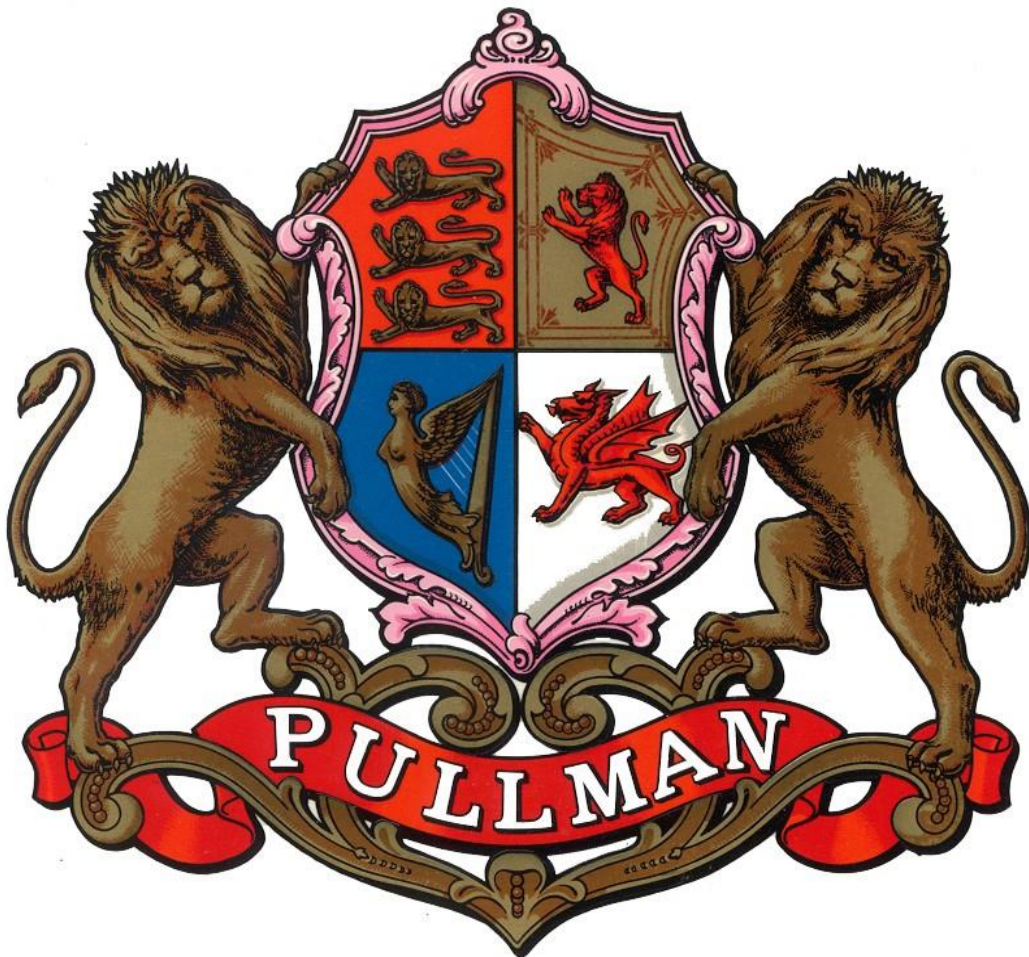


# PULLMAN

## THE BRIGHTON BELLE

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## THE SOUTH WALES PULLMAN

PULLMAN - Edition No.53 - March & April 2020  
"Information is for sharing and not gathering dust"  
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## 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 or 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 Monday April 27<sup>th</sup>, with the scheduled publication on Friday May 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.**

**PULLMAN - Edition No.53 - March & April 2020  
"Information is for sharing and not gathering dust"  
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## 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, J.Morel, T.Knox, D.Jones, R.Barber, A.Ives, J.M.Boyes, C.Hanley, N Wheatley, R.Jones, K.Robertson, M.Smith, J.Wheller, P.Edwards, A.Freeman, A.Wright, D.Richards, J.Geileen, G.Binks, S.Buxton.*

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. Railway Magazine, The Pullman Society, Trains Illustrated, Hornby, Bachmann, Kent & East Sussex Railway, Hardys Hobbies, Rail Riders Club.*

**“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?

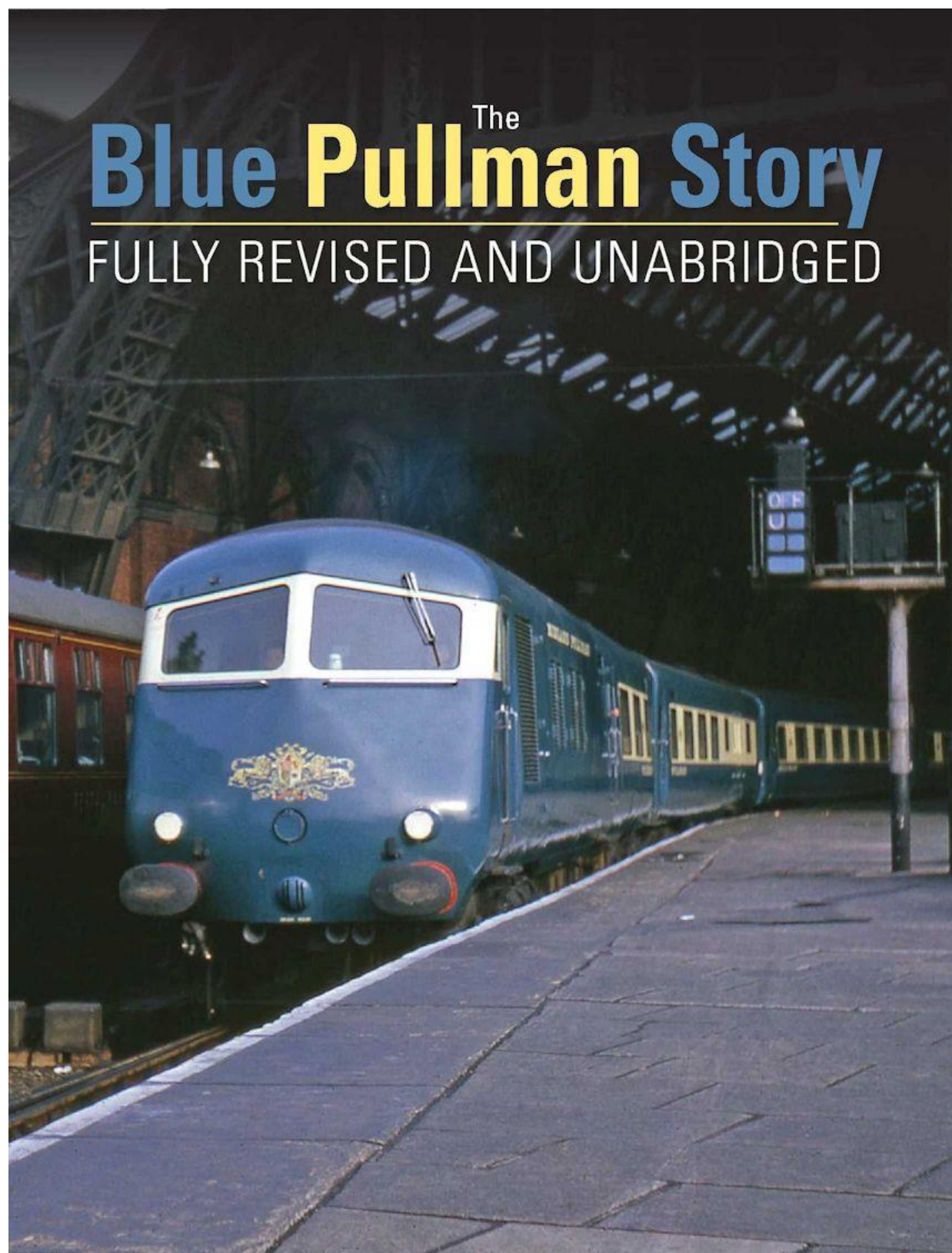
E-mail [t.bye@ntlworld.com](mailto:t.bye@ntlworld.com)

Pullman Newsletter Readership

The Current Worldwide Readership: **410**

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57	Pullman Service - The North Yorkshire Moors Railway Pullman Dining Train.
58	Etoile du Nord - Type Pullman Cars of the C.I.W.L - J.Geilen.
59	Final Journey.
60-62	Rail Riders.
63-64	Tail Lamp.



Kevin Robertson with joint author Mike Smith give us an updated edition covering the Blue Pullman trains and services. "The Blue Pullman Story" with additional information, photographs contained within 400 sides. The advised publication date being the spring of 2020.

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## PULLMAN CAR HISTORY - THEODORA.

<b>Pullman Identity:</b>	THEODORA.
<b>Type of Car:</b>	Kitchen.
<b>Into Service:</b>	1926 January.
<b>Builder:</b>	Metropolitan Carriage & Wagon Co. Ltd., Saltley, Birmingham.
<b>Pre-1960 Schedule No:</b>	184.
<b>Post 1960 Schedule No:</b>	184.
<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>	Ellongated.
<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.
<b><sup>2</sup>Cost:</b>	£5,050.00

<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'.

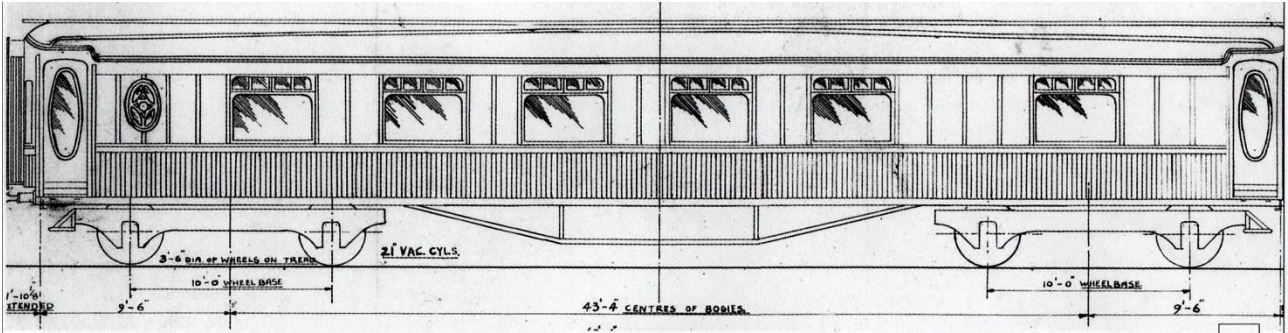
Entries such as 6/2A indicates that the car concerned was originally Restriction 6, and S.R. Route Restriction 2A.

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.

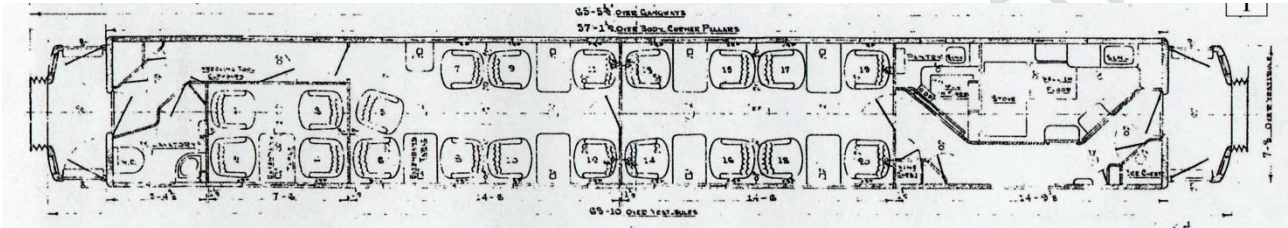
The panelling is pomele panelson peartree, with oval centres containing baskets of flowers in natural colours.

The pilasters are treated in peartree with drops of natural clouded flowers. The carpet is in tones of crimson and the chair coverings of the same colour.



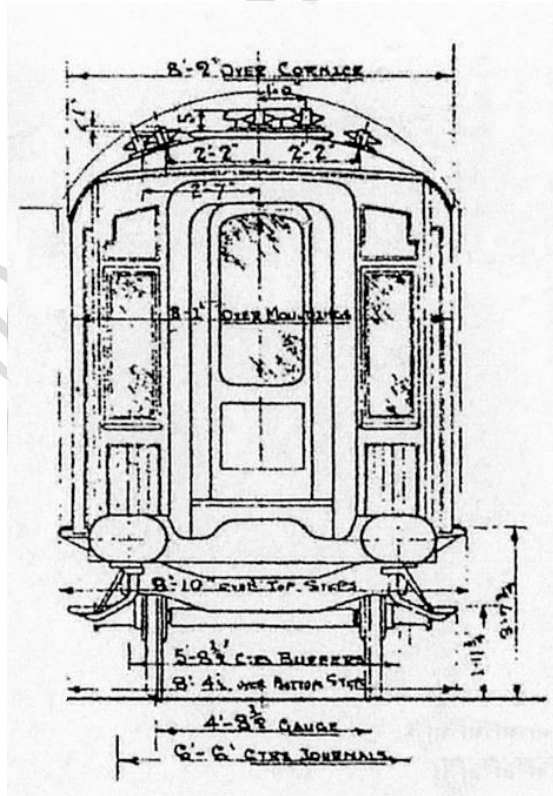
2. ©A.Ford Collection.

1926 Bodyside Drawing.



2. ©A.Ford Collection.

1926 Floor Plan Drawing.



2. ©A.Ford Collection.

1926 Vestibule End.

2. 1926 March 25<sup>th</sup>.

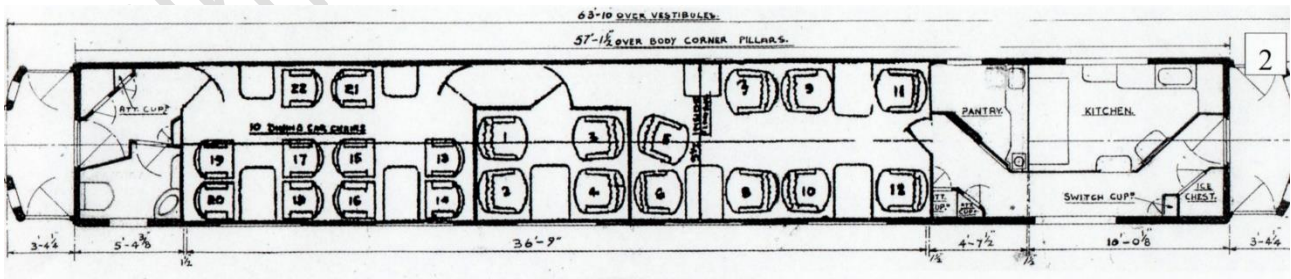
Commenced operation on the London (Cannon Street & Charing Cross stations), Tunbridge Wells and Hastings services.



2. ©A.Ford Collection.

**THEODORA at Stewart's Lane circa late 1920's.**

2. 1932 June. Internally remodelled into Composite car, seating 12 First & 11 Third-Class. Type 'G' table lamps replace the Type 'A' within the Third-Class Saloon.



2. ©A.Ford Collection.

**1932 Composite Floor Plan.**

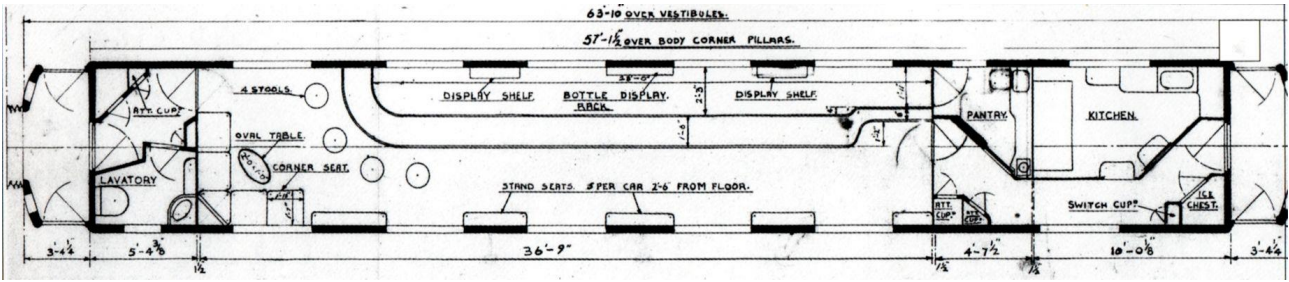
- 2. 1936. Operating on Southern Railway (Eastern Section).
- 4. 1939-1945. Withdrawn for the duration of the Second World War.
- 2. 1946. Renovated as First Class retaining the centrally located coupé.
- 2. 1946. Allocated to the Southern Railways Western Section for 'Ocean Liner' boat train services London Waterloo and Southampton.
- 2. No Actual Dates. Also noted with car CAMILLA on occasional race train workings.



2. ©A.Ford Collection.

**THEODORA outside the Pullman Preston Park Works, Brighton in.  
Note the 'Ocean Liner Express' roof board.**

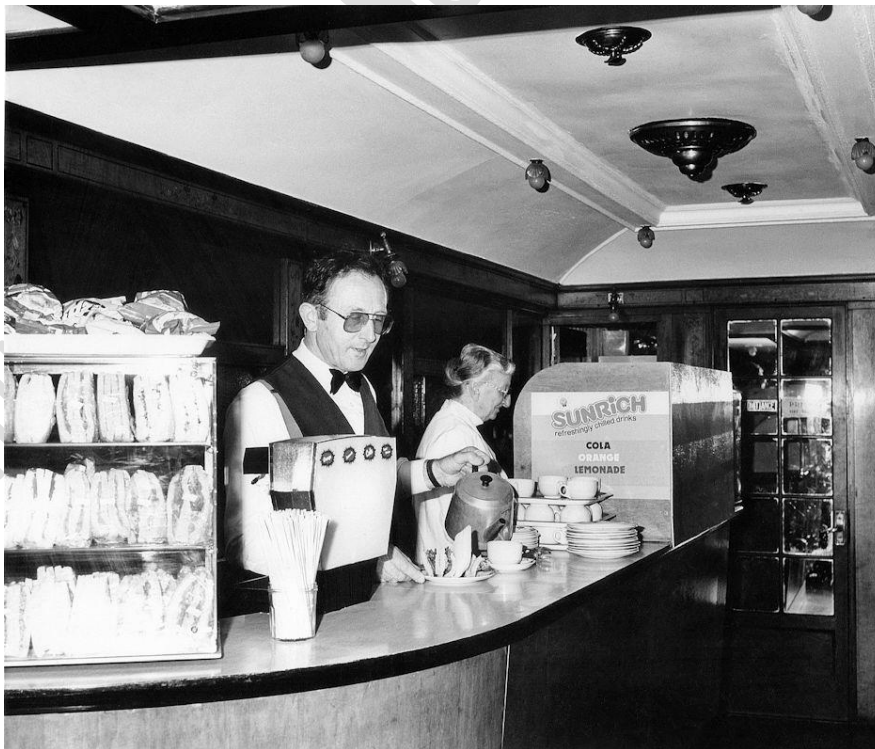
- 2. 1958. Repainted into Southern Region Green, non-supplement buffets. The identity in yellow text of 'Buffet' in the centre of the bodyside below the windows and the number 184 in small text on the bodyside close to the vestibule door on one end.



2. ©A.Ford Collection.

### 1958 interior of CAR No. 180, 181 & 184.

- 2. 1958 December 31<sup>st</sup>. The book value of the car reported as £943.10.0
- 2. 1960 November 5<sup>th</sup>. Sold to Southern Region. Re-numbered S7874S.
- 2. 1963 December. Withdrawn and earmarked for dispatch to South Wales for scrapping.
- 4. 1964 September. Rescued by the Kent & East Sussex Railway Preservation Society and, with fellow Pullman car No. S7877S (formerly 'BARBARA') were delivered by rail to Robertsbridge Station yard.
- 4. No Actual Date. No. S7874S initially served as a refreshment car at Rolvenden, being re-painted into Umber and Crème colours, but was later moved to Tenterden for use as a static buffet vehicle.



7. ©K&ESR 1984.

The bar as shown in the 1958 plans was shortened to provide increased seating capacity during Theodora's use as a static buffet



7. ©K&ESR 1984.

**THEODORA in use as a static buffet at a Tenterden Town station with Doug Lindsay seated on right.**

6. 1986. Theodora ceased use as our static buffet following re-erection of the Maidstone Bus Station at Tenterden Town station. This had reputedly been the first purpose-built bus station in the world was donated to the K&ESR in 1970's and is still in use as our Station Refreshment Rooms today.
6. 2003. The restoration of THEODORA commenced and was part funded by a bequest. During the restoration, small modifications were made to enable diners confined to a wheelchair to access the vehicle - believed to be the first time such was possible. Although time and financial constraints dictated that the 2003 Restoration could not extend to the marquetry panels.
4. 2005 February. Overhaul of THEODORA was completed

4. 2005 March.

THEODORA joined the "Wealden Pullman" service.



5. ©P.Edwards.

THEODORA at Northiam Station in October 2015.



6. ©A.Freeman.

Martini Advert within THEODORA with K&ESR Pullman Attendant Doug Lindsay.

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"Information is for sharing and not gathering dust"

6. 2020 January.

We are now working on a program to restore the panels to their rightful place in Theodora. Two panels have been restored so far.



7. ©K&ESR 2020.

**The first of the restored panels refitted.**

The restoration of the panels is being undertaken by Wheathills, for further information visit: -

<https://www.wheathills.com/kent-and-east-sussex-pullman-car-restoration>

Donations towards the restoration of further panels are gratefully received via

<https://cafdonate.cafonline.org/10379#/DonationDetails>

#### Information Sources.

- |  |  |                               |
|--|--|-------------------------------|
| 1. <i>Pullman in Europe.</i>                               | <i>G.Behrend.</i>                      | <i>ISBN not registered</i>    |
| 2. <i>Pullman Profile No.2 'THE STANDARD K TYPE CARS'.</i> | <i>Antony M Ford.</i>                  | <i>ISBN 978-1-906419-22-6</i> |
| 3. <i>Pullman Travelling in Style.</i>                     | <i>Brian Haresnape.</i>                | <i>ISBN 0-7110-1648-8</i>     |
| 4. <i>Pullman Car Services-Archive.</i>                    |  |                               |
| 5. <i>Photograph Page 10.</i>                              | <i>Phil Edwards.</i>                   |                               |
| 6. <i>Photograph and additional text.</i>                  | <i>André Freeman.</i>                  |                               |
| 7. <i>Photographs.</i>                                     | <i>Kent &amp; East Sussex Railway.</i> |                               |

## FREE INTERNET NEWSLETTERS, MAGAZINES & WEB SITES.

### **Coupé News, Special Editions, Pullman & CIWL News & Pullman Newsletter 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 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.

Raildate Facebook group: <http://www.facebook.com/groups/1464457607123111/>

You must be a member of Facebook to join

The Railtube Facebook page: <https://www.facebook.com/railtube2/>

Thanks to Peter Lewis for posting Raildate to his Facebook page, which should be available to view even if you are not a member of Facebook

### **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

[elliott.chris@gmx.com](mailto:elliott.chris@gmx.com)

### **Traction & Rolling Stock Advertiser.**

Bi-monthly free publication to the UK Rail Industry

<http://tractionads.co.uk/>

## LOOK BACK AT PULLMAN.

### 1875 - 145 Years Ago.

April 1<sup>st</sup>.

Inaugural of the London St Pancras to Liverpool Pullman.  
(Information Source: J.Morel).

### 1890 - 130 Years Ago.

April 21<sup>st</sup>.

Pullman car added to the 12.30pm Waterloo to Bournemouth and return. Pullman cars DUCHESS OF ALBANY & DUCHESS OF FIFE.  
(Information Source: PCS-Archive).

### 1910 - 110 Years Ago.

March 21<sup>st</sup>.

After a period of 26 years Boat trains return to the South Eastern & Chatham Railway, London Charing Cross to Dover and London Victoria to Folkestone.  
Six new Pullman cars Consisting of First-Class Parlour cars CORUNNA, SAVONA, SORRENTO and First-Class Kitchen/Buffer cars VALENCIA, FLORENCE, CLEMENTINA. External livery of each car being SE&CR Lake with gold lining.  
(Information Source: J.Morel and Trains Illustrated No. 32).



©PCS-Archive.

SE&CR allocated Pullman cars - Left to Right - VALENCIA, SAVONA, FLORENCE & CORUNNA.

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## 1925 - 95 Years Ago.

April.

The 'Sheffield Pullman' service is extended to Manchester as the 'Manchester Pullman'. The service omitting the Nottingham stop. The time schedule of Manchester departure at 9.50am, Sheffield departure at 11.03am with arrival at London Kings Cross at 2pm. The time schedule for return London Kings Cross at 6.05pm with arrival at Manchester at 10.12pm.  
(Information Source: PCS-Archive).

## 1940 - 80 Years Ago.

March.

A semi 'Brighton Belle' service introduced consisting of 1 x 5Bel Pullman unit and 1 x Southern Railway 4 COR unit.  
The service provision: -  
11am London Victoria to Brighton.  
1.25 pm Brighton to London Victoria.  
4pm London Victoria to Brighton.  
6.25 pm Brighton to London Victoria.  
(Information Source: Railway Magazine April 1940 Page 251).

April.

The semi 'Brighton Belle' service configuration changed with the 1 x Southern Railway 4 COR unit replaced by 1 x Southern Railway 6 PAN unit.  
(Information Source: Railway Magazine May 1940 Page 313).

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©John Lloyd Collection.

August 8<sup>th</sup>, 1968 a full 13 months after withdrawal Kitchen First 'PHYLLIS' languishes at Micheldever.



**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 - March & April 1950 - 70 years ago.

Date:	Locomotive:	Working:
50.01.11	60515	58 Dn Queen of Scots from Newcastle - Edinburgh
50.01.17	60081	131 Up Queen of Scots from Newcastle
50.02.18	60118	on Queen of Scots in Leeds
50.03.25	60036	131 Up Queen of Scots from Newcastle - Leeds 60136 on
50.03.25	60074	58 Dn Queen of Scots into Newcastle
50.03.25	60136	131 Up Queen of Scots from Leeds - Kings Cross from 60036
50.04.29	60089	58 Dn Queen of Scots from Kings Cross - Leeds

## The Queen of Scots Pullman - March & April 1960 - 60 years ago.

Date:	Locomotive:	Working:
60.03.01	60142	58 Dn Queen of Scots from Kings Cross
60.03.03	60117	131 Up Queen of Scots
60.03.05	60038	131 Up Queen of Scots from Newcastle - Leeds 60117 on
60.03.05	60117	131 Up Queen of Scots from Leeds - Kings Cross from 60038
60.03.12	60077	131 Up Queen of Scots from Newcastle
60.03.14	60133	58 Dn Queen of Scots
60.03.16	60123	58 Dn Queen of Scots / noted in Kings Cross
60.03.19	60084	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle
60.03.19	60123	58 Dn Queen of Scots
60.03.21	60036	131 Up Queen of Scots from Newcastle from 60127
60.03.21	60127	131 Up Queen of Scots into Newcastle - 60036 on

### The Queen of Scots Pullman - March & April 1960 - 60 years ago.

Date:	Locomotive:	Working:
60.03.26	60038	142 Dn North Briton / 131 Up Queen of Scots from Newcastle – Leeds 60133 on
60.03.26	60133	131 Up Queen of Scots from Leeds from 60036
60.03.28	60123	131 Up Queen of Scots into Kings Cross
60.03.29	60123	131 Up Queen of Scots into Kings Cross
60.04.01	60141	131 Up Queen of Scots
60.04.02	60077	131 Up Queen of Scots from Newcastle from 60097
60.04.02	60097	01.57 Joppa - Heaton frei / 131 Up Queen of Scots into Newcastle – 60077 on
60.04.02	60131	58 Dn Queen of Scots
60.04.04	60087	58 Dn Queen of Scots from Newcastle
60.04.09	60070	58 Dn Queen of Scots from Kings Cross / 923 Up into Kings Cross
60.04.11	60134	131 Up Queen of Scots
60.04.12	60117	131 Up Queen of Scots
60.04.12	60123	58 Dn Queen of Scots
60.04.13	60123	131 Up Queen of Scots
60.04.22	60036	131 Up Queen of Scots from Newcastle
60.04.25	60134	131 Up Queen of Scots
60.04.26	60117	131 Up Queen of Scots into Kings Cross
60.04.29	60117	58 Dn Queen of Scots from Kings Cross
60.04.29	60134	131 Up Queen of Scots from Leeds - Kings Cross
60.04.30	60074	131 Up Queen of Scots from Newcastle - Leeds 60141 on
60.04.30	60141	131 Up Queen of Scots from Leeds from 60074

### The Yorkshire Pullman - March & April 1950 - 70 years ago.

Date:	Locomotive:	Working:
50.03.23	60156	84 17.30 Dn Yorkshire Pullman from Kings Cross
50.04.22	60128	Up Yorkshire Pullman

### The Yorkshire Pullman - March & April 1960 - 60 years ago.

Date:	Locomotive:	Working:
60.03.01	60059	84 Dn Yorkshire Pullman
60.03.03	60059	84 Dn Yorkshire Pullman
60.03.04	60055	84 Dn Yorkshire Pullman
60.03.05	60046	19 Up Yorkshire Pullman / 872 17.00 Kings Cross - Peterborough/Cambridge
60.03.07	60066	84 Dn Yorkshire Pullman
60.03.08	60067	84 Dn yorkshire Pullman

**The Yorkshire Pullman - March & April 1960 - 60 years ago.**

<b>Date:</b>	<b>Locomotive:</b>	<b>Working:</b>
60.03.09	60055	84 Dn Yorkshire Pullman
60.03.09	60845	19 Up Yorkshire Pullman / 88 18.20 Kings Cross - Leeds
60.03.10	60066	84 Dn Yorkshire Pullman
60.03.11	60055	84 Dn Yorkshire Pullman
60.03.12	60030	84 Dn Yorkshire Pullman
60.03.12	60123	19 Up Yorkshire Pullman
60.03.14	60059	793 09.52 Peterborough - Kings Cross / 84 Dn Yorkshire Pullman
60.03.14	60120	19 Up Yorkshire Pullman
60.03.16	60131	19 Up Yorkshire Pullman
60.03.17	60062	84 Dn Yorkshire Pullman
60.03.18	60059	84 Dn Yorkshire Pullman
60.03.18	60075	19 Up Yorkshire Pullman / 88 18.20 Kings Cross - Leeds/Hull
60.03.21	60039	84 Dn Yorkshire Pullman
60.03.22	60050	84 Dn Yorkshire Pullman
60.03.23	60044	84 Dn Yorkshire Pullman
60.03.24	60059	84 Dn Yorkshire Pullman
60.03.25	60044	84 Dn Yorkshire Pullman
60.03.26	60039	53 07.53 Sunderland - Kings Cross / 84 Dn Yorkshire Pullman
60.03.28	60059	84 Dn Yorkshire Pullman
60.03.31	60044	84 Dn Yorkshire Pullman
60.04.04	60055	84 Dn Yorkshire Pullman
60.04.05	60059	84 Dn Yorkshire Pullman
60.04.06	60055	84 Dn Yorkshire Pullman
60.04.07	60108	84 Dn Yorkshire Pullman
60.04.08	60003	113 Up Aberdonian into Kings Cross / 84 Dn Yorkshire Pullman
60.04.09	60044	84 Dn Yorkshire Pullman
60.04.11	60117	19 Up Yorkshire Pullman / 88 18.20 Kings Cross - Leeds/Hull from Kings Cross
60.04.12	60015	84 Dn Yorkshire Pullman
60.04.12	60131	19 Up Yorkshire Pullman
60.04.19	60021	84 17.30 Dn Yorkshire Pullman
60.04.20	60123	19 Up Yorkshire Pullman / 88 18.20 Kings Cross - Leeds/Hull from Kings Cross
60.04.23	60131	19 Up Yorkshire Pullman / 88 18.20 Kings Cross - Leeds/Hull from Kings Cross
60.04.25	60141	19 Up Yorkshire Pullman / 88 18.20 Kings Cross - Leeds/Hull from Kings Cross
60.04.26	60044	84 Dn Yorkshire Pullman
60.04.27	60103	84 Dn Yorkshire Pullman
60.04.28	60044	84 Dn Yorkshire Pullman
60.04.28	60118	19 Up Yorkshire Pullman / 88 18.20 Kings Cross - Leeds/Hull from Kings Cross
60.04.29	60103	84 Dn Yorkshire Pullman
60.04.29	60130	19 Up Yorkshire Pullman / Kings Cross - halifax past Grantham 20.15
60.04.30	60061	99 Up into Kings Cross / 84 Dn Yorkshire Pullman
60.04.30	60117	19 Up Yorkshire Pullman / 88 18.20 Kings Cross - Leeds/Hull from Kings Cross

**The Harrogate Sunday Pullman – March & April 1960 - 60 years ago.**

<b>Date:</b>	<b>Locomotive:</b>	<b>Working:</b>
60.03.06	60117	(Sun) 84 Dn Harrogate Sunday Pullman
60.03.13	60120	(Sun) 84 Dn Harrogate Sunday Pullman diverted via Lincoln
60.03.27	60123	(Sun) 19 Up Harrogate Sunday Pullman
60.03.27	60133	(Sun) 84 Dn Harrogate Sunday Pullman
60.04.03	60141	(Sun) 84 Dn Harrogate Sunday Pullman
60.04.10	60117	(Sun) 84 Dn Harrogate Sunday Pullman past Lincoln
60.04.24	60123	(Sun) 84 Dn Harrogate Sunday Pullman past Lincoln

**The Tees Tyne Pullman - March & April 1950 - 70 years ago.**

<b>Date:</b>	<b>Locomotive:</b>	<b>Working:</b>
50.03.01	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.02	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.02	60113	82 Dn Tees Tyne Pullman
50.03.03	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.06	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.07	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.08	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.09	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.10	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.13	60029	82 Dn Tees Tyne Pullman
50.03.14	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.15	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.16	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.17	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.20	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.21	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.22	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.23	60029	145 Up Tees Tyne Pullman / 82 Dn Tees Tyne Pullman
50.03.24	60025	82 16.45 Dn Tees Tyne Pullman
50.03.24	60029	145 Up Tees Tyne Pullman
50.04.06	60158	145 Up Tees Tyne Pullman

## The Tees Tyne Pullman - March & April 1960 - 60 years ago.

Date:	Locomotive:	Working:
60.03.02	60021	111 Up into Kings Cross / 82 16.45 Dn Tees Tyne Pullman
60.03.03	60007	99 Up into Kings Cross / 82 Dn Tees Tyne Pullman
60.03.07	60025	82 Dn Tees Tyne Pullman
60.03.09	60010	82 Dn Tees Tyne Pullman
60.03.10	60014	145 Up Tees Tyne Pullman / 114 23.20 Kings Cross - Edinburgh
60.03.10	60129	109 Up into Kings Cross / 82 Dn Tees Tyne Pullman
60.03.11	60008	145 Up Tees Tyne Pullman
60.03.11	60017	82 Dn Tees Tyne Pullman
60.03.14	60006	145 Up Tees Tyne Pullman
60.03.14	60015	82 Dn Tees Tyne Pullman
60.03.15	60015	111 Up into Kings Cross / 82 Dn Tees Tyne Pullman
60.03.17	60033	82 Dn Tees Tyne Pullman
60.03.18	60014	82 Dn Tees Tyne Pullman
60.03.18	60028	145 Up Tees Tyne Pullman
60.03.21	60017	145 Up Tees Tyne Pullman
60.03.21	60030	111 Up into Kings Cross / 82 Dn Tees Tyne Pullman
60.03.22	60034	99 Up into Kings Cross / 82 Dn Tees Tyne Pullman
60.03.23	60006	99 Up into Kings Cross / 82 Dn Tees Tyne Pullman
60.03.23	60022	145 Up Tees Tyne Pullman / 86 17.35 Kings Cross - Newcastle
60.03.24	60025	82 Dn Tees Tyne Pullman
60.03.25	60010	82 Dn Tees Tyne pullman
60.03.29	60007	145 Up Tees Tyne Pullman / 896 19.21 Kings Cross - Peterborough
60.03.31	60140	82 Dn Tees Tyne Pullman
60.04.01	60019	113 Up Aberdonian into Kings Cross / 82 Dn Tees Tyne Pullman
60.04.01	60028	145 Up Tees Tyne Pullman
60.04.04	60006	82 Dn Tees Tyne Pullman
60.04.04	60044	145 Up Tees Tyne Pullman
60.04.06	60010	111 Up into Kings Cross / 82 Dn Tees Tyne Pullman
60.04.11	60829	145 Up Tees Tyne Pullman
60.04.25	60028	82 Dn Tees Tyne Pullman
60.04.27	60022	82 Dn Tees Tyne Pullman
60.04.29	60025	82 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).*



# The Christopher Lade Archive.

(Courtesy of Nick Lade)

Wednesday June 12<sup>th</sup>, 1963.

H E The President of India.

Presidential Train.

Private—For use of the Staff concerned only.

B.R. 31037

**BRITISH RAILWAYS**

SOUTHERN REGION

Notice No. 24 AGM  
1963

**NOTICE**  
OF  
**A PRESIDENTIAL TRAIN**  
conveying  
**H.E. THE PRESIDENT OF  
INDIA**  
and suite  
**GATWICK AIRPORT TO VICTORIA**  
AND  
**PRIVATE SPECIAL TRAIN**  
**VICTORIA TO GATWICK AIRPORT**  
**WEDNESDAY, 12th JUNE, 1963**

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

©C.Lade Archive/N.Lade.

PULLMAN - Edition No.53 - March & April 2020

"Information is for sharing and not gathering dust"

Page 22 of 64

**WEDNESDAY, 12th JUNE**

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

	arr. a.m.	dep. a.m.	
Stewarts Lane ... ..		5:30	A—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.
Stewarts Lane Junction ... ..	5:33	5:35	
Brixton ... ..	5	40	Inspector Roberts will travel with the empty train from Stewarts Lane to Gatwick Airport.
Herne Hill ... ..	5	42	
Tulse Hill ... ..	5	46	"Pull out" engine to be provided at Stewarts Lane at 5.5 a.m.
Streatham ... ..	5	50	
Streatham Common ... ..	5	55	
Selhurst ... ..	6	3LL	
Windmill Bridge Junction ... ..	6	6LL	
Coulsdon North ... ..	6	14QL	
Earlswood ... ..	6	22LL	
Gatwick Airport (Platform 3) ...	6:31	A	

**Formation leaving Stewarts Lane Junction:—**

	Engine	
Pullman Cars	{ "Niobe" (Brake leading) "Phoenix" (Large Saloon leading) Royal Saloon No. 396 (Saloon trailing)	} Gangways Connected
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	44QL
Earlswood ... ..	10	53TL
Gatwick Airport (Platform 6) ...	11 0	...

**Formation leaving Victoria:—**

Engine No. 34089 (Modified "Battle of Britain" Class.)		
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 an Engine in front with the Train Engine attached to the rear. The leading engine detached upon arrival and run forward to Buffer Stops and held for emergency purpose, until released.
Victoria (Platform 15) ... ..	10: 0		
Form 10.20 a.m. Private Special			

**WEDNESDAY, 12th JUNE—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)	... 11 45 (Through Line)	a.m.	a.m.
4	77	Earlswood ... ..	11 53 (Quarry Line)	∩	Redhill Tunnel—Length 649 yards. Mersham Tunnel—Length 1 mile 353 yards.
11	66	Coulsdon North ... ..	12 0½ (Local Line)		
16	65	Windmill Bridge Junction... ..	12 7½ (Local Line)	p.m.	
17	37	Selhurst ... ..	12 9½ (Local Line)		
20	21	Streatham Common ... ..	12 14		
20	68	Streatham ... ..	12 15½		
			∩		Streatham Tunnel—Length 220 yards.
			∩		Leigham Tunnel—Length 302 yards.
22	29	Tulse Hill ... ..	12 19		
23	35	Herne Hill ... ..	12 22 (Up Loop)		
24	16	Brixton... ..	12 24		
27	32	VICTORIA (Platform 2) ... ..	12 30 ...		

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

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

**WEDNESDAY, 12th JUNE—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 hand signal 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 Presidential 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. Goodhall      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.  
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,  
30th May, 1963.

(B.5½)

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

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

TO: LEADING ATTENDANTS LADE AND VINEY  
AND CHEF CONCERNED.

CATERING OFFICE  
REF: 145SR/4/6/63

COMMONWEALTH VISIT OF THE PRESIDENT OF INDIA  
WEDNESDAY 12th JUNE 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)

FORMATION

Engine	(leaving Gatwick Airport)	
Ile of Thanet		BL
Aquila		KT
Royal Saloon		
Phoenix		
Niobe		BT

NUMBERS

Principals	36
Railway Officers approx.	12
TOTAL	48 (to be confirmed)

THE PRESIDENT IS A PURE VEGETARIAN (no meat, fish or eggs) and does not touch alcohol. The light refreshment to be offered is as follows :

Vegetarian Fare:

Bridge Rolls and Sandwiches made with brown bread and butter :

Tomato & Watercress	Cucumber
Peanut Butter & Chopped Dates.	
Fresh Orange Juice	Horlicks
Wholemeal Biscuits	

Ordinary Fare:

Egg & Cress Rolls

Smoked Salmon, Chicken and Pate Sandwiches

Biscuits	Coffee	Cake
----------	--------	------

VERY GREAT CARE MUST BE TAKEN TO SEGREGATE THE VEGETARIAN FROM THE NORMAL FARE.

The vegetarian fare to be dressed on a large flat with lettuce leaves, tomatoes, radish roses and cress and possibly grated carrot, all for eye appeal. The fresh orange juice will be pressed on the train from fresh orange.

The chicken will be cooked in the Chatham Room Kitchens. Best quality smoked salmon. Normal bar stock (not to be offered to the President). 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 Representative.

<u>NUMBERS</u>	Principals	12	
	Railway Officers	<u>12</u>	
	TOTAL	24	(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.

CHARGES FOR BOTH TRAINS

Light Refreshments 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.W.1. REF: D7501 S-(5)

SPECIAL INSTRUCTIONS

All orders placed for supplies and for linen will be clearly marked "Commonwealth Visit of the President of India" so there is no misunderstanding. Orders for special linen will also be marked in a similar manner and telephone orders confirmed in writing.

The loading and preparation will be done on Tuesday 11th June when a van will call at Victoria to convey the equipment and stores for both trains and will proceed to Stewarts Lane. L/Att. Lade 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.

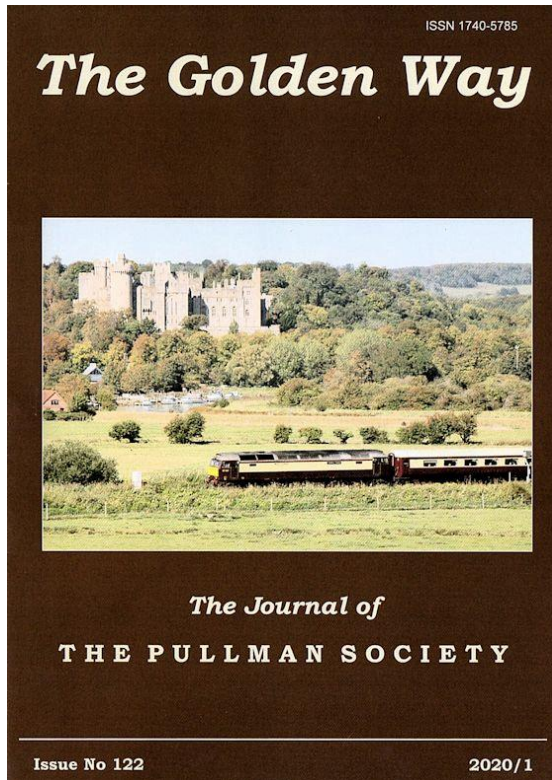
Stocktakers will pay particular attention to the equipment on all the cars involved especially linen and as usual no advertising material of any kind is to be on display.

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.

for J.J. Ercol  
 Catering Superintendent

c.c. Mr. Morris, Director & Secretary, Pullman Division.

## 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.

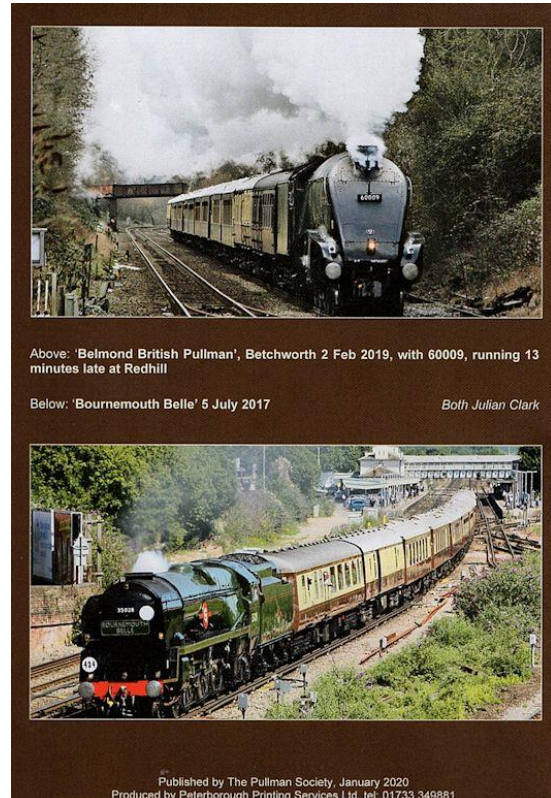
Each publication details matters relating to both the Pullman Car Company and the Pullman Cars operated, in both text and photographs.

## Contents.

Troops by Train.  
Belmond British Pullman Trip.  
Pullman Car No 54 update.  
Preston Park in the 60's.  
Revisiting Sandy Creek from 2010.  
Photograph Submissions.  
Kitchen car MARJORIE.  
Modelling the East Coast Pullmans.  
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)



©Arthur Ives 318 - The Armstrong Railway Photographic Trust.

**Arisaig station D61xx arrives with a service train.**

**Within the disconnected siding Pullman Camping Coach SC40 ex CAR No. 133**

Pullman Schedule No. 133 First Class Kitchen ERMINE.

Constructed by Clayton Wagons, Lincoln on the underframe of 1914-1918 LNWR Ambulance train coach. Entering service in November 1921.

1934 rebuilt to a Composite car with 12 First and 14 Third Class seating

1948 became THIRD CLASS CAR No. 133 for the inaugural 'Thanet Pullman' service on May 31<sup>st</sup>.

Withdrawn October 1959.

Sold to British Railways and converted to Pullman Camping Coach No. SC40.

1960 allocated to MORAR, 1961 to 1969 allocated to ARISAIG.

1970 Scrapped at Cowlairst (Glasgow).

**PULLMAN - Edition No.53 - March & April 2020**

**"Information is for sharing and not gathering dust"**

**Page 29 of 64**



©J M Boyes - The Armstrong Railway Photographic Trust.

Great Central Railway at Loughborough Central - CAR No.337 & other coaching stock



©J M Boyes - The Armstrong Railway Photographic Trust.

Great Central Railway at Loughborough Central - LtoR CAR No.337 & HERON.

**PULLMAN - Edition No.53 - March & April 2020**

**"Information is for sharing and not gathering dust"**



## Preservation & Restoration News.

AQUILA A TRUE DEVON BELLE - Richard Jones.



©R.Jones.

Further to the story in the last Pullman News about some missing items in Aquila, please be advised that the 3 missing fittings in the Toilet were found by Paul and Alan in stores at the Colne Valley Rly, who then very kindly posted them to me.

Absolutely wonderful to get these, as apart from the Ivorine notices the Toilet is now complete and all original!!



**The Bluebell Railway  
Pullman Report  
David Jones**



**CAR No. 36.**

The car arrived at the Bluebell Railway from the Colne Valley Railway in mid-January and was unloaded and moved prior to movement of the car to Horsted Keynes will be undertaken on completion of the winter track maintenance.



©D.Jones.

**The Unloading of CAR No. 36 at Sheffield Park.**



©D.Jones.

### **The Interior of CAR No. 36.**

The seating as installed for service on the Colne Valley Railway has been removed and retained by the CVR as Pullman style seating will be fitted in due course.



©D.Jones.

**CAR No. 36 undercover within OP4 carriage shed.**

By mid-February CAR No. 36 was under cover in the new OP4 carriage shed at Horsted Keynes having been towed up from Sheffield Park by the Class O1 locomotive.

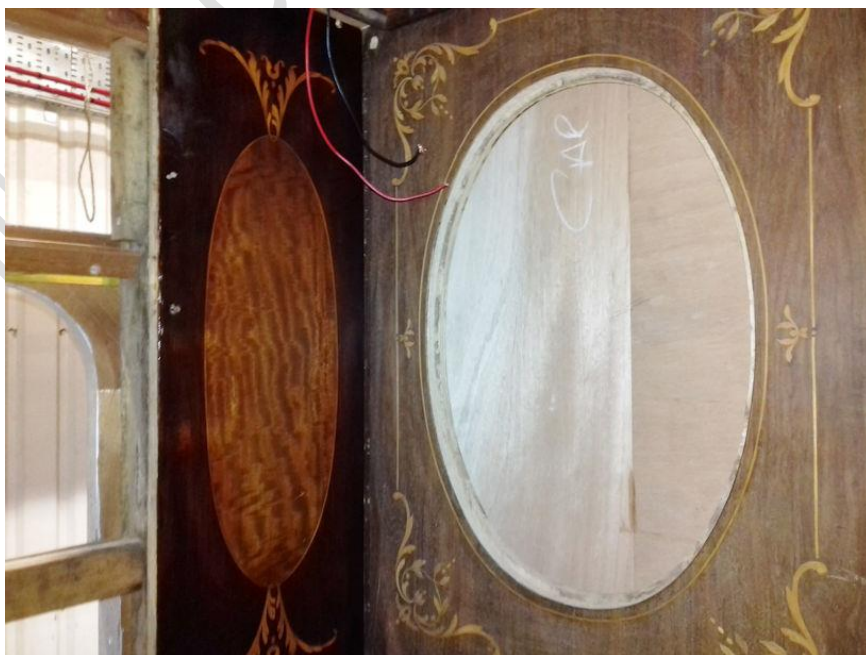
**CAR No. 54.**

The restoration is coming on nicely with many of the marquetry panels now in place.



©D.Jones.

**CAR No. 54 The saloon interior Marquetry in mid-February.**





Bluebell eNewsletter



©T.Bye.

On June 20<sup>th</sup>, 2006 'LILLIAN' stands at Sheffield Park Station.

Dated: February 9<sup>th</sup>, 2020.

The Bluebell eNewsletter advised that CAR No. 76 (LILLIAN) is to be sold because it is not financially viable to carry out the necessary body and roof repairs due to the monocoque type construction.



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

### THEODORA.



©J.Wheller.

THEODORA came into the shed as planned at the beginning of January for an external repaint and minor repairs. Work commenced to rub down the existing paintwork and removal of all the old sign writing and transfers. A few areas of rot to the timbers were found, cut out and replaced, overall the body needed very little attention. Two coats of primer, undercoat and topcoat were applied with the vehicle rubbed down between each coat.

Whilst the external painting was in progress the pantry area has had a new “wipe clean” ceiling fitted together with two new 24volt extractors.



©J.Wheller.

In the main saloon another refurbished marquetry panel has been fitted, the restoration has again been carried out by Wheathills of Derby. This narrow panel may look odd but when originally in place it abutted a partition which is no longer there. Once the panel the other side of the old partition is restored it will all look correct.



©J.Wheller.

Meg Gooch has commenced with the sign writing and once complete all that remains is for two coats of varnish and the brass work refitted, ready in time for Mother's Day on the 22<sup>nd</sup> March.

## **BARBARA.**

BARBARA is due in to have a broken vestibule window replaced before the season commences. There are no other works proposed following the extensive repair and repaint of last winter.

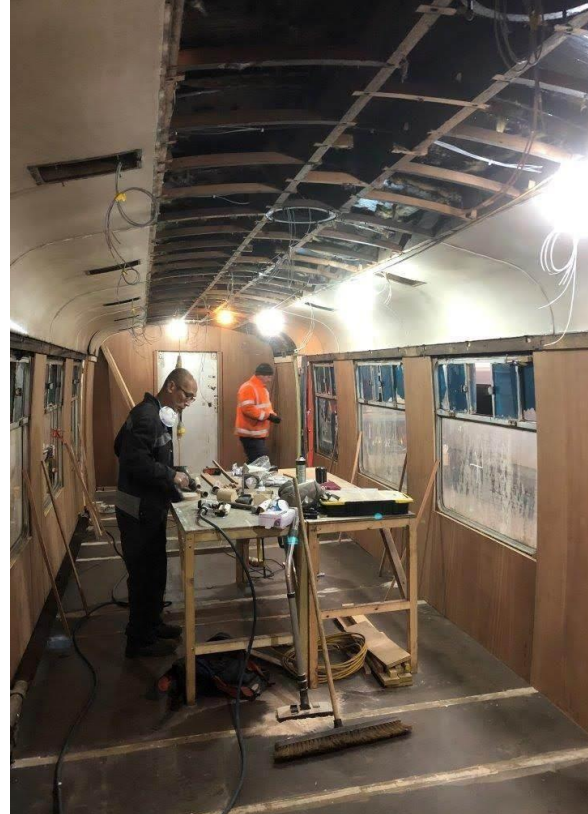
## **MARK 1 Restaurant Unclassified (RU) E1987.**



Since my last report in December work on the refurbishment has continued and the coach is now starting to look like the end is in sight. The external bodywork and doors are now complete, and attention has turned to the interior fit out.

The internal kitchen walls have been removed, which uncovered yet more asbestos together with a rotten floor which, bearing in mind its use, was not a surprise. The old floor has now been removed and repairs completed with the new floor now in place. The internal fit out to the saloon section is now underway using 6mm faced ply panelling, with all the mahogany timber mouldings to follow.

The internal rewiring has commenced including the installation of a 12-13kVA propane powered generator to boost electrical power ( we do not use coach dynamos on the KESR as the track speed is not fast enough to create enough power for service use and re-charge the batteries).



To accommodate the extra gas bottles needed, KESR have refurbished two additional gas cabinets and sent them down to Eastleigh to be fitted into the underframe. There is a lot of work still to do inside the coach before the exterior painting commences and the coach can be returned. I would expect to be able to report next time that coach is back with us in Tenterden. When the coach returns to us it will come into the C & W shed for final fitting out of the electrics, lighting and the largest element of all, the new kitchen. The sign writing will be carried out and the final 2 coats of varnish will be applied. The question of the bogies is still to be resolved as its original units are not in good order, although they are restorable, so in the short term KESR are discussing borrowing a set.





### **The Pullman Model Scene.**

Further to the publication of Tony Wright's photograph within the last newsletter, Tony has forwarded additional photographs for inclusion.



©T.Wright.

**Class A4 pacific No. 60014 'SILVER LINK' approaches Little Bytham.**

**The train spotter on the platform is a one off special model of Tony Wright.**



©T.Wright.

**Class A1 pacific No. 60130 'KESTREL' on Down Queen of Scots passing Little Bytham.**

The model of No. 60130 KESTREL is a (DJH kit) and Pullman car formation (Hornby donors, Comet sides, MJT bogies and fittings) built by Tony and all painted by Ian Rathbone.



©T.Wright.

**Cars 'LORAINÉ' and 'AGATHA' within the 'Yorkshire Pullman' service.**

## Composite Car 'GRACE' Pullman Attendants - David Richards.



Within Pullman Newsletter No. 49 (page 46) details on Hardy's Hobbies, the company specialises in producing fine scale figures, including Pullman Car Attendants, for discerning railway modellers.

This interested me as I was keen to gain two 'O' gauge scale Pullman Car Attendants to grace my model of composite car 'GRACE' that I had commissioned in memory of my late father and uncle who both allocated as attendants to staff the car.

The figures are unpainted but for an additional £5 per figure they offer a hand painting service. I asked how bespoke this could be and enquired if one of my figures could have black hair to represent my father and the other fair, to represent my uncle.

Not only did they come back willing to help but they asked for photos of my father and uncle to get the hair colouring correct!!!

The figures arrived (beautifully and carefully packaged/presented) and I was delighted with them. The photographs below clearly show the detail of the uniform paintings as quite exceptional.



**Attendant Johnny Cooper.**



**Attendant Ron Richards.**

All I've got to do now, is pluck up the courage to take the roof off 'GRACE', and secure both figures, along with a few seated passengers to bring 'GRACE' back to working life and hope the roof goes back on!

I would thoroughly recommend Hardys Hobbies to any of the Newsletter readers, as not only is their product superb but their customer service/care is second to none.

Photographs of both J.Cooper & R.Richards appeared with Coupe News Edition No. 50 and again with photographs of my model of car 'GRACE' within Pullman & CIWL News Edition No. 11.

For further details on Hardy Hobbies visit the Web site and Facebook page: -

<https://hardyshobbies.co.uk/>

<https://www.facebook.com/pages/category/Product-Service/Hardys-Hobbies-1739389373042567/>



Bachmann '00' Gauge - 2020 Pullman Cars

30-425 Midland Pullman Train Pack.

**Midland Pullman - Train Pack**

The iconic Midland Pullman 6-Car luxury train is featured in this Special Collectors Edition Train Pack. The Luxury service was aimed at the business traveller traveling from London to Manchester and provided First Class dining service throughout the train.

**Contents:**

- 6-Car Midland Pullman Train
- Exclusive bound history of the Midland Pullman
- A Pack of Midland Pullman Stewards and Train Crew
- Collectable reproduction Menu card
- A Fine art print of the Midland Pullman

30-425 OO Scale Train Pack

www.bachmann.co.uk

MIDLAND PULLMAN  
— SPECIAL COLLECTORS' EDITION —

\*Items are not shown to scale

30-425 Midland Pullman Train Pack

©Bachmann Branchline.

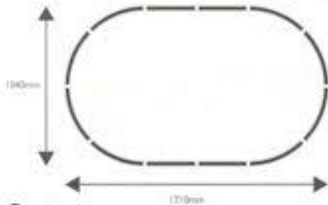
**30-420 Western Pullman Ultima Sound Fitted Train Set.**

**Western Pullman - Ultima Sound Fitted Train Set**



Our Western Pullman Ultima Digital Sound Set features the iconic 6-car Pullman in its stylish grey and blue livery as it ran on the Western Region from 1967.

The Dynamis Ultima DCC system allows you to fully experience the extra dimension that the twin sound decoders bring to this exquisite model. Also includes an evaluation version of the Railcontroller software and a USB cable to enable you to get a feel for the software, whilst giving you the ability to harness the power of the Dynamis Ultima.



**Contents:**

- Western (Ex-Midland) Pullman 6-Car Unit
- Grey/Blue Digital Sound
- Oval of track

- Fully compatible with all other leading makes of UK track
- USB cable
- Dynamis Ultima DCC System



**30-420 Western Pullman - Ultima Sound Fitted Train Set**



©Bachmann Branchline.

**BR Mk1 Pullman Cars.**



©Bachmann Branchline.

**39-282 Pullman First Class Kitchen 'ROBIN' Livery UMBER & Cream with White Roof.  
Era 5 - Fitted with interior lighting and supplied with an accessory pack.**



©Bachmann Branchline.

**39-292 Pullman First Class Parlour 'PEARL' Livery UMBER & Cream with White Roof.  
Era 5 - Fitted with interior lighting and supplied with an accessory pack.**

**BR Mk1 Pullman Cars - Continued.**



©Bachmann Branchline.

**39-310C Pullman Second Class Parlour 'CAR No. 350' Livery Umber & Cream with Grey Roof.  
Era 5 - Fitted with interior lighting and supplied with an accessory pack.**

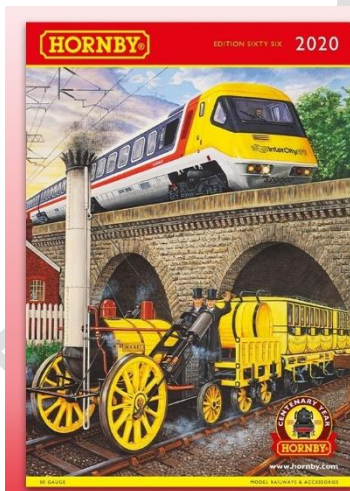
**Ex BR Mk 1 Pullman Car re-designated to First Open.**



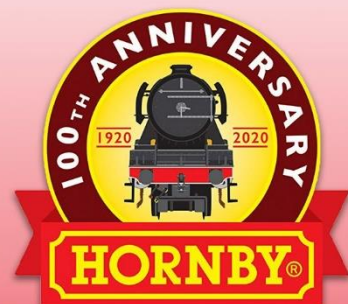
©Bachmann Branchline.

**39-312 Pullman First Open 'E352E' (Ex-CAR No.352) Livery British Rail Blue & Grey with  
First Class Yellow Brand at Cant Rail Level.  
Era 6/7 - Fitted with interior lighting and supplied with an accessory pack.**

Hornby 2020 Pullman & Luxury Rail Travel Products.



**HORNBY**  
**2020**  
**RANGE**



On Monday January 6<sup>th</sup>, 2020 Hornby announced the range of United Kingdom model railway products both new and current that will be available during 2020.

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I detail the Pullman & Luxury Train Sets, Train Packs, Coach Packs and Individual Pullman Cars that will be available in 2020.

For full details of all Hornby '00' gauge models and accessories being available within the Hornby 2020 sixty sixth edition catalogue R8519 RRP £9.99 available from Hornby and Hornby Stockists and can be reviewed at the Hornby Website.

### PULLMAN TRAIN SET.



### R1202 - MALLARD PULLMAN TRAIN SET.

LNER Class A4 4-6-2 Pacific No.4468 'MALLARD'.

Pullman First Parlour Car 'ROSAMUND' (RailRoad Range no interior lighting).

Pullman Brake Car 'CAR No.77 Third Class' (RailRoad Range no interior lighting).

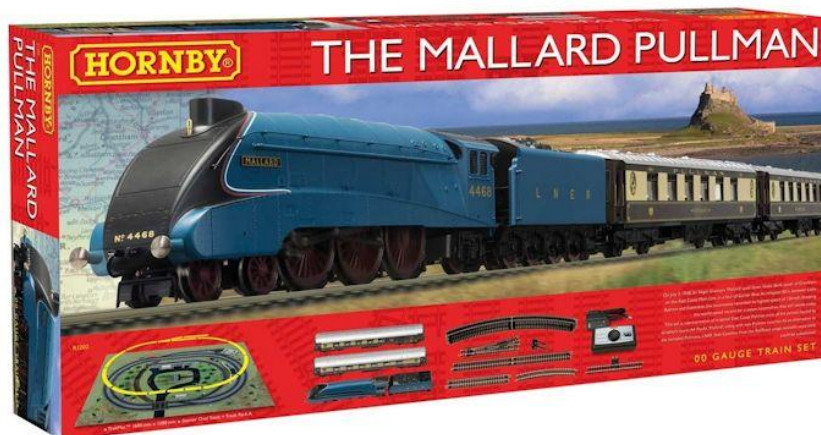
3rd Radius Starter Oval with Track Pack A (with point and buffer stop).

Train Controller (R8250).

Wall Plug Transformer (P9000W).

Power Connecting Track (R8206) Hornby MidiMat (1600 x 1180mm).

DCC Ready.



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## PULLMAN TRAIN PACKS.



### R3402 - THE QUEEN OF SCOTS.

LNER Class A4 4-6-2 Pacific 4500 'GARGANEY'.

Pullman First Kitchen Car 'THELMA'.

Pullman First Parlour Car 'SHEILA'.

Pullman Brake Car 'CAR No.77 THIRD CLASS'.

DCC Ready.



**R3606 - 5-BEL Brighton Belle (Unit No.3053).**

Pullman Motor Brake Parlour Second Class CAR No.92.

Pullman Motor Brake Parlour Second Class CAR No.93.

DCC Ready.

(Note - R4871 Coach Pack is no longer available to make up the full 5BEL set ).



**R3750 - Belmond - British Pullman.**

DB Cargo (UK) Class 67 No.67021

Pullman First Kitchen Car 'IBIS'.

Pullman First Kitchen Car 'IONE'.

Pullman First Parlour Car 'MINERVA'.

DCC Ready.

**Individual Pullman Cars.**



**R4904 - 'The New Century Bar'.**

**Railroad Pullman Cars.**



**R4312 - Parlour First Class - No Interior Lighting.**



**R4313 - Parlour Brake Second Class - No Interior Lighting.**

## Luxury Rail Travel.



R3697 - West Coast Railways - Class 57 - Co-Co - No. 57601 'Windsor Castle'.  
In addition, Northern Belle Mk2 Coaches.  
First Open 'Chatsworth' and 'Warwick' and Corridor Brake First Car 'Mow Cop'.

## Liveried Locomotives.



R3774 - DB Cargo (UK) - Class 67 Bo-Bo - No.67024.  
DCC Ready.



R3950A - GBRf/Belmond Royal Scotsman - Class 66 - Co-Co - No.66743.  
DCC Ready.



R3950A - GBRf/Belmond Royal Scotsman - Class 66 - Co-Co - No.66746.  
DCC Ready.



©Clive Hanley.

### MAIL BAG.

From: D.Lindsay.

Quite by chance I pulled a Railway Magazine, May 1972, from the bookcase to read. Within the letter's column was the attached letter about the withdrawal of the Brighton Belle. I thought the letter was very amusing and indeed nearly fifty years on is now very topical.

#### "Brighton Belle" disposal

SIR,—To my absolute horror, it is being reported that the once pride and joy of the Southern Region is possibly going to be "preserved" by an American, and taken completely away and used as a tourist attraction of all things. I feel, as many others may, that it is an *outrage* that any foreigner should be allowed the chance to remove something as long standing and so typically British from its home-ground; even if it is only a possibility, I still maintain that the opportunity should not be given to *any* preservation society, save those of our own. They have London Bridge, and many of our antiques, but if anything is ever going to be done, it should start here and now, because the line has to be drawn somewhere. It is preposterous that parts of Britain should be "sold" this way, as these other items have. Surely societies wishing to take part could club together, or even a special "Brighton Belle Club" be formed. The "Brighton Belle" *must* stay in Britain, and something has to be done to ensure this.

ANDREW EDMONDS

Cowes, Isle of Wight

[We understand that British Railways will sell the Pullman cars of the three "5-BEL" e.m.u. sets to the highest bidder(s), irrespective of nationality.—Ed., *R.M.*]

Further to letter within the Railway Magazine, May 1972.

The following appeared within the Railway Magazine July 1972 edition with regard to the disposal of the Brighton Belle cars.

### **“Brighton Belle” bids**

LESS than three weeks after they made their last journeys, at the end of April, B.R. had accepted offers for ten of the 15 “Brighton Belle” Pullman cars. Despite reports to the contrary, no offers had been received from overseas and all are likely to stay in Britain.

Out of about a hundred enquiries received, 22 firm bids were made and eight accepted, the largest, for three second-class parlour cars (Nos. 285-7), by Allied Breweries Limited. Other successful buyers include Cheshire (second motor brake 289) and Yorkshire (first parlour 279, *Hazel*) inn keepers and a Surrey caterer (first kitchen 283, *Moira*). Of the remaining four bids, all for first-class kitchen cars, two were from London addresses (282, *Doris*, and 284, *Vera*), one from Ascot (281, *Gwen*) and one from Windsor (280, *Audry*). The five vehicles still for sale were all motor brake cars: B.R. Sales Controller, at the Railway Technical Centre, Derby, was inviting further enquiries.

Pullman

## **PULLMAN SERVICE.**

### **The North Yorkshire Moors Railway Pullman Dining Train.**



©NYMR.

Sit back, relax and enjoy the enchanting North York Moors National Park with friends and family as you experience an unforgettable lunch, afternoon tea or dinner on board the Pullman Dining Train or heritage saloon carriages. With years of catering experience behind us, we pride ourselves on offering the highest quality of service. Experience seasonal menus featuring the best locally sourced food and drink, as you travel on a journey through the heart of our wonderful countryside.

The luxurious carriages are a stylish sanctuary with observation windows perfect for watching the scenery unfold. Our Pullman Train Manager is on hand, from welcoming you on-board, to bidding you farewell at the end of your journey.

Make your day even more special and upgrade your dining experience with some finishing touches, fine wines and gift ideas such as flowers, champagne and chocolates.

Special dietary requirements can be catered for and need to be ordered at the time of booking. View the Allergy and Intolerance Information.

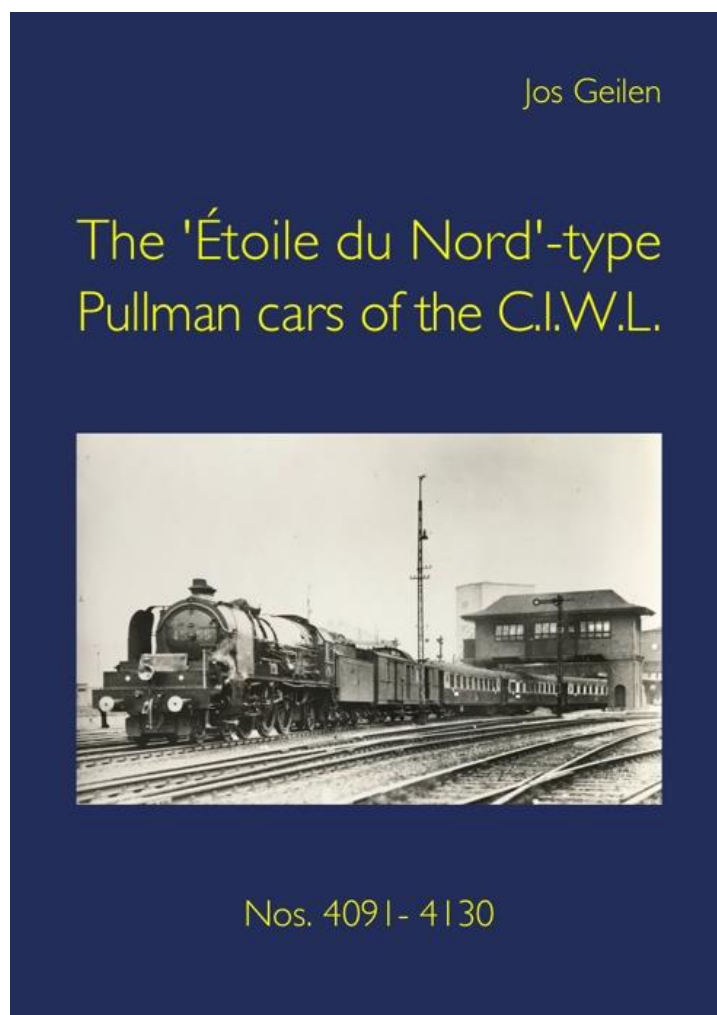
Not sure what date you want to book or unsure what menu options you would like?

Why not buy one of our e-cards as a gift which can be redeemed for our Pullman Dining Services.

**For further information on the 2020 services visit: -**

<https://www.nymr.co.uk/pages/category/pullman-dining>

**'Étoile du Nord' - Type Pullman cars of the C.I.W.L. - Jos Geilen.**



**In print now!**

With this book, author Jos Geilen comprehensively presents the history of the 'Étoile du Nord'-type Pullman cars of the C.I.W.L. based on years of research. All about the change from wooden to steel cars, the first and other 'fish-belly' cars of the C.I.W.L., the influence of American all-steel railway car builders and Sir Dalziel on the design of future C.I.W.L. cars, the coming and inauguration of the 'Étoile du Nord' Pullman train, the specifications, orders and deliveries, the technical description of kitchen as well as saloon cars, the daily work, maintenance, adjustments and conversions is described in detail. Hereby revealing primary source documents, many not published before, are presented for the first time. The book contains dozens of plans, photographs and surveys of all forty cars and their services from 1927 till today.

Hardback, case bound, 352 pages in colour and black/white  
Price: **Euro 72,50** (inclusive international insured delivery)

Make sure to order your copy of this limited edition to avoid disappointment!  
Just send an email to [read\\_it\\_now@outlook.com](mailto:read_it_now@outlook.com)

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## **“FINAL JOURNEY”**

**A talk on Funeral Trains by Nicolas Wheatley  
MSc (Death and Society) University of Bath.  
Graduate Certificate in Railway Studies University of York**



©Gerald Binks.

**Oxenhope Station 2003 - Keighley & Worth Valley Railway.**

Nicolas Wheatley, volunteer on the Gloucestershire Warwickshire Steam Railway and Member of the Friends of the NRM, York, is giving a talk on funeral trains and the transport of coffins by trains (and trams) in the United Kingdom from the 1840's to the present day.

The talk will be given on Friday May 22<sup>nd</sup>, 2020 at St Matthew's Church, Grosmont YO22 5QE at 7.30 pm. Suggested donation of £3 includes refreshments. The talk will include the links between cemeteries and railways, (e.g. the railway service to Brookwood Necropolis), the technology used (e.g. hearse/corpse vans and other associated equipment), and short details of some of the thousands of people involved. Many of these are, or were, household names, including several monarchs.

There will also be coverage of how the practice of carrying coffins on heritage railways for ceremonial purposes continues to this day and how it is possible to arrange a funeral with coffin transport on a railway in Derbyshire.

References will be made to some events in Yorkshire involving funeral trains. Whilst being primarily aimed at railway enthusiasts, this talk is likely to be of interest to people in the fields of Victorian history, funeral history and social history generally.

If you would like further details please contact Nicolas by email  
[Nicwheatley53@gmail.com](mailto:Nicwheatley53@gmail.com).



# ***The Railway Club For Everyone***

On February 24<sup>th</sup> Rail Riders membership packs were posted out to members.



Membership contents.

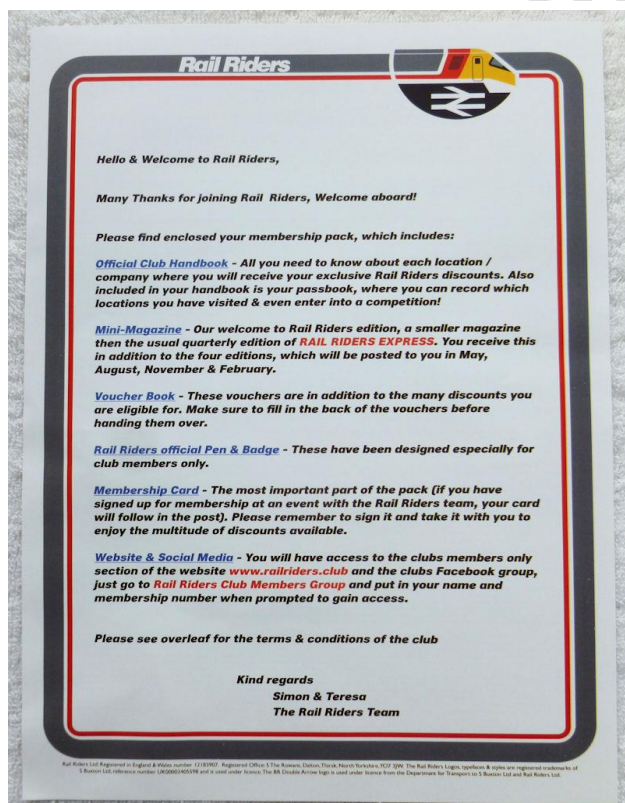
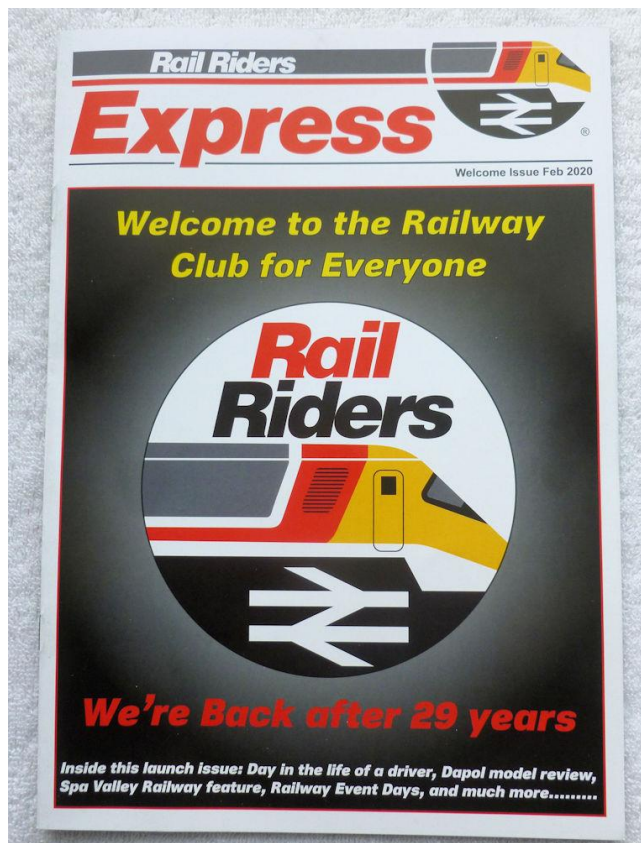


## RAIL RIDERS.

In 1981 British Rail launched Rail Riders, originally called Great Rail Club. It was a club for young rail enthusiasts. Membership entitled children aged 5-15 to discounted rail travel, receipt of a regular quarterly magazine called Rail Riders Express and free entry to the Rail Riders World model railway exhibit at York railway station.

The club was closed in 1991, but in its heyday, it had a membership of over 80,000 and is still fondly remembered by former club members who are now middle aged.

February 29<sup>th</sup>, 2020. Rail Riders was reborn for the railway enthusiast of any age, offering members discounts on railway themed businesses and heritage railways in the UK. Membership with is now available.



For Details on membership  
Visit the Rail Riders Web Site.

<https://www.railriders.club/>



# Tail Lamp

I trust that some if not all of the content of this edition has proved of interest to you.

My thanks to those readers who have taken time out to contribute to this edition of your free newsletter, for without their support this edition would not have been published.

When it can go wrong it goes wrong big style in late January for me. Unable to open my laptop on the morning of the 29<sup>th</sup>, a visit to Currys/PC World confirmed that the problem laid with the hard drive. I purchased a new external hard drive to accompany the laptop to the Knowhow repair facility, this being in the hope they could retrieve the data from the laptops hard drive. This was successful but the laptop hard drive had crashed, and a replacement was purchased and fitted by Knowhow. Following the collection of the laptop and new external hard drive on

February 13<sup>th</sup>, I commenced reloading all the programs and sourced the saved files from the external hard drive. On opening my Outlook account, I noted that all the files and contacts had been lost. The loss of the files I consider not serious, but the loss of 530 contacts was a real blow. Luck was on my side and I was able to source all the 530 contacts from my new mobile phone contacts list.

Two days was spent manually putting the 530 contacts into my Outlook contacts.

The next step was to e-mail all 530 contacts to advise of the laptop hard drive failure so I would be able to identify the 403 contacts who receive all publications.

Within 7 days the publications contacts list was completed, gaining a further 7 new contacts for all publications.

Regarding the external hard drives, I have two the original having all files as saved prior to the failure less those recovered from the failed hard drive.

I spent time sorting these files between the two drives, the new drive contains all PCS-Archive files and photographs, the older hard drive contains all general railway and family files.

I now work from the external hard drives with the very minimum of information being held on the laptop hard drive within both the document and photograph files.

I would like to take this opportunity to thank all those readers who responded to my e-mail and also the positive and kind comments contained within.

Having retired 5 years ago allowed me to spend some considerable time getting my lap top back on track. My advice to all back-up your files on a regular basis, an external hard drive gives you the flexibility of using another computer to access your files.

Well we are now into year seventeen of PCS-Archive publications, you can be assured that this would not have been possible without the contributions received from readers and others in this period.

In the seventeen years the readership of PCS-Archive publications has grown from less than ten in 2003 to currently the 410 readership is worldwide and includes Australia, Brazil, USA, France, Holland, Italy and the UK to name just a few.

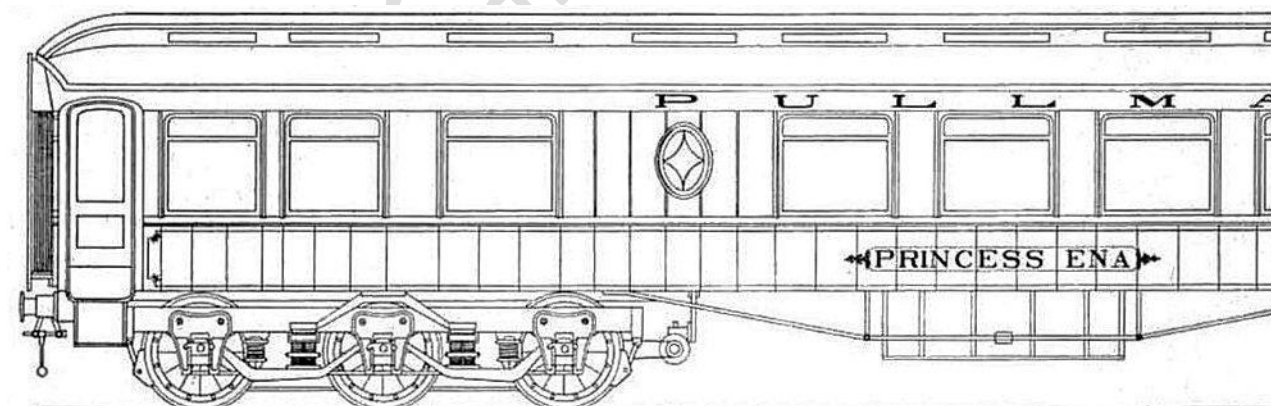
In addition, I am aware that some readers forward a copy of the newsletter to friends and colleagues and I take this opportunity to thank them for spreading the word.

Regarding my statement “Information is for sharing and not gathering dust” is the backbone of the PCS-Archive. I have to date endeavored to assist anyone who contacts me for information relating to matters Pullman. I am not expert but have built up a knowledge of matters Pullman since 1987. In the event I am unable to answer a request I can call upon several fellow Pullman devotees who will endeavor to source the answer.

By the time you read this edition of ‘Tail Lamp’ the reprise of the “Rail Riders Club” will have taken place. I have included details of the new club to support Simon & Teresa in bringing back the club for all rail enthusiasts.

For those of a certain age will remember the Ian Allan Loco Spotters club, which gave many hours of enjoyment to train spotters in the 1940s, 1950s & 1960s. It was not until 1981 when British Rail introduced the “Great Rail Club” later renamed “Rail Riders” offered to the age group 5 to 15 as a starting block to a great hobby, alas the club was closed in 1991.

The new “Rail Riders Club” has no age restriction and membership is readily available via the club website. I have personally taken out membership to support the commitment of both Simon & Teresa in bringing back “Rail Riders Club” for current and future rail enthusiasts.



**©Pullman Car Services-Archive.**

**EU Directive “General Data Protection Regulations” of May 25<sup>th</sup>, 2018.**

**I hold your e-mail address and additionally your telephone contact number if you have supplied this to me.**

**Your contact details as supplied will not be made available to anyone.**

**In the event anyone wishes to contact you I will forward the request directly to you for you to action as you wish.**

**Your advised details will be deleted from the PCS-A contacts list at your request.**