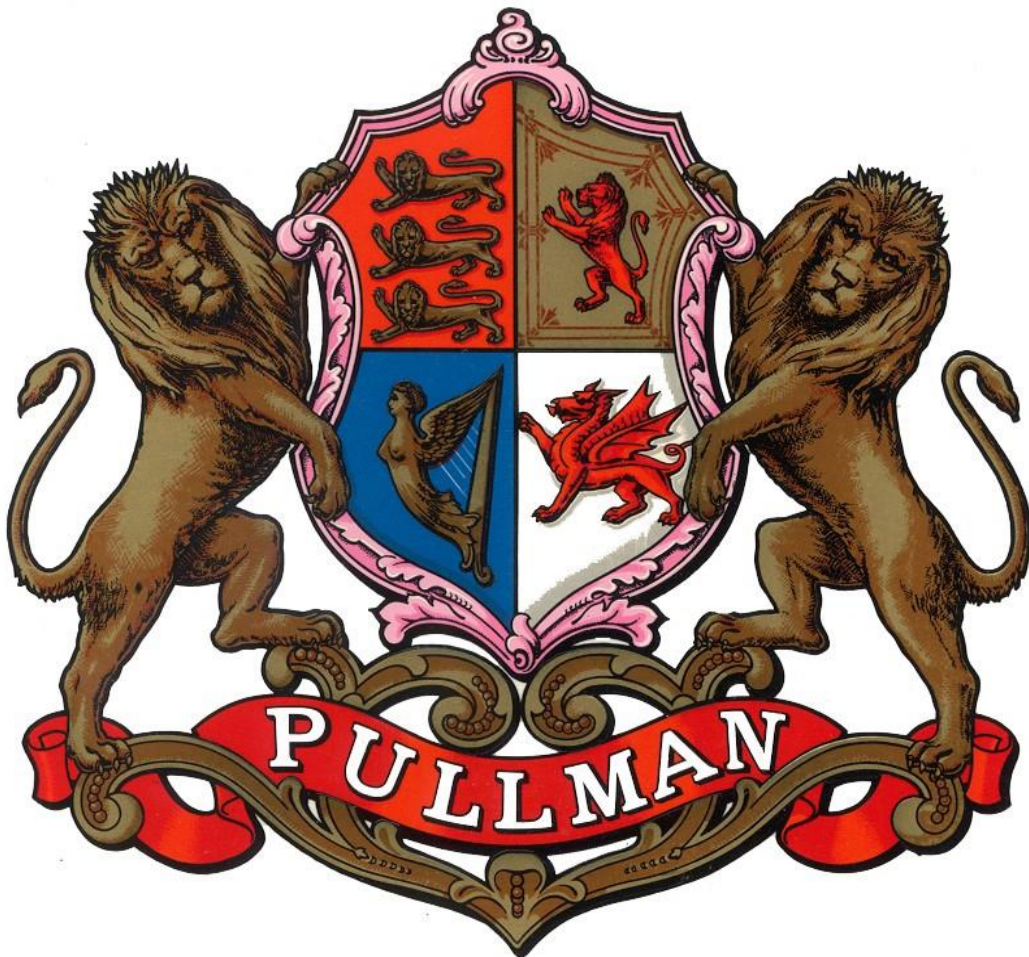


# PULLMAN

## THE BRIGHTON BELLE

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## THE SOUTH WALES PULLMAN

PULLMAN - Edition No.49 - July & August 2019  
"Information is for sharing and not gathering dust"  
Page 1 of 59

## From the Coupé.

Welcome aboard the bi-monthly PULLMAN.



I take this opportunity to thank those readers who have kindly taken time-out to forward contributions in the form of either articles, news and photographs for this edition.

I remain dependent on contributions of news, articles (Word) and photographs (jpg) formats in all aspects of Pullman operations both past, present, future and related aspects within model railways.

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 your newsletter.

Publication of the PULLMAN is scheduled on or about the 1<sup>st</sup> of January, March, May, July, September and November.

The next edition editorial deadline date will be Wednesday August 28<sup>th</sup>, with the scheduled publication on Sunday September 1<sup>st</sup>.

The views and articles within this publication are not necessarily those of the editor. Every effort has been made to source and contact all copyright holders; I will be happy to make good within the next available newsletter any errors of omission brought to my attention. The copyright of all photographs featured within each newsletter remain with the photographers as credited.

No part of this newsletter may be reproduced in any way without prior written consent from the editor.

Changing your Email address, or wish to be removed from the mailing list, please send an E-mail at [t.bye@ntlworld.com](mailto:t.bye@ntlworld.com) with your request, it's as simple as that.

**Information is for sharing and not for gathering dust  
It costs nothing to share knowledge.**

## **Editors Acknowledgements.**

My thanks to the following contributors for their assistance in the production of this issue of the PULLMAN by way of either articles and/or photographs, for without these contributions this edition of your newsletter would not have been possible: -

*C.Lade, N.Lade, G.Behrend, A.Ford, B.Haresnape, T.Knox, D.Jones, R.Barber, M F Best, G.Pierson, J.Wheller, J.Morel, E.Cholmondeley-Clarke, C.Hanley, N.Wheatley, K.Robertson, J.Smith, D.Austin, J.Wheller, J.Stangroom.*

My thanks to the following Publications, Societies & Web Sites: -

*Pullman in Europe.*

*Pullman Profile No.2 The Standard K Type Cars.*

*Pullman Travelling in Style.*

*The Armstrong Railway Photographic Trust.*

*Pullman.*

*Railway World.*

*Railway Magazine.*

*Pullman Society.*

*Amis des Wagons-Lits.*

*Swanage Railway.*

**“Information is for sharing and not gathering dust”.**

You may at any time forward news, information in ‘Word’ & ‘PDF’ and photographs in ‘jpg’ formats for inclusion within PULLMAN, Special Editions and PCS-Archive.

Do you have a question/query that requires an answer, I will endeavor to get you the answer?

E-mail [t.bye@ntlworld.com](mailto:t.bye@ntlworld.com)

**The current readership totals 402.**

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58	Amis des Wagons-Lits Newsletter.
59	Tail Lamp.

## PULLMAN CAR HISTORY - CAMILLA.

<b>Pullman Identity:</b>	CAMILLA.
<b>Type of Car:</b>	Kitchen.
<b>Into Service:</b>	1926 January.
<b>Builder:</b>	Midland Carriage & Wagon Company Limited, Birmingham.
<b>Pre-1960 Schedule No:</b>	180.
<b>Post 1960 Schedule No:</b>	180.
<b>Tare:</b>	39t.
<b>Seats:</b>	20.
<b>Bogies:</b>	2 x 4 wheels.
<b>Brake:</b>	Vacuum.
<b>Length (over Vestibules):</b>	57' - 1 <sup>1</sup> / <sub>2</sub> ".
<b>Extreme Width:</b>	8' - 1".
<b>Roof:</b>	Elongated.
<b><sup>2</sup>Table Lamps Type:</b>	'A' Type.
<b><sup>1</sup>Type 1932 List:</b>	-/K.
<b><sup>1</sup>Route Restriction (SR):</b>	0.

<sup>1</sup>Entries 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.

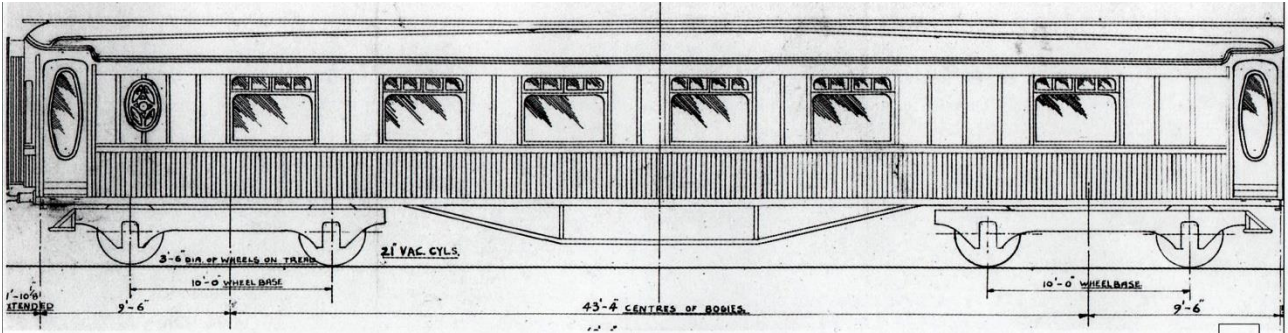
Entries such as (D) indicate that the car was originally (old) Type D, and was withdrawn before the new Classification was introduced in 1932.

<sup>1</sup>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.

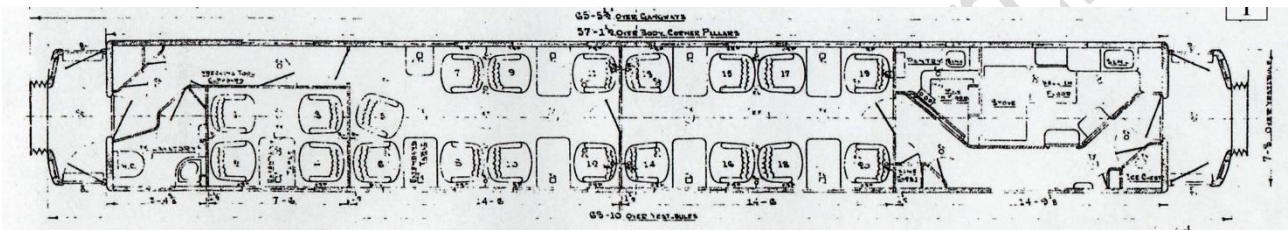
Entries such as -/2A indicates that the car concerned was not originally given a S.R. Route Restriction because it was not originally allocated to the S.R.; and that it was given Restriction 2A on being transferred to the S.R.

<sup>2</sup> Interior Design. The ground-work of the panelling is satine wood, with geometric design inlays in boxwood fluted pilasters supporting decorative frieze. The carpet is in small trellis design, blue and grey. The chair coverings are of trellis design in blue and grey.



©A.Ford Collection.

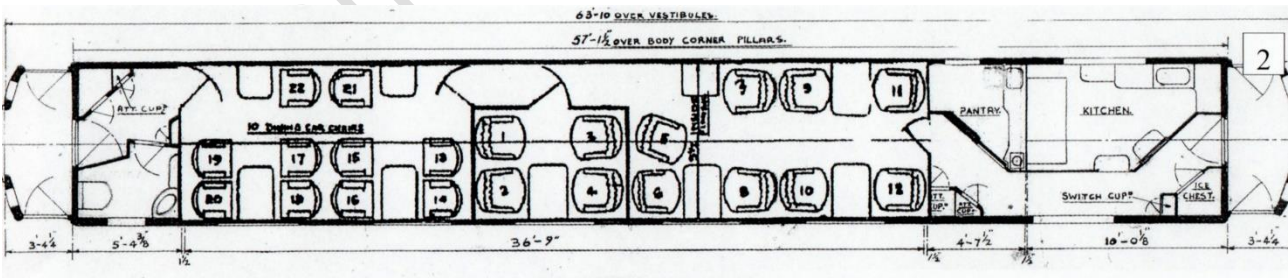
1926 Bodyside Drawing.



©A.Ford Collection.

1926 Floor Plan Drawing.

- 2. 1926 March 25<sup>th</sup>. Commenced operation on the London (Cannon Street & Charing Cross stations), Tunbridge Wells and Hastings services.
- 2. 1932 May. Internally remodelled into Composite car, seating 12 First & 10 Third Class. Type 'G' table lamps replace the Type 'A' within the Third Class Saloon.

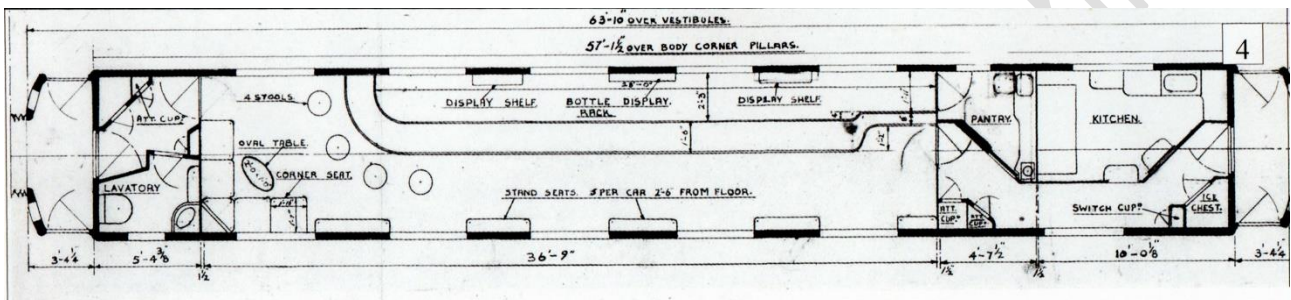


©A.Ford Collection.

1932 Composite Floor Plan.

- 2. 1936. Operating on Southern Railway (Eastern Section).
- 4. 1939-1945. Withdrawn for the duration of the Second World War. Noted in store at Crystal Palace for some months (no actual date).

- 2. 1946. Remodelled to First Class only, Transferred to Southern Railway (Western Section). Allocated to 'Ocean Liner' boat train services between London Waterloo and Southampton Docks.
  
- 2. 1958. Repainted into Southern Region Green, non-supplement buffets. Installation of a Bar, located on the opposite side to those installed within MADELINE, POMONA & BARBARA in 1946. The identity in yellow text of 'Buffet' in the centre of the bodyside below the windows and the number 180 in small text on the bodyside close to the vestibule door on one end.



©A.Ford Collection.

### 1958 Conversion Floor Plan.

- 2. 1960 November 5<sup>th</sup>. Sold to Southern Region £6,222.15s. Re-numbered S7872S.
  
- 2. 1963 December. Withdrawn.
  
- 2. 1964. Scrapped.

### Information Sources

- |   |                  |                        |
|---|------------------|------------------------|
| 1. Pullman in Europe.                               | G.Behrend.       | ISBN not registered.   |
| 2. Pullman Profile No.2 'THE STANDARD K TYPE CARS'. | Antony M Ford.   | ISBN 978-1-906419-22-6 |
| 3. Pullman Travelling in Style.                     | Brian Haresnape. | ISBN 0-7110-1648-8     |
| 4. Pullman Car Services-Archive.                    |                  |                        |

## FREE INTERNET NEWSLETTERS, MAGAZINES & WEB SITES.

### **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>

### **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>

### **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: -

<https://groups.yahoo.com/neo/groups/RAILDATE/info>

Where you can sign up to access the weekly newsletter.

### **British Railway Modeller's Down Under.**

The British Railways modeller's source of prototype information, modeling articles, hints & tips, electrical and DCC articles, current & historical photographs.

[www.brmda.com.au](http://www.brmda.com.au)

### **Model Railway Express Magazine.**

Current and past editions of the 'FREE' eMagazine are now available and can be sourced from the following link. <http://www.mremag.com/>

Also visit the MRE Magazine on Facebook.

### **Amis des Wagons-Lits Newsletter.**

The CIWL newsletter has been launched.

The first very comprehensive 29 page edition is available in 'pdf' format and if anyone would like a copy they should please register with either [btmartin@btinternet.com](mailto:btmartin@btinternet.com) or

[christopher.elliott@club-internet.fr](mailto:christopher.elliott@club-internet.fr)

## LOOK BACK AT PULLMAN.

### 1879 - 140 Years Ago.

July 10<sup>th</sup>. Pullman Car 'MIDLAND' Returns to Midland Railway service, following transfer on April 26<sup>th</sup> for operation on the Great Northern Railway. The car recorded operational mileage of 33,592 on the GNR. (Information Source: PCS-Archive).

### 1884 - 135 Years Ago.

July 31<sup>st</sup>. The London Chatham Dover Railway 'Dover Pullman Car Boat Train - Express' (of July 1<sup>st</sup>, 1882). The service is withdrawn. Pullman Car 'JUPITER' is transferred to the London Brighton & South - Coast Railway. (Information Source: 'Pullman' by Julian Morel).

### 1914 - 105 Years Ago.

July. A twenty-year contract is signed with the Caledonian Railway. The Pullman Car Company open an office Glasgow. Nineteen Pullman cars being allocated for the CR services. (Information Source: 'Pullman' by Julian Morel).

August 4<sup>th</sup>. United Kingdom declaration of War on Germany. (Information Source: PCS-Archive).

August 12<sup>th</sup>. United Kingdom declaration of War on both Austria & Hungary. (Information Source: PCS-Archive).

### 1924 - 95 Years Ago.

July 14<sup>th</sup>. The 'Sheffield Pullman' of June 2<sup>nd</sup>, Kings Cross to Nottingham - Victoria. Due to poor patronage the service is re-scheduled. The service is now based at Sheffield for a 10.30 departure and arrival at King Cross at 13.45. The return working departing Kings Cross at 18.05 with arrival at Sheffield at 21.20. (Information Source: Railway World June 1978).

### 1929 - 90 Years Ago.

July 8<sup>th</sup>. The Pullman Car Company take over Restaurant Car Services on both the daytime 'Flushing Boat Trains' and the evening 'Antwerp Continental'. Allocated Third Class Kitchen cars, two First-Class Parlour cars and three Second-Class Pullman Restaurant for these services. (Information Source: Railway World June 1978).

**1929 - 90 Years Ago - Continued.**

July 8<sup>th</sup>. Inaugural Great Western Railway 'Torquay Pullman'. In addition, Pullman car 'Boat Train Specials' to and from Paddington and Plymouth.  
(Information Source: Railway Magazine June & July 1929 Editions).

July. Non-supplement Pullman Restaurant car introduced on the 'Lothian Coast Express' operating from Glasgow Queen Street to North Berwick.  
(Information Source: Railway World June 1978).

**1974 - 45 Years Ago.**

August 1<sup>st</sup>. The 'Tees Tyne Pullman' noted at Darlington Station with Pullman cars E319E (SNIPE), E315E (HERON) & E325E (AMETHYST).  
(Information Source: T.Bye).



©T.Bye.

Darlington August 1<sup>st</sup>, 1974, 'Tees Tyne Pullman' & attendant at the vestibule door of E319E (SNIPE).

**Chesapeake & Ohio Pullman Sleeper “City of Ashland” No. 2624.**



©Richard Barber.

**Chesapeake & Ohio Pullman Sleeper “City of Ashland” No. 2624  
as photographed at Owosso, Michigan on May 22<sup>nd</sup>, 2019.**

Built by the Pullman Car Company in 1950.

The car was dubbed a ‘sleeper’ since it provided berthing areas for passengers. While in service on the C&O it carried the number 2624 and has a classification number of 10-6.

Used until the formation of Amtrak in 1971, the car was stored for many years along with sister car “City of Ludington” at a cement plant in Lima, Ohio, in the early 1990’s.

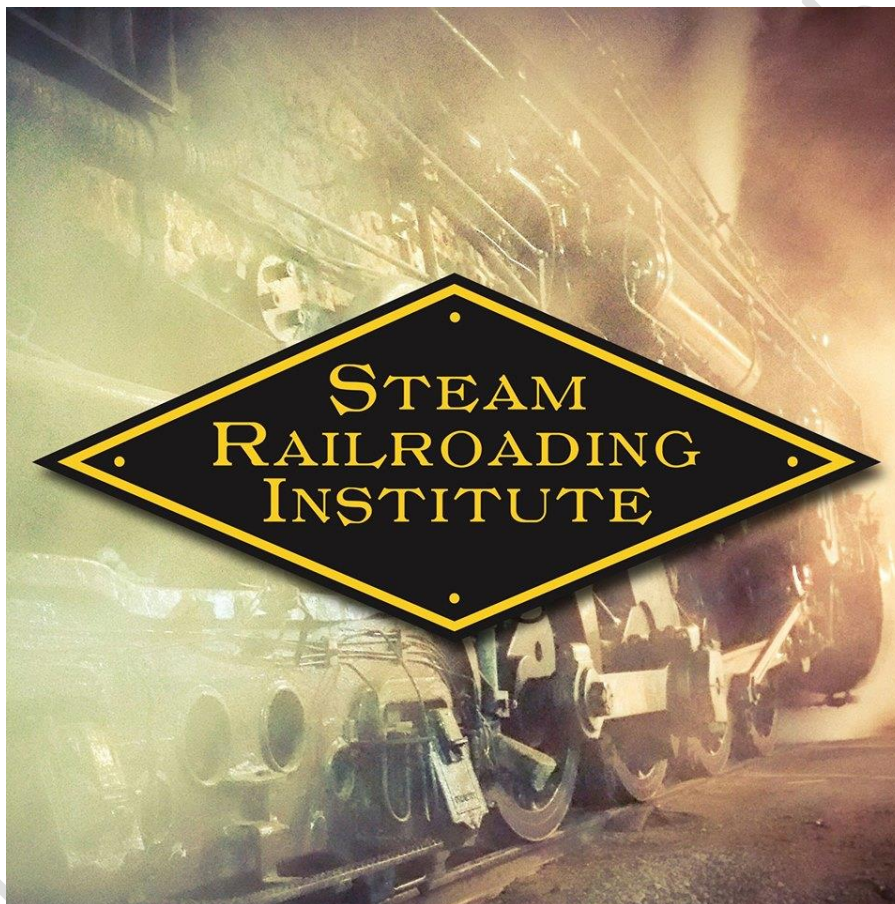
Three people purchased the car: Steve Zuiderveen, John Baldwin and Max Smith. Upon Max Smith’s death, the other two individuals donated the car to the Steam Railroading Institute in 2003.

The car has since been restored and is used on long excursions for crew members and as an interpretive car for museum visitors, revealing what overnight travel was like during the twilight of steam.

The car has 10 compartments, and 6 Bedrooms.

Often used for crew quarters occasionally for trips, and when we have Volunteers who come from far away to help work on the locomotives and rolling stock for an extended period of time.

For Further information on the Steam Railroad Institute visit



<https://www.michigansteamtrain.com/>



**Tommy Knox.**

# LNER PACIFICS

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

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 'Up' and 'Dn' workings. These relate thus, an 'Up' working is a service to London Kings Cross, and 'Dn' is a 'Down' working from Kings Cross.

I.e. All lines to any of London's terminals are classified as the 'UP Line'.

## The Queen of Scots Pullman - July & August 1939 - 80 years ago.

Date:	Locomotive:	Working:
39.07.01	60054	Dn Queen of Scots from Kings Cross - Leeds
39.07.01	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.01	60100	Dn Queen of Scots from Leeds - Glasgow
39.07.01	60812	Up Queen of Scots from Newcastle 7on
39.07.02	60054	Up Queen of Scots from Leeds - Kings Cross
39.07.02	60056	Dn Queen of Scots from Kings Cross - Leeds
39.07.03	60054	Dn Queen of Scots from Kings Cross - Leeds
39.07.03	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.03	60081	Dn Queen of Scots from Leeds - Glasgow
39.07.03	60100	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.04	60056	Dn Queen of Scots from Kings Cross - Leeds
39.07.05	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.05	60100	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.06	60056	Dn Queen of Scots from Kings Cross - Leeds
39.07.06	60081	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.07	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.07	60101	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.08	60054	Up Queen of Scots from Leeds - Kings Cross
39.07.08	60056	Dn Queen of Scots from Kings Cross - Leeds
39.07.10	60056	Dn Queen of Scots from Kings Cross - Leeds

39.07.10	60078	Dn Queen of Scots from Leeds - Glasgow
39.07.11	60078	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13 8on
39.07.12	60108	Dn Queen of Scots from Leeds - Glasgow
39.07.13	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.13	60108	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds 7on
39.07.14	60054	Up Queen of Scots from Leeds - Kings Cross
39.07.14	60056	Dn Queen of Scots from Kings Cross - Leeds
39.07.15	60054	Up Queen of Scots failed at Hatfield - replaced by J6 3548
39.07.15	60056	Up relief to Queen of Scots - ordinary stock - into Kings Cross
39.07.15	60083	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.15	60812	Dn Queen of Scots past Darlington 16.07 7on
39.07.17	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.17	60066	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.18	60056	Dn Queen of Scots from Kings Cross - Leeds
39.07.18	60103	Up Queen of Scots from Leeds - Kings Cross
39.07.19	60066	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.19	60103	Dn Queen of Scots from Kings Cross - Leeds
39.07.20	60103	Up Queen of Scots from Leeds - KX / 823 22.35 Kings Cross - Edinburgh sleeper to Grantham
39.07.21	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.21	60066	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.21	60103	Dn Queen of Scots from Kings Cross - Leeds
39.07.22	60031	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.22	60056	Dn Queen of Scots from Kings Cross - Leeds
39.07.22	60066	09.00 Newcastle - Liverpool to Leeds / Dn Queen of Scots from Leeds - Glasgow
39.07.24	4469	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.24	60056	Dn Queen of Scots from Kings Cross - Leeds
39.07.24	60103	Up Queen of Scots from Leeds - Kings Cross
39.07.25	60045	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.07.25	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.25	60103	Dn Queen of Scots from Kings Cross - Leeds
39.07.26	60056	Dn Queen of Scots from Kings Cross - Leeds
39.07.26	60103	Up Queen of Scots from Leeds - Kings Cross
39.07.27	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.27	60081	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13

39.07.27	60103	Dn Queen of Scots from Kings Cross - Leeds
39.07.28	60058	Dn Queen of Scots from Kings Cross - Leeds
39.07.28	60103	Up Queen of Scots from Leeds - Kings Cross
39.07.29	60058	Up Queen of Scots from Leeds - Kings Cross
39.07.29	60086	Up Queen of Scots from Glasgow - Leeds 7on / Liverpool - Newcastle from Leeds arr 21.13
39.07.29	60103	Dn Queen of Scots from Kings Cross - Leeds
39.07.31	60056	Up Queen of Scots from Leeds - Kings Cross
39.07.31	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.01	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.01	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.02	60045	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13 7on
39.08.02	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.02	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.03	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.03	60086	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.08.03	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.04	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.04	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.05	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.05	60080	DH 374 Dn Queen of Scots into Newcastle
39.08.05	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.08	60045	Dn Queen of Scots from Leeds - Glasgow
39.08.08	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.08	60101	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.08.08	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.09	60045	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13 7on
39.08.09	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.09	60101	Dn Queen of Scots from Leeds - Glasgow
39.08.09	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.10	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.10	60067	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.08.10	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.11	60045	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.08.11	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.11	60066	Dn Queen of Scots from Leeds - Glasgow
39.08.11	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.12	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.12	60103	Dn Queen of Scots from Kings Cross - Leeds

39.08.12	60812	16.37 Dn Queen of Scots into Newcastle
39.08.14	60056	Up Queen of Scots from Kings Cross - Leeds
39.08.14	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.14	60801	Up Queen of Scots from Newcastle 7on
39.08.15	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.15	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.15	60835	Up Queen of Scots from Newcastle 7on / Liverpool - Newcastle arr 21.13 7on
39.08.16	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.16	60065	Up Queen of Scots from Glasgow - Leeds 7on / Liverpool - Newcastle from Leeds arr 21.13 7on
39.08.16	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.17	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.17	60065	Dn Queen of Scots from Leeds - Glasgow
39.08.17	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.18	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.18	60070	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13 7on
39.08.18	60080	Dn Queen of Scots from Leeds - Glasgow
39.08.18	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.19	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.19	60070	Dn Queen of Scots from Leeds - Glasgow
39.08.19	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.21	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.22	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.23	60066	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13 7on
39.08.23	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.24	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.25	60103	Up Queen of Scots from Leeds - Kings Cross
39.08.26	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.26	60066	Dn Queen of Scots from Leeds - Glasgow
39.08.26	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.28	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.28	60103	Dn Queen of Scots from Kings Cross - Leeds
39.08.29	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.29	60066	Dn Queen of Scots from Leeds - Glasgow
39.08.29	60081	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13
39.08.29	60113	Up Queen of Scots from Leeds - Kings Cross
39.08.30	60056	Up Queen of Scots from Leeds - Kings Cross
39.08.30	60067	Up Queen of Scots from Glasgow - Leeds / Liverpool - Newcastle from Leeds arr 21.13 7on
39.08.30	60113	Dn Queen of Scots from Kings Cross - Leeds
39.08.30	60832	Dn Queen of Scots into Newcastle 7on

39.08.31	60056	Dn Queen of Scots from Kings Cross - Leeds
39.08.31	60092	Dn Queen of Scots from Leeds - Glasgow
39.08.31	60113	Up Queen of Scots from Leeds - Kings Cross

**The Queen of Scots Pullman - July & August May & June 1949 - 70 years ago.**

<b>Date:</b>	<b>Locomotive:</b>	<b>Working:</b>
49.07.02	60136	58 Dn Queen of Scots from Kings Cross
49.07.09	60125	Queen of Scots in Leeds
49.07.23	60139	58 Dn Queen of Scots
49.07.27	60134	58 Dn Queen of Scots from Kings Cross
49.07.29	60086	142 Dn North Briton into Newcastle 11on / Up Queen of Scots 8on
49.07.29	60134	131 Up Queen of Scots into Kings Cross arr 20.24
49.07.30	60062	noted on Queen of Scots at Doncaster
49.07.30	60086	noted at York at 02.00 / 142 Dn North Briton (198) / 131 Up Queen of Scots from Newcastle 8on
49.07.30	60134	58 Dn Queen of Scots from Kings Cross / on Copley Hill shed
49.08.06	60086	131 Up Queen of Scots from Newcastle 8on
49.08.06	60515	58 Dn Queen of Scots past Northallerton
49.08.12	60127	58 Dn Queen of Scots past Berwick
49.08.30	60152	131 Up Queen of Scots from Edinburgh - Newcastle

**The Queen of Scots Pullman - July & August 1959 - 60 years ago.**

<b>Date:</b>	<b>Locomotive:</b>	<b>Working:</b>
59.07.01	60131	131 Up Queen of Scots
59.07.02	60131	131 Up Queen of Scots
59.07.03	60120	131 11.00 Up Queen of Scots from Leeds - Kings Cross
59.07.04	60148	131 Up Queen of Scots
59.07.06	60130	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.07	60133	131 Up Queen of Scots
59.07.08	60133	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.09	60133	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.10	60133	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.11	60074	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle
59.07.11	60118	58 Dn Queen of Scots from Kings Cross
59.07.11	60133	950 09.10 Dn White Rose/ 131 11.00 Up Queen of Scots from Leeds - Kings Cross
59.07.13	60130	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.14	60133	131 Up Queen of Scots

59.07.15	60133	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.17	60120	131 Up Queen of Scots
59.07.18	60036	142 Dn North Briton into Newcastle (11,214,235) / 131 Up Queen of Scots
59.07.18	60120	58 Dn Queen of Scots from Kings Cross
59.07.18	60130	131 11.00 Up Queen of Scots into Kings Cross
59.07.20	60131	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.22	60118	131 Up Queen of Scots
59.07.23	60118	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.24	60133	131 Up Queen of Scots
59.07.25	60036	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle
59.07.25	60086	58 Dn Queen of Scots into Newcastle
59.07.25	60133	950 Dn from Kings Cross / 131 Up Queen of Scots
59.07.27	60130	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.28	60130	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.29	60085	58 Dn Queen of Scots from Newcastle
59.07.29	60133	131 Up Queen of Scots
59.07.30	60085	58 Dn Queen of Scots from Newcastle
59.07.30	60133	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.07.31	60133	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.08.01	60123	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.08.01	60148	58 11.50 Dn Queen of Scots from Kings Cross
59.08.04	60117	131 Up Queen of Scots
59.08.05	60117	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.08.06	60133	131 Up Queen of Scots
59.08.07	60133	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots 10on
59.08.08	60117	131 Up Queen of Scots from Leeds - Kings Cross
59.08.08	60134	58 11.50 Dn Queen of Scots from Kings Cross
59.08.10	60130	131 Up Queen of Scots
59.08.12	60148	58 Dn Queen of Scots
59.08.13	60118	131 Up Queen of Scots
59.08.14	60118	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
59.08.15	60120	58 11.50 Dn Queen of Scots
59.08.27	60074	131 Up Queen of Scots from Newcastle
59.08.28	60118	58 11.50 Dn Queen of Scots past Newark
59.08.29	60133	58 Dn Queen of Scots
59.08.29	60148	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots from Leeds
59.08.31 of Scots	60117	948 Kings Cross - Leeds/Bradford past Grantham 09.55 / 131 Up Queen
59.08.31	60120	58 Dn Queen of Scots

**The Yorkshire Pullman - July & August 1939 - 80 years ago.**

<b>Date:</b>	<b>Locomotive:</b>	<b>Working:</b>
39.07.01	60022	595 Dn Yorkshire Pullman from Kings Cross
39.07.03	60089	595 Dn Yorkshire Pullman from Kings Cross
39.07.04	60098	595 Dn Yorkshire Pullman from Kings Cross
39.07.05	60034	595 Dn Yorkshire Pullman from Kings Cross
39.07.06	60034	595 Dn Yorkshire Pullman from Kings Cross
39.07.07	60113	595 Dn Yorkshire Pullman from Kings Cross
39.07.08	60821	548 Up Yorkshire Pullman into Kings Cross
39.07.10	60090	595 Dn Yorkshire Pullman from Kings Cross
39.07.11	60090	595 Dn Yorkshire Pullman from Kings Cross
39.07.12	60831	548 Up Yorkshire Pullman into Kings Cross
39.07.13	60831	548 Up Yorkshire Pullman into Kings Cross
39.07.14	60849	548 Up Yorkshire Pullman into Kings Cross
39.07.15	60846	548 Up Yorkshire Pullman into Kings Cross
39.07.17	60034	595 Dn Yorkshire Pullman from Kings Cross
39.07.18	60034	595 Dn Yorkshire Pullman from Kings Cross
39.07.19	60097	595 Dn Yorkshire Pullman from Kings Cross
39.07.24	60108	595 Dn Yorkshire Pullman from Kings Cross
39.07.25	60022	595 Dn Yorkshire Pullman from Kings Cross
39.07.26	60022	595 Dn Yorkshire Pullman from Kings Cross
39.07.27	60022	595 Dn Yorkshire Pullman from Kings Cross
39.07.28	60022	595 Dn Yorkshire Pullman from Kings Cross
39.07.31	60034	595 Dn Yorkshire Pullman from Kings Cross
39.08.01	60034	595 Dn Yorkshire Pullman from Kings Cross
39.08.02	60021	595 Dn Yorkshire Pullman from Kings Cross
39.08.03	60090	595 Dn Yorkshire Pullman from Kings Cross
39.08.04	60034	595 Dn Yorkshire Pullman from Kings Cross
39.08.08	60108	595 Dn Yorkshire Pullman from Kings Cross
39.08.09	60089	595 Dn Yorkshire Pullman from Kings Cross
39.08.10	60098	595 Dn Yorkshire Pullman from Kings Cross
39.08.12	60113	548 Up Yorkshire Pullman / 595 Dn Yorkshire Pullman
39.08.12	60831	548 Up Yorkshire Pullman into Kings Cross
39.08.14	60097	595 Dn Yorkshire Pullman from Kings Cross
39.08.15	60113	595 Dn Yorkshire Pullman from Kings Cross
39.08.16	60108	595 Dn Yorkshire Pullman from Kings Cross
39.08.17	60097	595 Dn Yorkshire Pullman from Kings Cross
39.08.18	60022	595 Dn Yorkshire Pullman from Kings Cross
39.08.19	60034	595 Dn Yorkshire Pullman from Kings Cross
39.08.21	60098	595 Dn Yorkshire Pullman from Kings Cross
39.08.22	60034	595 Dn Yorkshire Pullman from Kings Cross
39.08.23	60090	595 Dn Yorkshire Pullman from Kings Cross
39.08.24	60098	595 Dn Yorkshire Pullman from Kings Cross

39.08.28	60097	595 Dn Yorkshire Pullman from Kings Cross
39.08.29	60097	595 Dn Yorkshire Pullman from Kings Cross
39.08.31	60048	548 Up Yorkshire Pullman arr 15.00 / 595 Dn Yorkshire Pullman

**The Yorkshire Pullman - July & August 1949 - 70 years ago.**

<b>Date:</b>	<b>Locomotive:</b>	<b>Working:</b>
49.07.14	60107	Dn Yorkshire Pullman
49.07.23	60110	Up Yorkshire Pullman arr 14.50
49.07.23	60114	17.30 Dn Yorkshire Pullman
49.07.28	60056	14.42 Up Yorkshire Pullman
49.07.29	60017	Dn Yorkshire Pullman
49.08.04	60118	Up Yorkshire Pullman
49.08.13	60123	Up Yorkshire Pullman / 18.15 Kings Cross - Leeds
49.08.13	60130	17.30 Dn Yorkshire Pullman

**The Yorkshire Pullman - July & August 1959 - 60 years ago.**

<b>Date:</b>	<b>Locomotive:</b>	<b>Working:</b>
59.07.01	60055	84 17.20 Dn Yorkshire Pullman
59.07.02	60066	84 17.20 Dn Yorkshire Pullman
59.07.03	60062	84 17.20 Dn Yorkshire Pullman
59.07.04	60110	84 17.08 Dn Yorkshire Pullman
59.07.04	60118	19 11.40 Up Yorkshire Pullman / 17.52 Dn West Riding
59.07.06	60015	84 17.20 Dn Yorkshire Pullman - ECS into Kings Cross D5906
59.07.07	60062	84 17.20 Dn Yorkshire Pullman
59.07.08	60029	84 Dn Yorkshire Pullman from Kings Cross (ECS in with D5902)
59.07.11	60066	109 22.30 Edinburgh - Kings Cross into Kings Cross / 84 17.08 Dn Yorkshire Pullman
59.07.11	60131	19 Up Yorkshire Pullman / 962 Dn West Riding
59.07.13	60055	84 Dn Yorkshire Pullman
59.07.14	60103	84 17.20 Dn Yorkshire Pullman (ECS D5902)
59.07.15	60062	84 17.20 Dn Yorkshire Pullman
59.07.16	60062	84 17.20 Dn Yorkshire Pullman (ECS D5903)
59.07.17	60110	84 17.20 Dn Yorkshire Pullman
59.07.18	60062	84 17.20 Dn Yorkshire Pullman
59.07.18	60134	19 Up Yorkshire Pullman
59.07.20	60110	84 17.20 Dn Yorkshire Pullman (ECS D5904)
59.07.21	60110	84 17.20 Dn Yorkshire Pullman (ECS D5905)
59.07.22	60044	84 17.20 Dn Yorkshire Pullman
59.07.23	60109	84 17.20 Dn Yorkshire Pullman

59.07.24	60108	84 17.20 Dn Yorkshire Pullman
59.07.25	60015	113 Up Aberdonian into Kings Cross / 84 17.20 Dn Yorkshire Pullman
59.07.25	60120	19 Up Yorkshire Pullman / 962 Dn West Riding
59.07.29	60062	109 22.30 Edinburgh - Kings Cross into Kings Cross / 84 Dn Yorkshire Pullman
59.07.31	60018	19 Up Yorkshire Pullman
59.08.01	60059	84 17.08 Dn Yorkshire Pullman
59.08.01	60120	19 Up Yorkshire Pullman / 962 17.52 Dn West Riding
59.08.04	60106	800 08.20 Kings Cross - Doncaster / 84 Dn Yorkshire Pullman
59.08.04	60108	84 Dn Yorkshire Pullman (ECS in D5313)
59.08.08	60123	19 11.15 Up Yorkshire Pullman
59.08.10	60039	84 Dn Yorkshire Pullman (ECS in D5902)
59.08.12	60130	84 Dn Yorkshire Pullman from Kings Cross (ECS in D5902)
59.08.14	60108	84 Dn Yorkshire Pullman (ECS 67795)
59.08.15	60039	84 Dn Yorkshire Pullman
59.08.15	60148	19 Up Yorkshire Pullman
59.08.29	60039	84 Dn Yorkshire Pullman
59.08.29	60117	19 Up Yorkshire Pullman arr 15.08
59.08.31	60109	84 Dn Yorkshire Pullman (ECS D5902)
59.08.31	60141	19 Up Yorkshire Pullman

**The Harrogate Sunday Pullman - July & August 1939 - 80 years ago.**

<b>Date:</b>	<b>Locomotive:</b>	<b>Working:</b>
39.07.09	60054	Dn Harrogate Sunday Pullman
39.07.09	60056	Up Harrogate Sunday Pullman
39.07.16	60056	Dn Harrogate Sunday Pullman
39.07.23	60056	Up Harrogate Sunday Pullman
39.07.23	60103	Dn Harrogate Sunday Pullman
39.07.30	60056	Dn Harrogate Sunday Pullman
39.07.30	60103	Up Harrogate Sunday Pullman
39.08.06	60103	Dn Harrogate Sunday Pullman
39.08.13	60056	Dn Harrogate Sunday Pullman
39.08.13	60103	Up Harrogate Sunday Pullman
39.08.20	60103	Dn Harrogate Sunday Pullman
39.08.27	60056	Dn Harrogate Sunday Pullman
39.08.27	60103	Up Harrogate Sunday Pullman

### The Harrogate Sunday Pullman - July & August 1959 - 60 years ago.

Date:	Locomotive:	Working:
59.07.05	60148	84 Dn Harrogate Sunday Pullman
59.07.19	60130	84 Dn Harrogate Sunday Pullman
59.07.26	60133	84 Dn Harrogate Sunday Pullman
59.08.09	60117	84 Dn Harrogate Sunday Pullman

### The Tees Tyne Pullman - July & August 1949 - 70 years ago.

Date:	Locomotive:	Working:
49.07.04	60034	Dn Tees Tyne Pullman
49.07.13	60003	Dn Tees Tyne Pullman
49.07.14	60120	Dn Tees Tyne Pullman
49.07.26	60147	Up Tees Tyne Pullman
49.07.27	60147	Up Tees Tyne Pullman
49.07.29	60003	Up pass at Pilmoor at 10.31 / Dn Tees Tyne Pullman
49.08.03	60108	Up Tees Tyne Pullman
49.08.05	60003	Dn Tees Tyne Pullman
49.08.09	60133	Up Tees Tyne Pullman
49.08.19	60047	Up Tees Tyne Pullman

### The Tees Tyne Pullman - July & August 1959 - 60 years ago.

Date:	Locomotive:	Working:
59.07.01	60030	82 Dn Tees Tyne Pullman
59.07.14	60070	82 Dn Tees Tyne Pullman from Finsbury Park t/o from 60521
59.07.14	60521	82 Dn Tees Tyne Pullman failed at Finsbury Park - 60070 on - later 112 Dn from Kings Cross
59.07.15	60015	99 Up into Kings Cross / 82 Dn Tees Tyne Pullman
59.07.21	60022	111 Up into Kings Cross / 82 Dn Tees Tyne Pullman
59.07.22	60026	on Kings Cross shed / 82 Dn Tees Tyne Pullman
59.07.22	60029	145 Up Tees Tyne Pullman / Kings Cross - Newcastle past Peterborough
59.07.28	60003	145 Up Tees Tyne Pullman
59.07.28	60062	777 Nottingham - Kings Cross arr 10.50 / 82 Dn Tees Tyne Pullman
59.07.29	60029	Up Tees Tyne Pullman / 76 Kings Cross - Newcastle
59.07.31	60109	145 Up Tees Tyne Pullman / 896 19.21 Kings Cross - Peterborough / 23.20 ex Kings Cross past Newark
59.08.04	60014	145 Up Tees Tyne Pullman
59.08.17	60013	Up Tees Tyne Pullman

59.08.19            60025   Up Tees Tyne Pullman  
59.08.27            60030   Dn Tees Tyne Pullman

### **Can you help Tommy?**

*Tommy is updating the database on a daily basis and would be most grateful if any newsletter reader who undertook train spotting in steam days could look through their notebooks and if they find any information to contact him. Tommy is also happy to answer any reasonable enquiries if he can.*

*My email address is [Tommy@lner-pacifics.me.uk](mailto:Tommy@lner-pacifics.me.uk).*



©T.Bye/AY0181.

**MAE's at Pannal Station (South of Harrogate) Ex-BR Mk1 Pullman Kitchen Second CAR No 332. The car was originally in the BR corporate Pullman livery of Grey/Blue but repainted into Pullman umber/cream and given the identity of MAE as recorded on October 1<sup>st</sup>, 1988.**



**The Christopher Lade Archive.**  
**(Courtesy of Nick Lade)**  
**May 14<sup>th</sup> to 17<sup>th</sup>, May 1963.**  
**State Visit**  
**THE KING & QUEEN OF THE BELGIANS**

THE PULLMAN CAR COMPANY, LIMITED.

From..... CATERING SUPERINTENDENT REF: 75SR/JJM/BB  
To..... ATTENDANT LADE Date..... 11th May 1963

STATE VISIT OF THE KING AND QUEEN OF THE BELGIANS : 14th to 17th May, 1963

Further to the instruction in connection with the above please note the following arrangements will be made in the event of the aircraft conveying the King & Queen of the Belgians being delayed or diverted due to weather conditions.

In the event of the plane arriving late at Gatwick the 10.20am ex Victoria will not be required. The 11.45am ex Gatwick will be held until 3.45pm and then cancelled.

If the plane is diverted to London Airport or to Stansted in Essex, all train arrangements will be cancelled. If the train is diverted at the last minute a special train will run ex Gatwick to take the welcoming party back to Victoria.

J.J. Morel

c.c. Mr. Morris, Director & Secretary, Pullman Division.  
Mr. Whiddon, Station Manager, Victoria.  
Staff Office  
Traffic Office  
Catering Office.

©C.Lade Archive/N.Lade.



©C.Lade Archive/N.Lade.

Gatwick Airport Tuesday May 14<sup>th</sup>, 1963.

Leading Attendants Castle and Chris Lade stand at the vestibule entry to Royal Saloon No. 396 as Her Royal Highness Princess Margaret Countess of Snowdon and His Royal Highness The King Of The Belgians prepare to join the train.

Private—For use of the Staff concerned only.

B.R. 31037

Notice No. 19 AGM  
1963

BRITISH RAILWAYS

SOUTHERN REGION

**NOTICE**  
OF  
**ROYAL TRAIN**

conveying

THEIR MAJESTIES

THE **KING** AND **QUEEN** OF  
**THE BELGIANS**

and suite

**GATWICK AIRPORT TO VICTORIA**

AND

**PRIVATE SPECIAL TRAIN**

**VICTORIA TO GATWICK AIRPORT**

**TUESDAY, 14th MAY, 1963**

This Notice must be acknowledged immediately by use of the enclosed form.

**TUESDAY, 14th MAY**

**Empty train to form 11.45 a.m. "Grove"  
Gatwick Airport to Victoria**

	arr. a.m.	dep. a.m.	
Stewarts Lane ... ..	...	5:25	<b>A</b> —The empty train will berth in No. 3 Up Siding, and depart at 11.22 a.m. to No. 4 platform. Police protection to be provided.  Inspector Roberts will travel with the empty train from Stewarts Lane to Gatwick Airport.  "Pull out" engine to be provided at Stewarts Lane at 5.10 a.m.
Stewarts Lane Junction ... ..	5 28	5 31	
Brixton ... ..	5	36	
Herne Hill ... ..	5	38	
Tulse Hill ... ..	5	42	
Streatham ... ..	5	46	
Streatham Common ... ..	5	48	
Selhurst ... ..	5	56LL	
Windmill Bridge Junction ... ..	5	59LL	
Coulsdon North ... ..	6	7 <sup>0</sup> QL	
Earlswood ... ..	6	15LL	
<b>Gatwick Airport (Platform 3) ...</b>	<b>6:24</b>	<b>A</b>	

**Formation leaving Stewarts Lane Junction:—**

	<b>Engine</b>	
Pullman Cars {	"Niobe" (Brake leading)	} Gangways Connected
	"Phoenix" (Large Saloon leading)	
	Royal Saloon No. 396 (Saloon trailing)	
Pullman Cars {	"Aquila" (Kitchen leading)	
	"Isle of Thanet" (Brake trailing)	

**PRIVATE SPECIAL TRAIN**

	arr. a.m.	dep. a.m.
Victoria (Platform 15) ... ..	...	10 20TL
Balham Junction ... ..	10	29TL
Streatham Junction ... ..	10	31½
Windmill Bridge Junction ... ..	10	36LL
Coulsdon North ... ..	10	44 <sup>0</sup> QL
Earlswood ... ..	10	53TL
<b>Gatwick Airport (Platform 6) ...</b>	<b>11 0</b>	...

**Formation leaving Victoria:—**

<b>Engine No. 34089 (Modified "Battle of Britain" Class.)</b>		
Brake Composite (Brake leading)	} Gangways Connected	
Pullman Car "Orion" (Kitchen trailing)		
Brake Composite (Brake trailing)		

**Empty Train:—**

	arr. a.m.	dep. a.m.	
Stewarts Lane ... ..	*	9:50	* To be worked by a Tank Engine in front with the Train Engine attached to the rear.
Victoria (Platform 15) ... ..	10:0	...	
<b>Form 10.20 a.m. Private Special</b>			

**TUESDAY, 14th MAY—continued.**

THE INSTRUCTIONS CONTAINED IN BRITISH TRANSPORT COMMISSION'S BOOKLET BR.86153. DATED AUGUST, 1957, UNDER THE HEADING "INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF TRAINS DESIGNATED BY THE CODE WORD 'GROVE'," AND SUBSEQUENT AMENDMENT THERETO MUST BE APPLIED TO THE TRAIN IN THIS NOTICE WHICH IS MARKED "GROVE".

Distance from Gatwick Airport			"Grove"		
m.	c.		arr.	dep.	
—	—	GATWICK AIRPORT ... .. (Platform 4)	a.m. ... (Through Line)	a.m. 11 45	
4	77	Earlwood ... ..	11 (Quarry Line)	52 n	Redhill Tunnel—Length 649 yards. Merstham Tunnel—Length 1 mile 353 yards.
11	66	Coulsdon North ... ..	11 (Local Line)	59½	
16	65	Windmill Bridge Junction... ..	p.m. 12 (Local Line)	6½	
17	37	Selhurst ... ..	12 (Local Line)	8½	
20	21	Streatham Common ... ..	12	13	
20	68	Streatham ... ..	12	14½	
				n	Streatham Tunnel—Length 220 yards.
				n	Leigham Tunnel—Length 302 yards.
22	29	Tulse Hill ... ..	12	18	
23	35	Herne Hill ... ..	12 (Up Loop)	21	
24	16	Brixton... ..	12	23	
27	32	VICTORIA (Platform 2) ... ..	12 30	...	

**Formation of "Grove" Train leaving Gatwick Airport:—**

	<b>Engine No. 34088 (Modified "Battle of Britain" Class.)</b>		
Pullman Cars	{ "Isle of Thanet" (Brake leading)	} Gangways Connected	
	{ "Aquila" (Kitchen trailing)		
	{ Royal Saloon No. 396 (Royal Party)		
	{ (Saloon leading)		
Pullman Cars	{ "Phoenix" (Large Saloon trailing)		
	{ "Niobe" (Brake trailing)		

TUESDAY, 14th MAY—continued.

Empty Train:—

Formed of 11.45 a.m. "Grove" from Gatwick Airport	arr. p.m.	dep. p.m.
Victoria .....	...	12:55
Stewarts Lane .....	11:5	...

SPECIAL WORKING INSTRUCTIONS

Stopping Point.

At Victoria the "Grove" train must be brought to a stand with the centre of the engine footplate opposite a point indicated by a distinctive white mark on the platform at which a Hand-signalman with a red handsignal will be stationed to indicate the place at which the train must stop. Another man will be stationed in the six-foot way opposite the white mark for a similar purpose. The distance from the centre of the engine footplate to the centre of the leading door of Royal Saloon No. 396 from which the Royal Party will alight at Victoria is as follows:—  
156 feet 10½ inches.

Working of Automatic Brake at Gatwick Airport Up Sidings.

When the train engine has been coupled to the "Grove" train and the automatic brake tested by the Guard, the Driver to re-create the vacuum and apply the hand brake on the engine which must remain on until the signal to start the train is given.

Working of Automatic Brake at Gatwick Airport Station.

Immediately the train is brought to a stand in the station the Driver must apply the hand brake on the engine and re-create the vacuum. The hand brake on the engine must remain on until the signal to start the train is given.

Special Opening of Signal Boxes.

The following Signal Boxes to be specially opened for the passage of the "Grove" train and remain open until the "Train out of Section" signal has been received:—  
**Horley, Star Lane and Thornton Heath.**

Penge East Signal Box.

Must be specially opened in connection with the passage of the "Grove" train and remain open until such train has passed Herne Hill.

Train Reporting.

The time at which the "Grove" train has left, passed or arrived, must be reported from the following points to the Line Manager who will ensure that the information is passed forward to Headquarters immediately after receipt of each message:—

**Gatwick Airport, Coulsdon North, Gloucester Rd. Jn., Herne Hill and Victoria.**  
In the case of the Private Special Train, the following points to report to the Line Manager:—  
**Victoria, Gloucester Rd. Jn., Coulsdon North and Gatwick Airport.**

Enginemen and Guard of the "Grove" Train.

Driver, C. Miles. Fireman, A. Goodall. Guard, J. J. Fitzgerald.

Inspectors.

Inspector J. Bull will travel with the "Grove" train and must enter in his report the number of persons (other than the Railway Officers) who travel.  
Inspector J. Bull will travel with the Private Special train, and must enter in his report the number of persons (other than Railway Officers) who travel.

Standby Engines.

Standby Engines to be provided as follows:—  
Earlswood ... .. 11.15 a.m. until released.  
Purley ... .. 10.30 a.m. until released.  
Streatham Common ... .. 11.55 a.m. until released.

Electric Track Linemen and Signal and Telecommunications Technicians.

Electric Track Linemen and Signal and Telecommunications Technicians to be available throughout the route until after the passing of the "Grove" train, in addition to staff to be provided in accordance with "Grove" Regulations.

Waterloo Station,  
1st May, 1963.

(B.5.)

**P. A. WHITE,**  
Assistant General Manager.

CONFIDENTIAL AND NOT FOR PUBLICATION OUTSIDE THE  
PULLMAN DIVISION OF THE BRITISH TRANSPORT HOTELS LTD.

TO LEADING ATTENDANTS LADE AND  
CASTLE AND CHEF HARDING.

CATERING OFFICE

REF; 75SR/9/5/63/AJM/BB

STATE VISIT OF THEIR MAJESTIES THE KING AND QUEEN  
OF THE BELGIANS

Tuesday 14th May, 1963

Special Train Arrangements

A special train is being formed at Stewarts Lane and will run empty at 5.25am to Gatwick Airport to form the 11.45am to Victoria arriving 12.30pm (platform 2).

<u>FORMATION</u>	Engine	(leaving Gatwick Airport)
	Isle of Thanet	BL
	Aquila	KT
	Royal Saloon	
	Phoenix	
	Niobe	BT

NUMBERS

Principals approximately	36
Railway Officers approximately	<u>12</u>
TOTAL	<u>48</u> (to be confirmed)

A light refreshment will be featured consisting of :

Smoked Salmon and Chicken Sandwiches
Finger Rolls                      Eggs and Cress Rolls
Biscuits                              Pate de Foie                      Coffee                      Cake

Careful attention to be paid to the quality of the supplies. The chickens to be kitchen cooked and best quality smoked salmon. Normal bar stock cover. The usual arrangements apply to the service in the Royal Saloon. State Express "555" will be served from the Royal Box.

THE WELCOMING PARTY

A special train will be formed at Stewarts Lane with Orion and will run at 10.20am from No. 15 platform to Gatwick arriving 11.00am. This train will convey the H.M. The Queen's Representatives.

<u>NUMBERS</u>	Principals	12
	Railway Officers	12
	TOTAL	<u>24</u> (to be confirmed)

A light refreshment will be served consisting of :

Smoked Salmon and Chicken Sandwiches
Biscuits
Tea                      or                      Coffee
Bar Stock                      Cigarettes

Again attention to be paid to the supplies. The chickens to be kitchen cooked. Best quality smoked salmon.

Continued.../...

2.

CHARGES FOR BOTH TRAINS

Light Refreshment for Principals and Railway Officers  
7/6d. per head.  
Bar Stock - Normal tariff  
Cigarettes - to be charged as consumed.  
Gratuities - to office  
Car Hire charge

Two accounts will be rendered in the usual way, one for the Principals and one for the Railway Officers. A list of the Railway Officers will be submitted as on previous occasions.

ACCOUNT GOES TO: Assistant General Manager,  
Waterloo Station (Southern Region)  
London, S.E.1. REF: D7501/S-(5)

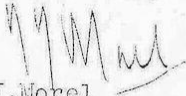
SPECIAL INSTRUCTIONS

The loading and preparation will be done on Monday 13th May when a van will call at Victoria to convey the equipment and stores for both trains and will proceed to Stewarts Lane. Leading Attendant Wade will arrange to supervise this at Victoria and sign the orders.

The Attendant I/C from the 10.20am ex Victoria to transfer perishables at Gatwick to the main train.

Stocktakers will pay particular attention to the equipment on all the cars involved especially linen and as usual no advertising material of any kind is to be on display.

Breakfast to be supplied to approximately 12 Railway staff who have travelled on the empty train from Stewarts Lane to Gatwick. This meal will consist of bacon, egg and sausage, toast, marmalade, tea or coffee and will be charged at 5/6d. per head.

  
J.J. Morel  
Catering Superintendent

c.c. Mr. Morris, Director & Secretary, Pullman Division.  
Mr. Whidden, Station Manager, Victoria.

©C.Lade Archive/N.Lade.

NOTES  
ARRIVAL GATWICK AIRPORT

1. The down special train is NOT the same train as will be used for the return journey
2. Those proceeding to the Apron do so by car from the Entrance to the Main Terminal Building.
3. For the journey from the Apron to the Main Terminal Building Entrance the order of cars and occupants will be :-

First Car

THE KING OF THE BELGIANS. Lt.Col.E.Penn  
THE PRINCESS MARGARET

Second Car

THE QUEEN OF THE BELGIANS. Maj. Hon.  
THE EARL OF SNOWDON Francis Legh

Third Car

M. Paul Spaak Inspector R.Tyrell  
La Princesse de Ligne  
Miss Fiona Myddelton

Fourth Car

M. André Schöller M.Jacques Graeffe  
Comte Gatien du  
Parc Locmaria  
The Belgian Ambassador  
Gen-Maj. Albert Henry

Fifth Car

M.Robert Rothschild. Maj.Raymond de  
M.Charles Kerremans Heusch  
M.Claude de Valkeneer  
Col-Av. B.E.M.Albert  
Debêche

Pullman Car PHOENIX Seating Allocation.

(c) PULLMAN CAR "PHOENIX"

2. M. Paul Spaak 1. Empty

4. Mss. of Abergavenny 3. H.E. Belgian Ambassador

6. M. André Schöller 5. Empty

8. Lt. Gen. Sir John Anderson

7 Empty

10. Comte Gatien du Parc Locmaria

9. Maj. Hon. Francis Legh

12. Brig. P.R. Ashburner

11. Gen. Maj. Albert Henry

14. M. Charles Kerremans

13. M. Robert Rothschild

16. Gp. Capt. J.R. Gardner

15. M. Jacques Graeffe

18. Maj. Raymond de Heusch

17. M. Claude de Valkeneer

20. Mr. D. Buchanan

19. Col. Av. B.E.M. Albert Debêche

22 Empty. 21 Empty

24. Empty 23. Empty

26. Empty. 25. Inspector R. Tyrell

4. SPECIAL TRAIN - RETURN JOURNEY  
GATWICK - VICTORIA  
THE ROYAL SALOON

(a) Forward Saloon

Miss Fiona Myddelton

The Earl of Westmorland  
La Princesse de Ligne

Lieutenant John Garnier, R.N.

(b) Rear Saloon (Private Sitting Room)

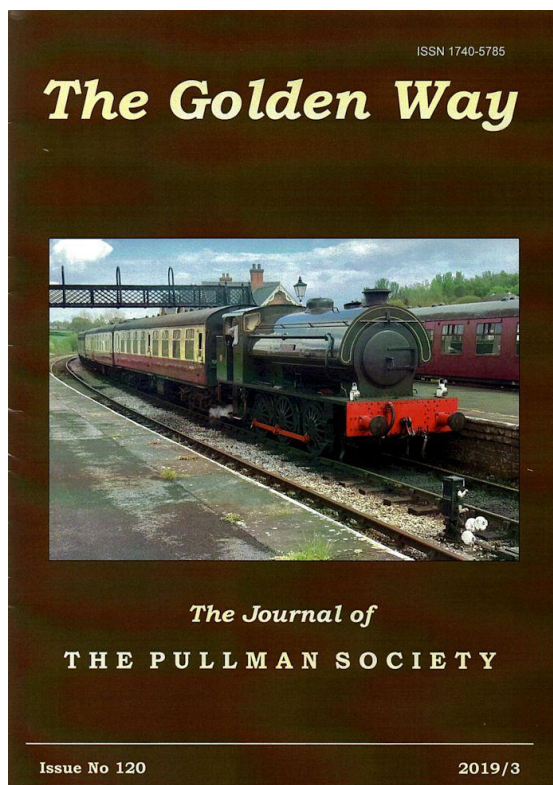
H.M. THE KING OF THE BELGIANS

H.M. THE QUEEN OF THE BELGIANS

H.R.H. THE PRINCESS MARGARET  
COUNTESS OF SNOWDON

THE EARL OF SNOWDON

## The Pullman Society.



## The Golden Way.

The journal of the Pullman Society is published four times a year.

Posted to your home address on publication.

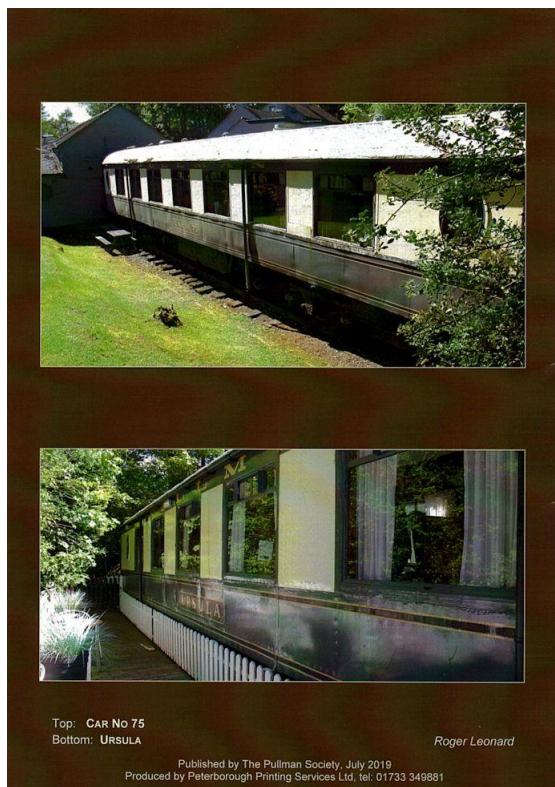
Each publication details matters relating to both the Pullman Car Company and the Pullman Cars operated, in both text and photographs.

## Contents.

Mr Buck's Pullman Pass - Part 2.  
AGM Weekend May 2019. Derby.  
Pullman Survivors - Part 3.  
Kitchen Car Pauline.  
Kitchen Car Viking.  
Modelling Notes.  
Preservation Notes.

Details on both the  
Pullman Society and Membership can be  
sourced from the Societies website at: -

<http://www.thepullmansociety.org.uk/>





**Richard Barber.**

# The Armstrong Railway Photographic Trust

For further details visit the Armstrong Railway Photographic Trust  
Website [www.arpt51a.com](http://www.arpt51a.com)



©Gerry Pierson Collection - The Armstrong Railway Photographic Trust.

**LNER Class D49 No.62749 "The Cottesmore".**

**Entered Traffic 1933.**

**Withdrawn 1958.**

**Hauling the "Up" Harrogate Sunday Pullman in 1953.**



©Gerry Pierson Collection - The Armstrong Railway Photographic Trust.

LNER Class V2 No.60963 (Entered Traffic 1943 & Withdrawn 1965) Hauling the “Up” Queen of Scots Pullman passing Nidd Vale in Harrogate 1953.



©MF Best - The Armstrong Railway Photographic Trust.

Deltic No.55012 “CREPELLO” (Entered Traffic 1961 & Withdrawn 1981) Hauling the Tees Tyne Pullman at Newcastle Central Station on April 23<sup>rd</sup>, 1976.



©M F Best - The Armstrong Railway Photographic Trust.

(Rebuilt May 1956) Merchant Navy Pacific No.35013 "BLUE FUNNEL" (Entered Traffic 1945 & Withdrawn 1967) Approaching Waterloo Station with the "Up" Bournemouth Belle on August 5<sup>th</sup>, 1966.

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©T.Bye/AY0389.

Class 47/4 No 47462 arrives into York station with the then VSO-E British Pullman empty stock from Neville Hill (Leeds), prior to working the return to London on August 26<sup>th</sup>, 1989.

**PULLMAN - Edition No.49 - July & August 2019**  
"Information is for sharing and not gathering dust"



**Preservation & Restoration News.**



**The Bluebell Railway  
Pullman Report  
David Jones**



©David Jones.

**The lower bodyside wooden panels having been cut to size and painted await fitting.**

The overhaul and modification of CAR No 54 continues in the main area of the Horsted Keynes Carriage and Wagon Works, with further progress to be seen on fitting the roof boards. Wood panels for the lower sides are being cut to size and painted ready to be fitted at the appropriate time, eventually these will be covered in metal sheeting similar to that as fitted to the two Pullman cars currently in traffic.

In a separate area of the Works, the new seats are being prepared for the moquette to be fitted.



©David Jones.

**CAR No. 54 The new seats are being prepared for the moquette to be fitted.**



©David Jones.

**K&ESR Tenterden C&W Workshop - BARBARA having the name applied by hand application.**  
*(My thanks to John Wheller, who advises that sign writing on the KESR is carried out by our Pullman Chef Meg Gooch and she is entirely self-taught).*



## The Kent & East Sussex Railway Pullman Report John Wheller

### **BARBARA.**

The external painting, lining, sign writing and varnishing is now complete and I hope to include a photograph of Barbara in the next issue back out in the set. The works to complete the external works took longer than anticipated so the opportunity was taken to tidy up the internal brasswork as well as the external. Every brass fitting was removed stripped, polished and re-lacquered prior to the car going back into service. The quality of the finish is excellent and a credit to the staff and volunteers.



©J.Wheller.

**BARBARA pre-external painting.**



©J.Wheller.

**BARBARA pre lining and coat of arms being applied.**

**THEODORA.**

Theodora is now back in service on the railways Wealden Pullman dining set revenue earning. I reported last time that one of the original marquetry panels had been restored by Wheatfields of Derby and refitted into the saloon. The quality of the work has received many favourable comments from our dining customers and through their generosity it has been possible for a second panel to be sent to Derby for restoration. It is the Railways intention to gradually restore all the old panels and so after 20 years finally complete the interior to Theodora. Over the close season it was not possible to repaint the whole of the exterior to Theodora so it has provisionally been allocated shed space in the 2020 close season to complete the refurbishment.

**Mark 1 Restaurant Unclassified (RU) E1987.**

Since I last reported discussions have taken place with the outside contractors to try and finalise costings on the coach. It is anticipated that some of the work will take place in our C & W shed at Tenterden to keep the external costs down with elements of the work being carried out by our shed volunteers. It is anticipated that the coach will go away at the end of July with a return in December with time to fit the new kitchen ready to enter service in the spring of 2020. I will be able to advise on progress in later editions of the newsletter.

**ARIES.**

Regrettably there is nothing to report on Aries the time.



### **Pullman - Model Scene.**

**'N' Gauge Devon Belle Observation Car Construction Kit - N.Wheatley.**

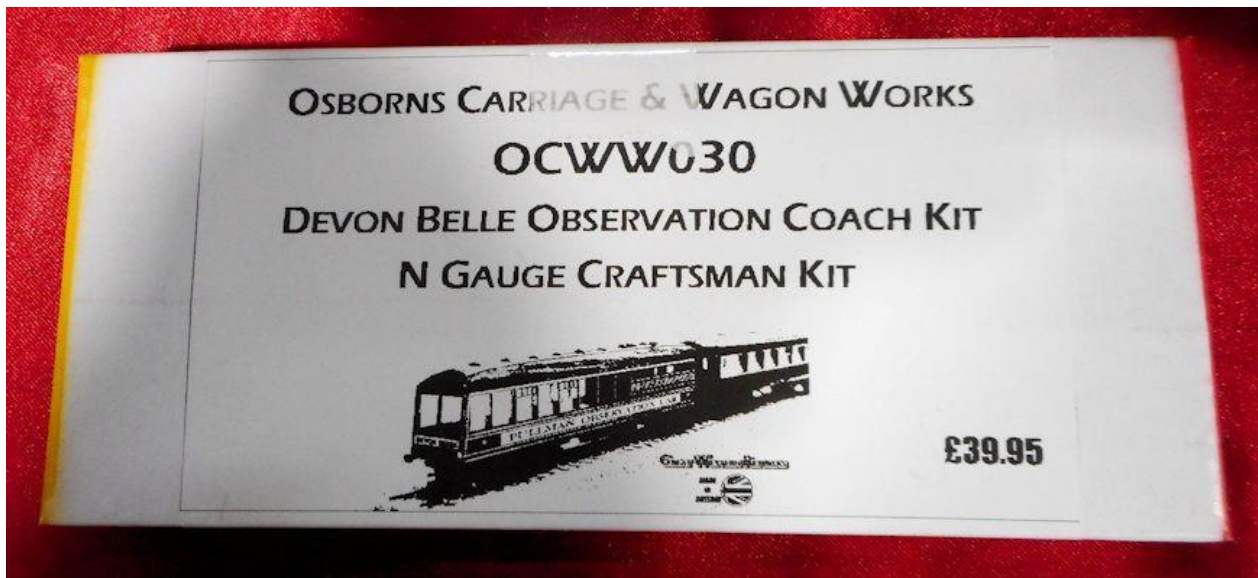


You may be interested to learn that a new 'N' gauge (scale) model kit of the Devon Belle Pullman Observation car as released on May 20<sup>th</sup>.

Produced and available from Osborn's Models, of Bideford, North Devon, who are N gauge specialists and, in the past, have commissioned other models.

The kit cost of £39.95 compares favourably with RTR coaches, with a Mark 1 Pullman car from Graham Farish having a list price of £42.95.

I viewed a completed model at the Thornbury Model Railway Exhibition on Sunday May 5<sup>th</sup>. A representative from Osborn's explained to me how the model is assembled and it sounded really easy, the sides are pre-printed and lined.



Currently the model kit is only available by mail order from their Osborn's website: -

<https://www.osbornsmodels.com/ocww030-devon-belle-observation-coach-kit-47078-p.asp>

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Hornby-Jouef New CIWL Cars Available October 2019 - Edward Cholmondeley-Clarke.



Jouef (H0 1:87) CIWL, 2-unit pack Pullman coaches "Flech d'or" (WP and WPC), period III

Pre-Order Item Code: HJ4127 Current RRP £109.99

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**Jouef (H0 1:87) CIWL, sleeping car type Lx in blue livery, with interior lights, period III**

Pre-Order Item Code: HJ4128 Current RRP £61.99

For further information visit <https://www.hornby.com/uk-en/shop/pre-orders.html>



- Edward Cholmondeley-Clarke.



**CIWL sleeper coach S2 2796 Re-Edition**

Another exclusive and limited partnership between Sudexpress and LS Models: the CIWL sleeper coach S2 2796 of the Portuguese fleet (epoch IIIB period 1951-1960).

This coach is ideal for International train consists across Portugal and Spain, like the famous Sudexpress o Lusitânia trains.

CIWL S2 2796 - Ref.: LS98015 - Sleeper Coach S2 2796 - Portuguese CIWL fleet.

**Features:**

CIWL sleeping coach S2 2796 form the Portuguese CIWL fleet (epoch IIIb 1951-1960).

Portuguese Lettering on the corridor side and Spanish lettering on the cabin side.

Sudexpress by LS Models exclusive and limited production Chassis and body in high quality injection plastic Rigorous detail reproduction. Detailed interior Rigorous detailed tampon printing Premium packaging with CIWL cloth.

For further information <https://sudexpressmodels.eu/news>

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## Pullman Car Attendant's At Your Service



Hardy's Hobbies specialises in producing finescale figures and accessories for the discerning railway modeller.

Unlike most of our competitors, we 3D scan real people and objects before turning them into miniature resin printed products.

We have figures to suit every layout, from footplate crews for your prized locomotives to passengers going about their everyday business. Currently, we offer a range of over 100 unique models, available in scales from N to 5 Inch Gauge on our shop.

And if the scale isn't listed on our site, simply contact us as we can print to any size in between.

For Further Information visit the web site at <https://hardyshobbies.co.uk/>



## CLEVELAND MODEL RAILWAY CLUB

<http://www.clevelandmrc.club/>

Visit CMRC Facebook Page

### 2019 EXHIBITION.

Following the 2018 exhibition's success at Redcar & Cleveland College, Cleveland Model Railway Club invite you to their annual show in Redcar.

Saturday 3rd & Sunday 4th August 2019.

The exhibition opening and entry costs

10am to 5pm on Saturday & 10am to 4pm on Sunday 5th August.

£4.50 for adults, £3.50 for under 16s and over 65s or £12.50 for a family ticket (2 adults + 2 children).

10 minute walk from Redcar Station, with ample free parking, including disabled access and Refreshments available from 10am till midafternoon.

Operating 'Thomas' will help keep the younger visitors amused, and, maybe the older ones too. For those who like a challenge operating the Shunting Puzzle tests your ability to move rolling stock from sidings to form a train in the sequence requested.

Additionally, there are trade stands to browse, a tombola and demonstrations of modelling technique.

The exhibitions have proven very popular in past years, so why not come along and watch the trains go by.

#### **Layouts: -**

Albion Estates.  
Canalside Iron Works.  
Redcar.  
Grosmont.  
Stockton.  
Long Framlington.  
Hornby Dublo 3 Rail.  
New Marlton.  
Falcon Road.  
Lomond Street.  
East Dock.  
The Depots.  
Raventhorpe.  
Abbotts Ford.  
Bullet Train.  
Thomas (Club)

#### **Traders: -**

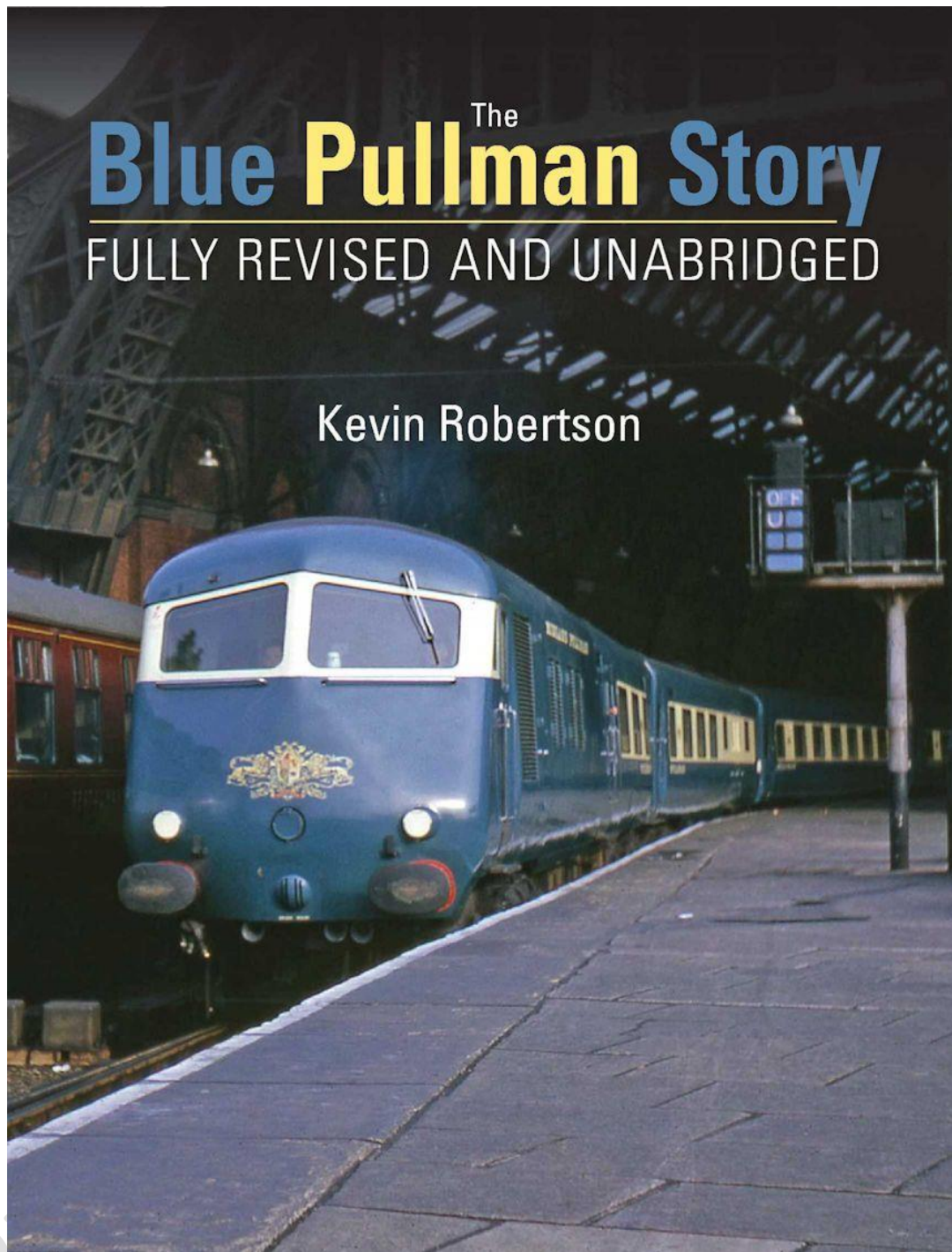
RCTS.  
SLS/Grand Central.  
Stoneybridge Structures.  
D & E Videos.  
Country Scenes and  
Trees.  
Durham Trains of Stanley.  
Mad About Trains.  
Tigertaz Models.  
Tri-angman.  
DJMS Model Solutions.  
Going Loco.  
Grosmont Books.  
PCS-Archive.

#### **In addition: -**

Demonstrations  
Including DCC workshop,  
wagon building and weathering.  
CMRC Sales Stand.  
Tombola.

*CMRC will be supporting the local charity "Victoria's Wish" which supports terminally ill children in the way of holidays etc.*





Kevin Robertson the author of three publications in the period 2005 to 2012 covering in both text and photographs the unique “Blue Pullman” units and services.

An updated edition titled “The Blue Pullman Story” with additional information and photographs.

Publication being scheduled for late 2019.

Further updates will be advised during 2019.

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**Cornish Delight - Jim Smith.**



**Both photographs ©J.Smith.**

**Sunday June 2<sup>nd</sup> DB Cargo Class 67 Bo-Bo No. 67024 leads No.67021 at Penzance Station with the Belmond British Pullman Cornish Excursion over the weekend Friday May 31<sup>st</sup> to Sunday June 2<sup>nd</sup>.**



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©Clive Hanley.

## MAIL BAG.

**From:** Nick Lade.

**Newsletter No. 48 - C.Lade Archive - Page 25.**

Thank you for your latest Newsletter, when I saw page 25, I thought at first it had accidentally been reversed but then of course I had the explanation in the archive documents listing you did:

As detailed in pencil on page 2.

- A – CAR No.77 - Brake Parlour Second.
- B – CAR No.333 - Kitchen Second.
- C – CAR No.84 - Parlour Second
- D – CAR No.328 - (OPAL) Parlour First.
- E – CAR No.345 - Kitchen Second.
- F – CAR No.351 - Parlour Second
- G – CAR No.344 - Kitchen Second.
- H – CAR No.79 - Brake Parlour Second.

Just a thought but because of your expert knowledge and understanding of everything Pullman would an added note of explanation where necessary in an article, say for example the above notes for page 25, help some of your readers to understand what that page was about as I am sure many would maybe have thought the same as what my initial reaction was to the page?

---

**From:** David Austin.

**Newsletter No. 48 - Re Tony Harker question relating to Pullman Supply Cars.**

The piece on the supply cars was interesting for myself and I provide the following:

1. The supply cars were usually old vehicles which were not fit for mainline service.  
It is my guess that they were intended to be static restaurants in large engineering works where canteens may be some distance from the workplace. Some were used during the war and I would guess that production of war materials was more important than long lunch breaks as the workers would have had to take long walks to the canteen.
2. Albatross (ex Gilbert car 208) was withdrawn in 1931 to become a supply car.  
In 1938 it was used as an office at Lancing works for Miss Hawkes, the Manager of female staff, until 1964 when it was broken up.
3. Thistle (ex Gilbert Car 207) has the same record as Albatross.
4. Savona 37 (1910 Continental Express - Dover Boat Train) was converted to Supply car on 23<sup>rd</sup> March 1944 to provide canteen facilities at South Coast ports as part of the preparations for D-Day. On 8<sup>th</sup> January 1945 was released from canteen duty to be prepared for leave trains.  
In 1951 it was rebuilt to First.
5. Topaz I (60) as Savona.
6. Sapphire (43) was converted to Supply car on 23Mar1944 to provide canteen facilities at South Coast ports as part of the preparations for D-Day; and between 1944-48 was NAAFI No 37 Canteen. On 08Jan1945 it was released from canteen duty to be prepared for leave trains;
7. Seville (45) was used as a NAAFI canteen No 3 from 1942 to 1948.
8. Rosalind 102/100 was used as a NAAFI canteen No 18 from 1942 to 1945.
9. Portia 101 was used as a NAAFI canteen No 5 from 1942 to 1945.
10. Palmyra (100) was used as a NAAFI canteen No 9 from 1942 to 1945.
11. Palermo (44) was used as a NAAFI canteen No 21 from 1942 to 1948.
12. Neptune (94) was used as a NAAFI canteen No 28 from 1942 to 1945.
13. Monaco was used as a NAAFI canteen No 10 from 1942 to 1945.
14. Leghorn (41) was converted to Supply car on 23Mar1944 to provide canteen facilities at South Coast ports as part of the preparations for D-Day and released in 27<sup>th</sup> April 1945.

15. Corunna (35) was converted to NAAFI No29 on 23Mar1944 to provide canteen facilities at South Coast ports as part of the preparations for D-Day and released in 08 Jan 1945.
  16. Car 11, was converted to MoWT Supply car on 23Mar1944 to provide canteen facilities at South Coast ports as part of the preparations for D-Day and released on 24<sup>th</sup> July 1945.
  17. Car 51 (19/47), Car 30, Car 19, Car 8, Car 5, Car 1 are all as car 11 above, and all were released on 27<sup>th</sup> April 1945.
- 



©T.Bye/AY2267.

The East Lancashire Railway July 6<sup>th</sup>, 1998.

**“U” Type Pullman Kitchen First ARIES having just been unloaded from a road transporter by D3232 following the cars relocation from the “Yew Tree Inn”.**

## **West Coast Railways “Dalesman” passing through Leyland Station - Jonathan Stangroom.**

The “Dalesman” service on the evening of June 25<sup>th</sup> at Leyland Station.

The service commenced in the morning at Chester and destined for Carlisle.

The outbound journey being via the West Coast Mainline to Carnforth where a main line steam locomotive replaces the diesel locomotive and continues northwards via Shap to Carlisle.

The return journey is via the Settle to Carlisle line, with the steam locomotive finally be replaced by diesel locomotive at Preston for the final segment of the journey to Chester.



©J.Stangroom.

**Leyland Station Platform 2 two West Coast Railways Class 37/6 No 37676 “LOCH RANNOCH” & 37669 with the “1256” “Dalesman” 15.15 hrs Carlisle to Chester, running 20 late from Preston.**



©J.Stangroom.

Leyland Station West Coast Railways Class 37/6 No 37669 & 37676 "LOCH RANNOCH."



©J.Stangroom.

Ex-Pullman Parlour Second CAR No 352 named by WCR "AMETHYST".



©J.Stangroom.

**Ex-Pullman Parlour Second CAR No 350 named by WCR "TANZANITE".**



©J.Stangroom.

**Ex-Pullman Parlour Second CAR No 351 named by WCR "SAPPHIRE".**

## PULLMAN SERVICE.



**Make yourself feel really special by enjoying a refreshing afternoon tea in the rare 'Devon Belle' Pullman observation car as you steam through the spectacular Purbeck countryside.**

Watch the fascinating steam locomotive at work through the glass windows of your carriage as your train is hauled from Swanage to Norden while you enjoy the comfort of your upholstered Pullman seat.

Your refreshing and tasty afternoon tea is served by our attentive and helpful attendants dressed in pristine Pullman uniforms.

Your train will pass through the village of Corfe Castle where you will delight in stunning views of the castle ruins.

On the return trip to Swanage, you will be treated to five and a half miles of unrivalled and breathtaking views of the Purbeck countryside.

An afternoon tea with a difference and a most memorable experience.

£45.00 per person.

### **OPERATING DATES.**

15th September 2019 & 22nd September 2019.

In keeping with Pullman tradition, gentlemen are requested to wear a tie.

Due to the age and design of the vehicle we regret that CAR No 14 is not wheelchair accessible.

This service is not suitable for young children and we regret that dogs cannot be accommodated.

If you have specific dietary requirements, please notify us at the time of booking and we will do our best to accommodate your requirements.

**MENU.**



Swanage Railway, Station House, Swanage, Dorset. BH19 1HB.

Telephone: 01929 425800

Email: [info@swanagerailway.co.uk](mailto:info@swanagerailway.co.uk)



## Amis des Wagons-Lits - Newsletter No. 2 - June 2019.

Welcome to the second newsletter of *Amis de Wagons-Lits*. This edition is strongly influenced by the overall level of activity today in France involving former CIWL cars – some 162 cars are currently thought to exist in France out of an estimated total of over 370. We have provided our analysis of the parc statistics and details of the main operators and owners of the cars. Part of the reason for establishing ‘*Amis de W-L*’ is to assist each other to refine this data as accurately as possible. Many of the articles have been written in French and as editors we plan Spanish, Italian, German topics in these languages too in future editions. How far we can take this editorial policy depends on the general readership response, and of course what future contributions are received. This issue focusses on several operating lines and locations of CIWL cars, and on the developments of the SNCF Orient Express project including the recent return of Pullman 1ere Classe 4148 to operating condition with the magnificent of 90 years ago! We hope the articles are of interest, but we particularly look forward to more submissions and photographs, so that we can broaden our coverage in future.

Last month we learnt of the sad death of Jean-Paul Caracalla. As well as becoming a well-known writer joined the CIWL in 1947, he became the head of public relations in 1973 and gave considerable assistance the those who had the vision to invest their time and resources into the VSOE and NIOE, and had the foresight to ensure so many cars survive today,

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‘pdf’ copy of the newsletter is available by E-mail to [christopher.elliott@club-internet.fr](mailto:christopher.elliott@club-internet.fr)



# Tail Lamp

Now that you have reached the final page of this edition, I trust that some if not all of the content was of interest to you.

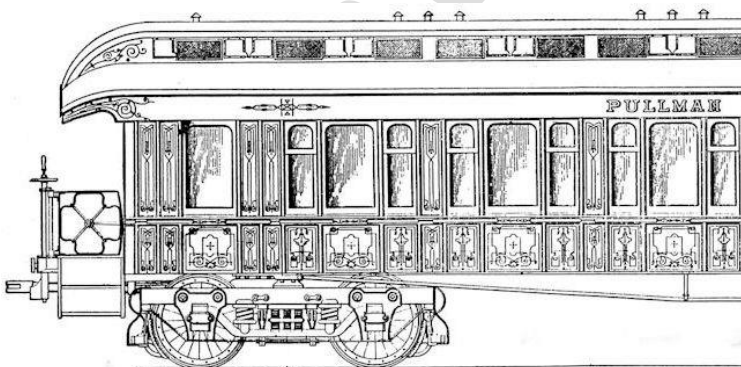
As ever my thanks to all the readers who have taken time out to contribute to this edition of your newsletter for without their continued support this edition would not have been possible.

I am more than happy to promote all aspects of Pullman in the form of news, articles, history and services offered by operators and preserved railways.

With regard to service provision, on pages 56 & 57, I have under the title "PULLMAN SERVICE" detailed a forthcoming service on the Swanage Railway, that may be of interest to readers to you may wish to support.

Readers, operators and preserved railways if you wish to forward details of a service you wish included within the next newsletter, the details should relate to service between October and December 2019.

Finally, feel free to forward a copy of this newsletter by either E-mail or printing a copy, to any one you believe would be interested in reading your newsletter.



**Information is for sharing and not for gathering dust; it costs nothing to share knowledge**

**©Pullman Car Services-Archive  
July & August 2019.**