which aligns the collection with the new brand name and has been designed to appeal to both travellers seeking inspiration and those who already have a clear idea of their travel needs. Social media handles have also been updated to showcase the new brand across all channels, including @Belmond and the hashtag #DiscoverBelmond on Twitter. The Belmond logo features throughout the collection and includes an orbit motif, which is aptly based on mathematical principles dating back to early quests for discovery.

Established in 1976, the brand began with the iconic Belmond Hotel Cipriani in Venice followed by the fabled Venice Simplon-Orient-Express. Nearly 40 years on, the curated collection now encompasses 45 luxury hotels and travel experiences in some of the world's most celebrated destinations.

TAIL LAMP.

As ever I am indebted to those readers and the small group of regular contributors who have taken time out to forward either an article or photograph or both for inclusion, rest assured without these contributions this edition would not have been possible.

I remain dependent on readers contributing news, articles and 'jpg' format images in all aspects of Pullman and CIWL operations both past, present, future and of course aspects of both within the model railway interests.

The photographs of the Bournemouth Belle within this edition kindly supplied by Sam Woods gave me food for thought that in 3 years time it will be 50 years since the service was withdrawn On Sunday July 9th 1967. On checking the date of July 9th 2017, it appears also to be a Sunday.

I would expect Sunday July 9th 2017 to be a date already in some people's minds, as it is also the date that steam traction ended on the then Southern Region of British Rail with the Waterloo to Bournemouth 3rd rail electrification on July 10th 1967.

Combining the 50th anniversary of the end of two historical eras on July 9th 2017, has the potential on the availability of both a rake of Pullman cars and a Bulleid Pacific to operate a commemorative Bournemouth Belle.

But then why not commemorate the 50th anniversary of the 3rd rail electrification of the Waterloo to Bournemouth line, alas the slam door stock of that era is no longer available, but we will have a restored Brighton Belle set that could operate a 50th anniversary on July 10th 2017 in the style and elegance long since forgotten.

I hope a 50th Anniversary event or events come to fruition.



“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 - May & June 2014.