

PULLMAN NEWSLETTER

No. 72 - November & December 2023

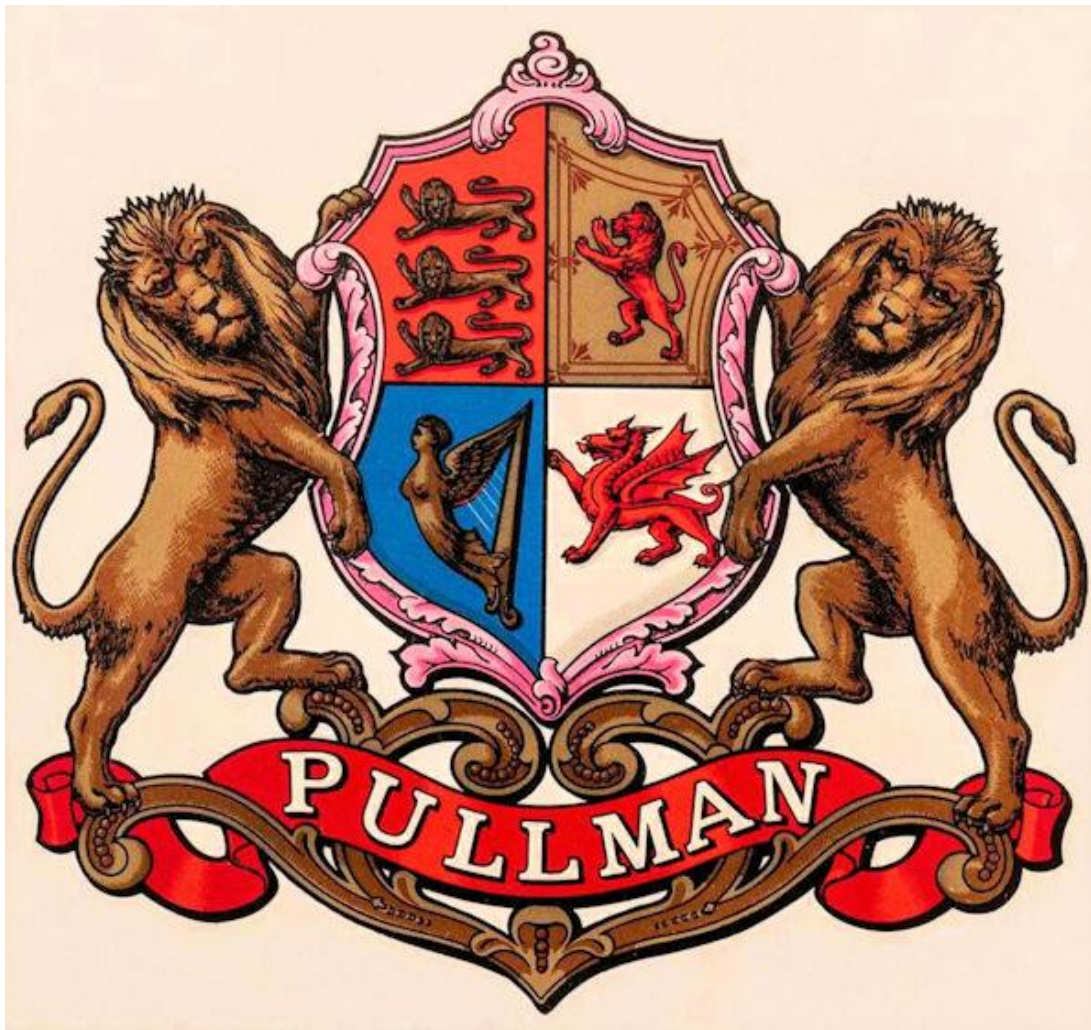
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THE SOUTH WALES PULLMAN

2003 - 2023 Celebrating 20 Years of Sharing Pullman News

PULLMAN - Edition No. 72 - November & December 2023
"Information is for sharing and not gathering dust and lost forever"
Page 1 of 78

From the Coupé.



Welcome aboard your PULLMAN NEWSLETTER.

I take this opportunity to thank both the regular contributors and also those readers who have taken time out to contribute with photographs, articles, and news for inclusion in this edition of your newsletter. Rest assured that without their support this edition would not have been published.

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 your Pullman Newsletter is scheduled on or about the 1st of January, March, May, July, September, and November.

The next edition editorial deadline date will be Thursday December 28th, with the scheduled publication on Monday January 1st, 2024.

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.

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The PCS-Archive contacts list hold's your e-mail address and additionally your telephone contact number if you have supplied details. 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.

Editors Acknowledgements.

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

AQUILA (G P M), Dr A. Ford, G. Behrend, T. Knox, R. Barber, J. W. Hague, D. Beekon, H. Whitby, C. Lade, N. Lade, D. Jones, J. Morel, A. Pragnell, T. Mulligan, F. Phillips, T. Marsh, P. O'Connor, H. Longworth, G. Plumb, A. Hasenson, D. Wells, R. Smith, G. Child, J. Baldwin, C. Wilson, J. Kent, J. Scrase, R. Millard, B. Smith, S. Turner, I.S.Carr, J. Armstrong.

My thanks also to the following Publications, Societies, Archives and Web Sites: -

Pullman in Europe. Pullman Profile No.2 The Standard K Type Cars. Railway Magazine. The Pullman Society. The C. Lade Archive. GW Railwayana Auctions Ltd. The Bluebell Railway Museum Archive. Staffordshire County Archives, The Historic Pullman Foundation, Pullman State Historic Site, Illinois Department of Natural Resources. British Railways Pre-Nationalisation Coaching Stock - Volume 2 SR & LMS - Hugh Longworth.

“Information is for sharing and not gathering dust and lost forever”.

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

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

E-mail t.bye2@outlook.com

Pullman Newsletter Readership

Welcome aboard.

R. Graham, M. Matejka, J. McCrickard, J. Clark, R. Sinclair, GPM.

Current registered Readership Worldwide: **490.**

Edition Contents.

Page/s.	Details.
1	Cover.
2	From the Coupé.
3	Editors Acknowledgement.
4-5	Edition Contents.
6-15	Pullman Car History "LEONA (II)".
16	Free Internet Newsletters, Magazines & Web Sites.
17-20	Look Back at Pullman.
20	PCS-Archive "Special Editions".
21-26	LNER Pacific's - Tommy Knox.
27	The Christopher Lade Archive - Courtesy of Nick Lade.
28	The Chris Lade Photographic Archive - Courtesy of Nick Lade.
29	The Pullman Society.
30-33	Richard Barber Pullman Archive.
34-45	Pullman Reports.
34-35	Pullman Report - The Bluebell Railway - David Jones.
36	Pullman Report - Belmond British Pullman - Alan Pragnell.
37-39	Pullman Report - AQUILA - Garden Park Management.
40-45	Pullman Car CALAIS - Pat O'Connor.
46-51	Rare Railcars to be displayed at Historic Pullman Foundation sites - Tom Marsh.
52-63	AAPRCO Autumn Explorer IV American Association of Private Rail Car Owners Private car trip from Chicago to Vermont and home again - F. Phillips & T. Mulligan.
64-66	The Bluebell Railway Museum Archive - C. Wilson.
67-69	Pullman Sales & Requested Items.
70-74	GW Railwayana Auctions - Auction Realization's.
75	Pullman Car LYDIA Brass Work Theft - Rowan Millard.
76	Slow Speed Collision involving 'Flying Scotsman' and the 'Royal Scotsman'.
77	Colin Wheeler.
78	Tail Lamp.

PULLMAN CAR HISTORY

LEONA (II).

3. Identity:	LEONA.
3. Type of Car:	Parlour.
3. Into Service:	1927.
3. Builder:	Midland Carriage & Wagon Co. Ltd., Birmingham.
3. Pre-1960 Schedule No:	208.
3. Post 1960 Schedule No:	208.
3. Tare:	38t.
3. Seats:	26 x First Class.
3. Seating Configuration:	1 x 1.
3. Bogies:	2 x 4 wheels.
3. Track Gauge:	4' 8 ¹ / ₂ ".
3. Brake:	Vacuum.
3. Length (over Vestibules):	63' - 10".
3. Extreme Width:	8' - 7".
3. Roof:	Ellongated.
2. Table Lamps Type:	A (See below).
1. Type 1932 List:	-/K.
1. Route Restriction (SR):	I.
2. Cost per Car:	£.
2. Livery on Delivery:	Umber & Ivory.

¹Entries such as -/H indicate that the car was not originally given a Type letter, but was classified as Type H after 1932. Entries such as (A)/G indicate that the car was originally (old) type A, and was re-classified as Type G about 1932. Entries such as (D) indicate that the car was originally (old) Type D, and was withdrawn before the new Classification was introduced in 1932.

¹Entries 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.

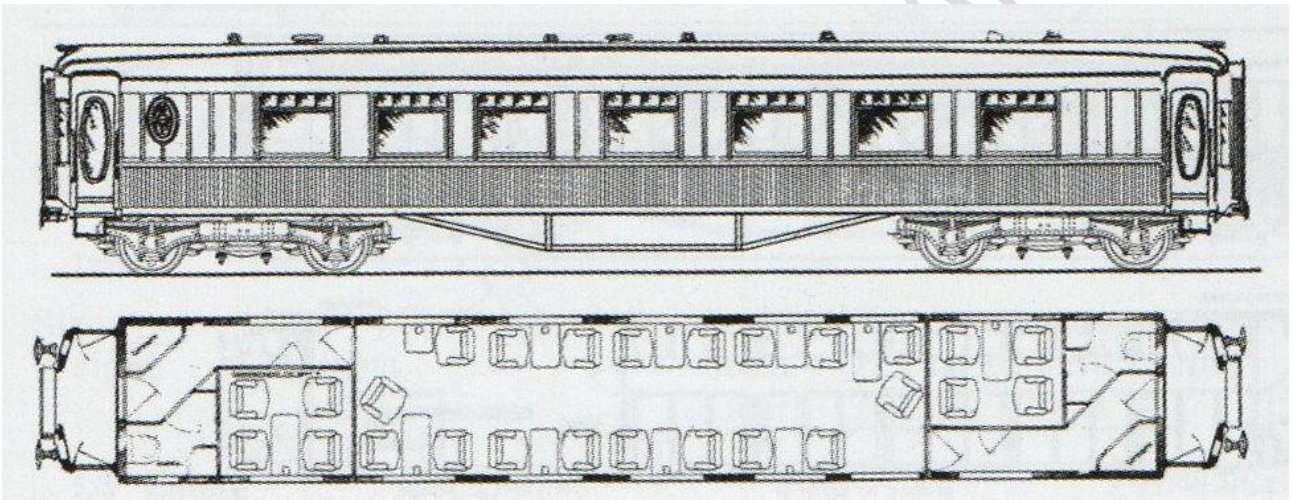
2. Table Lamp.



2. Dr A. Ford.

2. Saloon Interior.

Finished with Greek themes and small arrays of flowers with an abundance of colour and charm.



4. © Hugh Longworth.

Parlour First Class LEONA (II).

Clarity regarding to Pullman cars allocated the identity of the name LEONA.

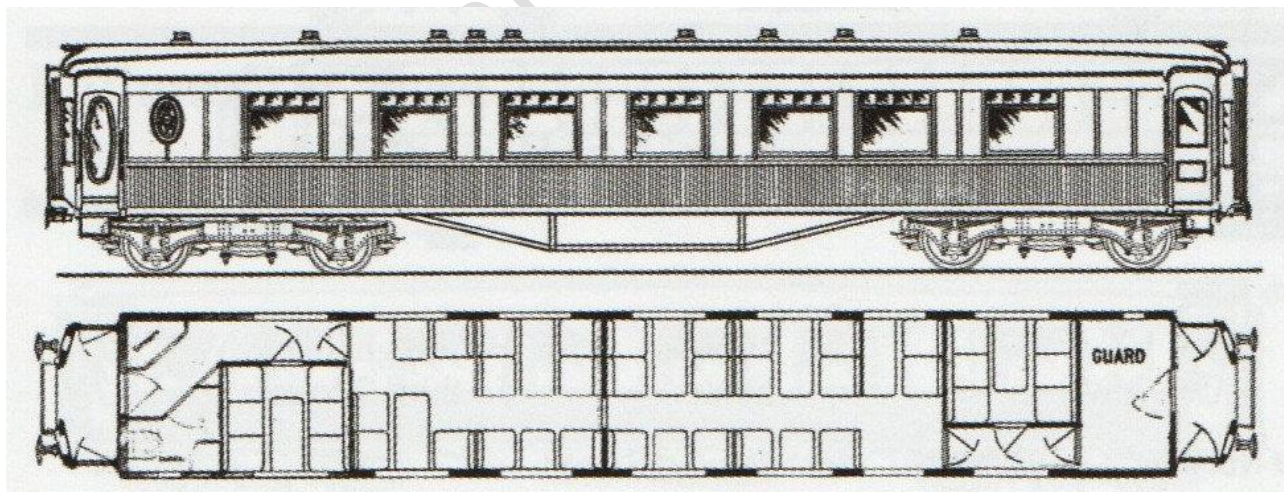
This was the second Pullman car to be allocated and carry the name LEONA (I).

The first car was completed in 1923 and was one of ten cars to be transferred to the CIWL for service in Italy and allocated the identity of CIWL No. 53.

The CIWL No. 53 (LEONA (I)) returned to the UK in 1928, but as the name LEONA had since allocated to build Schedule No. 208 LEON (II), CIWL No. was allocated the name PRINCESS ELIZABETH.

Current known history of the car: -

- 2. **1928 May 1st.** Allocated to London North Eastern Railway Great Northern section Pullman services from and to Kings Cross.
- 2. **1928 September.** Transferred from the London North Eastern Railway Great Northern Section to the Southern Railway and the 'Golden Arrow' service.
- 3. **1928 Prior to October.** Partial repairs undertaken at a cost of £8-13s-¹/₂p.
- 2. **1930 to 1939.** Allocated for Ocean Liner Express, Royal Specials & State arrivals.
- 3. **1936 April 15th.** Allocated with Pullman Car MARJORIE to the German Ambassadors Funeral train from London Victoria to Dover.
- 3. **1939 to 1945.** The duration of the second world war the car was removed from operational use and placed in store.
- 3. **1947 June.** Remodelled at the Pullman Car Company Workshops at Preston Park, Brighton as a Guard Parlour Car. One of the two Lavatories removed and replaced the installation of luggage racks and brake control and tip-up seat for the guard and the vestibule doors labelled 'Guard'. Saloon First Class armchairs removed from 1 x 1 configuration and replaced by 2 x 1 fixed seating, increasing the seating from 26 to 36 Third Class. Allocated the identity of CAR No.208.



4. © Hugh Longworth.

Guard Parlour Car Third Class CAR NO. 208 THIRD CLASS.

- 3. **1947.** Enters service on the 'Devon Belle' service.

- 3. Circa 1951.** Body sides aluminium plated and kept as a spare car for the 'Golden Arrow'. Standard Pullman oval lavatory windows replaced with square type to match those fitted new the new Pullman Cars built in 1951 & 1952 for the 'Golden Arrow' service.
- 3. 1951 June 18th.** Aquila, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus,
Perseus, Zena, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.
- 3. 1951 September 10th.** Aquila, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Zena, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.
- 3. 1952 June 30th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Zena, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.
- 3. 1952 September 15th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Zena, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.
- 3. 1952 October 5th & 17th.** Brighton Locomotive Works Centenary.
All Pullman Car train for the Railway Correspondence & Travel Society Charter. London Victoria to Brighton and return.
Train formed of Pullman Cars No.99, 61, 98, 17, 35, 31, 60 & 208.
- 3. 1953 June 8th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.
- 3. 1953 September 21st.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.
- 3. 1954 June 14th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.
- 3. 1954 August.** CAR No.208 within the formation of the Institute of Electrical - Engineers chartered train visiting the newly electrified line from Sheffield to Manchester (Woodhead Line).



© The Armstrong Railway Photographic Trust.

E27002 with CAR No.208 stands at Dunford Bridge.

- 3. **1954 September 20th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
- 3. **1955 June 13th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
- 3. **1955 September 19th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
- 3. **1956 June 11th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
- 3. **1956 September 17th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
- 3. **1957 June 17th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.

3. **1957 September 16th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
3. **1958 June 9th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
3. **1958 September 15th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
3. **1959 June 15th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
3. **1959 November 2nd.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
3. **1960 June 13th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
3. **1960 September 12th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
3. **1961 June 12th,** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.



© PCS-Archive.

June 12th, 1961. The first electric hauled "Golden Arrow" with E5015 approaching Dover Marine station.

- 3.1961 September 11th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
- 3.1962 June 18th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
- 3.1963 June 7th.** Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.
- 3.1964 June 15th.** Aquila, Carina, Hercules, Isle of Thanet, Minerva, Orion, Perseus, Phoenix, CAR No. 34, CAR No. 36 & CAR No. 208.
- 3.1965 January 30th.** Within the formation of the late Statesman Sir Winston Churchill's Funeral Train.
The train consisted of Pullman Cars ISLE of THANET, PERSEUS, LYDIA, CARINA, Bogie Luggage Van S2464 and CAR No. 208.
Coupled to CAR No.208 was Battle of Britain class steam locomotive No. 34051 WINSTON CHURCHILL.
The train departed from London Waterloo at 1.28pm arriving at Handborough (for Bladon) at 3.23pm.
Following the internment, the train returned to London Paddington Hauled by a Western Class Diesel Hydraulic locomotive.



© Geoff Plumb.

Sir Winston Churchill's Funeral train of January 30th, 1965, passing Feltham.
Locomotive No.34051 Winston Churchill with CAR No.208 directly behind the locomotive.

PULLMAN - Edition No. 72 - November & December 2023

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Page 11 of 78

3. **1965 June 14th.** Aquila, Carina, Isle of Thanet, Minerva, Orion, Phoenix & Car No. 208.
3. **1996 June 13th.** Aquila, Carina, Cygnus, Isle of Thanet, Minerva, Orion, Phoenix & Car No. 208.
3. **1967 June 5th.** Noted in a three Pullman Car train at Portsmouth Dockyard.
Train formation Pullman Cars AQUILA, ISLE of THANET & CAR No.208
Hauled by D6526 & E6018.
3. **1967 July 10th.** Carina, Cygnus, Orion, Perseus, Phoenix & Car No. 208.
3. **1967 Late.** The First Golden Arrow car to be repainted from standard Pullman livery of umber & cream into the reverse standard BR livery for Pullman cars of Grey & Blue. Although this was the livery applied to the BR Mk1 Pullman Cars built for operations on the Eastern Region in 1960/1 and applied to some of the cars from the late 1960's, the livery did not work when applied to the cars built pre-1960. A decision was made to repaint Car No.208 into BR Blue & Grey livery. At this time the identity of CAR No.208 was replaced by the wording "GOLDEN ARROW" and the number S208S located on the body side near the vestibule door.



© A. Hasenson.

1969 - CAR No. 208 as S208S - Empty at Clapham Junction coach Sidings.

Note. The Left end Vestibule Door is the Guards Access door.

PULLMAN - Edition No. 72 - November & December 2023

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Page 12 of 78

3. **1969 April 9th.** Withdrawn from service due to being 'Defective' with a loose tyre. The car did not run again in service after that date.
3. **1970 July.** Official withdrawal date and made available for disposal.

Preservation 1970 to Present (September 2023).

3. **1971.** Reported as being purchased by the Vicar of Cressing near Braintree, Essex. Who then gave it to the village of Cressing as a gift. The car was delivered by rail to Witham Station. Following lifting and being placed on Cliff Smith of Lavenham road transporter (the bogies were no longer required) and then transported to the site of the Pullman Inn at Cressing. (The Pullman Inn was built around car body.)
3. **1988.** The car is purchased by Mr D. Wells.
3. **1988.** The roof of the Pullman Inn was removed to allow the car body to be lifted out and placed on road transport by Cliff Smith of Lavenham and moved to Elsenham station site.

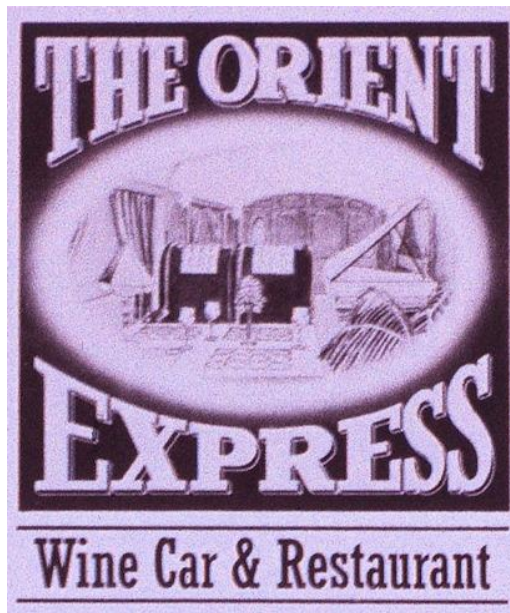


© D. Wells / PCS-A - AY0515.

June 1st, 1988, LEONA (II) being lifted out 'The Pullman' public house at Cressing.

3.1989

LEONA (II) is joined on site by two ex-BR vehicles Mk1 No. E4474 and ¾ of the body of GUV No. 86558.
The three vehicles form part of the “Orient Express Restaurant”.



© T. Bye / AY0423.

September 23rd, 1989, Elsenham Station 'The Orient Express' and LEONA (II).

3.1992. All vehicles made available for purchase.

3.1997. All vehicles sold and relocated to the Glenlo Abbey Country Club, Galway, Ireland. In use as a static Restaurant.



© R. Smith / PCS-A.

July 2012, Second Open No. E4474, LEONA (II) and GUV No. 86558.

3.1997 - 2023 September. Still on site.

INFORMATION SOURCES.

The contents of this Car History would not have been possible without the following individuals and publications which have greatly assisted in my research: -

Dr A. Ford, G. Plumb, A. Hasenson, D.Wells, R. Smith, The Armstrong Railway Photographic Trust.

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 Car Services-Archive.
4. British Railways Pre-Nationalisation Coaching Stock - Volume 2 SR & LMS - Hugh Longworth - ISBN 978-0-86093-695-4.

PULLMAN - Edition No. 72 - November & December 2023

"Information is for sharing and not gathering dust and lost forever"

Page 15 of 78

FREE INTERNET NEWSLETTERS, MAGAZINES & WEB SITES.

Pullman Newsletter & Special Editions Past Editions.

All current and past issues can be sourced at the following resources: -

The Search Engine at the National Railway Museum, York.

The Railway Studies Group at Newton Abbot.

The SEMG web site from which copies can be downloaded in 'pdf' format at

<https://sremg.org.uk/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>

Twice weekly email covering news of the South Devon Railway and others.

The emails started as a way of sharing information and photos of the SDR with fellow volunteers: I spent a huge amount of time there. When Covid struck they proved to be a great way of keeping people in touch, and they broadened out to cover more railways of interest in the area, both heritage and on the national network. Many people send in material, including news, comments, and photos. This approach has proved popular, so I've stuck with it.

Nothing within the emails is from any constituent of the South Devon Railway group.

This includes the South Devon Railway Trust, SDR PLC, SDR Ltd., SDR Association, SDR Engineering and SDR Road Services.

Opinions expressed within the emails are those only of the sender or other persons as stated.

To receive the email publication, contact John Brodribb at johnbrodribb@yahoo.com

Raildate.

The weekly newsletter published every Friday covering general railway subjects with links to sites:

To subscribe to the email, please send a blank email to: raildate+subscribe@groups.io

The latest Raildate is always at <https://latest.raildate.co.uk>

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

You must be a member of Facebook to join.

Amis des Wagons-Lits Newsletter.

The CIWL newsletter is available in 'pdf' format and if anyone wishing to receive a copy on publication should register with elliott.chris@gmx.com

LOOK BACK AT PULLMAN.

1873 - 150 Years Ago.

December 2nd. At the P.P.C.Co workshop at Derby the erection of the Detroit Pullman cars continues.
(Information Source - PCS-Archive)

1878 - 145 Years Ago.

December 17th. The Midland Railway Carriage & Wagon Committee again ask if standard coupling gear can be fitted to all Midland Railway cars due to the fact some have become uncoupled and only the side chains have held the cars. It was agreed to convert six cars.
(Information Source - PCS-Archive)

1888 - 135 Years Ago.

December 10th. Press demonstration run of new stock for the 'The Pullman Limited.'
(Information Source - PCS-Archive)

December 11th. 'The Pullman Limited' replaced with a vestibuled set consisting of 'ALBERT VICTOR' Parlour, 'PRINCE' Buffet & 'PRINCESS' Smoking.
(Information Source - Julian Morel)

1908 - 115 Years Ago.

November 8th. Seven day all year-round London to Brighton 'Southern Belle' services commences. Formed of cars 'VERONA' Parlour Brake, 'ALBERTA' Parlour Brake, 'GROSVENOR' Buffet, 'CLEOPATRA' Parlour, 'BELGRAVIA' Parlour, 'BESSBOROUGH' Parlour, 'PRINCESS HELEN' Parlour.
(Information Source - PCS-Archive)

November. The first all British constructed Pullman car 'VERONA' Brake Parlour Enters service. Built by Metropolitan Amalgamated C&W at the Lancaster Works.
(Information Source - PCS-Archive)

1928 - 95 Years Ago.

December 5th. The Pullman Car Company open the Preston Park Workshop, Brighton. The Longhedge Workshop, London (1912 to 1928) becomes the Company's Commissary Depot.
(Information Source - PCS-Archive)

1933 - 90 Years Ago.

December.

The London Midland & Scottish Railway announce that they will take over all Scottish Region Pullman cars as of January 1st, 1934.
(Information Source - G. Child)

1953 - 70 Years Ago.

November 21st.

Their Majesties the King & Queen of Sweden travel from Victoria to Dover. Pullman cars 'PORTIA' & 'ORION' allocated for the Royal Party.
In an odd train working, the train was divided at Folkestone Junction, part of the train went down to Folkestone Harbour 'as a relief' to the 'Golden Arrow' service.
Whilst a LMS 2-6-4T TOOK THE TWO Pullman cars and ordinary stock to Dover to connect with an Ostende bound ship.
(Information Source - G. Child)

1958 - 65 Years Ago.

November 19th.

Royal Train Working conveying the Duke of Edinburgh from Victoria to Deal. The down working via Canterbury and the up working via Folkestone. Pullman car 'ORION' with two ordinary coaches formed the working, the locomotive was not identified.
(Information Source - G. Child)

1963 - 60 Years Ago.

November.

After 35 years of operation the Preston Park Workshop, Brighton closes.
(Information Source - PCS-Archive)

1968 - 55 Years Ago.

November 25th.

Prince Philip, The Duke of Edinburgh, President of the English-Speaking Union of the Commonwealth, hands over a casket containing keys of two British railway coaches to Mr David Bruce, , the American Ambassador in a ceremony staged, at Kensington Olympia Underground Station, London.
The coaches were given away on behalf of the English-Speaking Union to America, for permanent exhibition at the National Railroad Museum, Green Bay, Wisconsin.
One is a Pullman car called the 'Isle of Thanet', built in 1925, which was part of the funeral train which took the body of Sir Winston Churchill from Waterloo to the family churchyard at Bladon, Oxfordshire.

The other is one of the coaches from General Eisenhower's personal train, code-named 'Bayonet', which he used as his mobile headquarters in Europe from D-Day until the end of the war. The latter coach was built in 1936, and before being converted in 1944 for the General's subsequent use, was used as a sleeping car on the East Coast route.

(Information Source - PCS-Archive)



©J. Baldwin Collection.

ISLE OF THANET at Kensington Olympia Underground Station, London.

November 26th.

The failure of one of the three 'Brighton Belle' units resulted in a 'Brighton Belle' unit being coupled to 4 COR Unit No. 3118 for the 11.00 Victoria to Brighton service. This working being due to 'Brighton Belle' unit No. 3052 being at Eastleigh works for refurbishment and external livery change to BR Corporate Blue & Grey.

(Information Source - Railway Magazine - February 1969)

PULLMAN - Edition No. 72 - November & December 2023

"Information is for sharing and not gathering dust and lost forever"

Page 19 of 78

December 9th. The 'Liverpool Pullman' train has been strengthened by another coach due to demand consisting now of 5 x First-Class Pullman cars (146 covers) and 4 x Second Class ordinary coaches.
(Information Source - Railway Magazine - February 1969)

1978 - 45 Years Ago.

November. Noted outside Swindon Works RDB 975427Ex BR Mk1 Pullman car 'WREN'
(Information Source - PCS-Archive)

December. BR Mk1 Pullman car No. 332 arrives at Grosmont (NYMR) from York by rail on Mk1 Bogies, the original Commonwealth Bogies being removed for further use by BR.
At this time, the car was planned to be a static Buffet.
(Information Source - PCS-Archive)

Pullman Special Editions. Southern Railway E-Mail Group Coupé News and Pullman & CIWL News Archive.

Special Edition N°17 Pullman On-board Crew - Updated.
Special Edition N°18 December 1937 The Pullman Company Chicago
The Need For Increased Pullman Revenue.
Special Edition N°19 September 1948 The Pullman Company Chicago
Study of Present & Probable Future Sleeping Car Requirements.
Special Edition N°20 Pullman March of Progress - 1938.
Special Edition N°21 Pullman Air Conditioning Brochure - 1934.

Latest Additions.

Special Edition N°22 Hornby Dublo '00' Gauge Pullman Cars.
Special Edition N°23 HPF & Norfolk Southern.

All the above and other publications can be readily sourced to download at
<https://sremg.org.uk/coach/coupe/index.shtml>

My thanks to Peter Richards for his continued support in making all publications available.



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 - November & December 1953 - 70 years ago.

Date:	Locomotive:	Working:
53.11.02	60119 58	Dn Queen of Scots
53.11.02	60134 131	Up Queen of Scots
53.11.03	60119 131	Up Queen of Scots
53.11.03	60141 58	Dn Queen of Scots
53.11.04	60119 131	Up Queen of Scots
53.11.04	60134 58	Dn Queen of Scots
53.11.05	60123 58	Dn Queen of Scots
53.11.05	60134 131	Up Queen of Scots
53.11.06	60118 131	Up Queen of Scots
53.11.06	60123 58	Dn Queen of Scots
53.11.07	60036 142	Dn North Briton / 131 Up Queen of Scots from Newcastle
53.11.07	60123 58	Dn Queen of Scots
53.11.09	60120 34	Dn Bradford Flyer from Kings Cross / 131 Up Queen of Scots
53.11.11	60086 58	Dn Queen of Scots to Newcastle / 89 Up North Briton
53.11.13	60120 34	Dn Bradford Flyer / 131 Up Queen of Scots
53.11.14	60119 58	Dn Queen of Scots
53.11.14	60536 131	Up Queen of Scots to Newcastle / on Gateshead shed
53.11.23	60119 131	Up Queen of Scots
53.11.24	60119 34	Dn Bradford Flyer / 131 Up Queen of Scots
53.11.26	60139 131	Up Queen of Scots
53.11.27	60036 58	Dn Queen of Scots to Newcastle / 89 Up North Briton
53.11.28	60036 58	Dn Queen of Scots to Newcastle from 60130 at Leeds / 89 Up North-Briton from Newcastle
53.11.28	60130 58	Dn Queen of Scots to Leeds 60036 on

PULLMAN - Edition No. 72 - November & December 2023

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Page 21 of 78

The Queen of Scots Pullman - November & December 1953 - 70 years ago.

Date:	Locomotive:	Working:
53.12.02	60139 131	Up Queen of Scots
53.12.03	60120 131	Up Queen of Scots
53.12.04	60133 131	Up Queen of Scots
53.12.04	60141 58	Dn Queen of Scots from Kings Cross
53.12.05	60130 58	Dn Queen of Scots
53.12.05	60133 40	Kings Cross - Newcastle TCQ / 131 Up Queen of Scots
53.12.07	60134 131	Up Queen of Scots
53.12.08	60081 58	Dn Queen of Scots into Newcastle / 89 Up North Briton
53.12.08	60133 131	Up Queen of Scots
53.12.09	60134 131	Up Queen of Scots
53.12.10	60134 131	Up Queen of Scots
53.12.11	60134 131	Up Queen of Scots
53.12.18	60120 131	Up Queen of Scots
53.12.22	60134 34	Dn Bradford Flyer / 131 Up Queen of Scots
53.12.24	60123 58	12.00 Dn Queen of Scots 10on
53.12.28	60118 58	Dn Queen of Scots
53.12.29	60090 131	Up Queen of Scots from Edinburgh - Newcastle
53.12.30	60123 34	Dn Bradford Flyer / 131 Up Queen of Scots
53.12.31	60141 131	Up Queen of Scots

The Queen of Scots Pullman - November & December 1963 - 60 years ago.

Date: **Locomotive:** **Working:**

I have no steam workings recorded for November & December 1963.

The Yorkshire Pullman - November & December 1953 - 70 years ago.

Date:	Locomotive:	Working:
53.11.02	60007 84	Dn Yorkshire Pullman
53.11.02	60123 19	Up Yorkshire Pullman
53.11.03	60010 84	Dn Yorkshire Pullman
53.11.03	60123 19	Up Yorkshire Pullman
53.11.04	60007 84	Dn Yorkshire Pullman
53.11.04	60123 19	Up Yorkshire Pullman
53.11.05	60010 84	Dn Yorkshire Pullman
53.11.06	60007 84	Dn Yorkshire Pullman
53.11.09	60028 84	17.30 Dn Yorkshire Pullman
53.11.10	60022 84	Dn Yorkshire Pullman

The Yorkshire Pullman - November & December 1953 - 70 years ago.

Date:	Locomotive:	Working:
53.11.11	60028 12.30	Aberdeen Fish from Grantham / 84 17.30 Dn Yorkshire-Pullman
53.11.12	60022 84 17.30	Dn Yorkshire Pullman
53.11.13	60028 12.30	Aberdeen Fish from Grantham / 84 17.30 Dn Yorkshire-Pullman
53.11.16	60010 84	Dn Yorkshire Pullman
53.11.17	60014 84	Dn Yorkshire Pullman
53.11.18	60010 84	Dn Yorkshire Pullman
53.11.19	60014 84	Dn Yorkshire Pullman
53.11.20	60010 84	Dn Yorkshire Pullman
53.11.23	60025 84	17.30 Dn Yorkshire Pullman 11on
53.11.24	60010 84	Dn Yorkshire Pullman
53.11.25	60025 84	Dn Yorkshire Pullman
53.11.27	60025 84	Dn Yorkshire Pullman
53.11.30	60003 84	Dn Yorkshire Pullman
53.12.01	60007 84	Dn Yorkshire Pullman
53.12.02	60003 84	Dn Yorkshire Pullman
53.12.03	60007 84	Dn Yorkshire Pullman
53.12.05	60007 84	Dn Yorkshire Pullman
53.12.07	60017 84	Dn Yorkshire Pullman
53.12.08	60028 84	Dn Yorkshire Pullman
53.12.09	60017 84	Dn Yorkshire Pullman
53.12.10	60028 84	17.30 Dn Yorkshire Pullman
53.12.11	60017 84	Dn Yorkshire Pullman
53.12.21	60014 84	Dn Yorkshire Pullman
53.12.21	60141 19	Up Yorkshire Pullman
53.12.22	60010 971	Leeds - Kings Cross / 84 17.30 Dn Yorkshire Pullman 11on
53.12.23	60014 84 17.30	Dn Yorkshire Pullman 9on
53.12.23	60123 19	Up Yorkshire Pullman
53.12.24	60010 84	Dn Yorkshire Pullman
53.12.24	60141 19	Up Yorkshire Pullman
53.12.28	60033 84	Dn Yorkshire Pullman
53.12.29	60003 84	Dn Yorkshire Pullman
53.12.30	60003 84	Dn Yorkshire Pullman
53.12.31	60003 971	Leeds - Kings Cross arr 13.53 / 84 17.30 Dn Yorkshire Pullman 11on

The Yorkshire Pullman - November & December 1953 - 60 years ago.

Date: **Locomotive:** **Working:**

I have no steam workings recorded for November & December 1963

The Harrogate Sunday Pullman - November & December 1953 - 70 years ago.

Date:	Locomotive:	Working:
53.11.15	60119 123	Up Harrogate Sunday Pullman

The Harrogate Sunday Pullman - November & December 1953 - 60 years ago.

Date:	Locomotive:	Working:
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I have no steam workings recorded for September/October 1963 (60 years ago)

The Tees Tyne Pullman - November & December 1953 - 70 years ago.

Date:	Locomotive:	Working:
53.11.02	60025 82	Dn Tees Tyne Pullman
53.11.02	60032 145	Up Tees Tyne Pullman
53.11.03	60025 145	Up Tees Tyne Pullman
53.11.03	60032 82	Dn Tees Tyne Pullman
53.11.04	60025 777	Nottingham - Kings Cross / 82 Dn Tees Tyne Pullman
53.11.04	60032 145	Up Tees Tyne Pullman
53.11.05	60022 82	Dn Tees Tyne Pullman
53.11.05	60025 145	Up Tees Tyne Pullman
53.11.06	60022 145	Up Tees Tyne Pullman
53.11.06	60025 82	Dn Tees Tyne Pullman
53.11.09	60003 82	Dn Tees Tyne Pullman
53.11.10	60003 145	Up Tees Tyne Pullman failed at Peterborough - 60841 on
53.11.10	60032 82	Dn Tees Tyne Pullman
53.11.10	60841 145	Up Tees Tyne Pullman from Peterborough - Kings Cross
53.11.12	60032 10.05	Up into Kings Cross / 82 Dn Tees Tyne Pullman
53.11.13	60015 82	Dn Tees Tyne Pullman
53.11.13	60032 145	Up Tees Tyne Pullman into Kings Cross arr 14.00
53.11.16	60017 82	Dn Tees Tyne Pullman
53.11.17	60007 82	Dn Tees Tyne Pullman
53.11.18	60007 145	Up Tees Tyne Pullman into Kings Cross arr 14.00
53.11.18	60017 82	Dn Tees Tyne Pullman
53.11.19	60007 82	Dn Tees Tyne Pullman
53.11.20	60017 82	Dn Tees Tyne Pullman
53.11.23	60028 145	Up Tees Tyne Pullman
53.11.24	60015 145	Up Tees Tyne Pullman
53.11.25	60028 145	Up Tees Tyne Pullman
53.11.27	60028 145	Up Tees Tyne Pullman

The Tees Tyne Pullman - November & December 1953 - 70 years ago.

Date:	Locomotive:	Working:
53.12.02	60014 82	Dn Tees Tyne Pullman (
53.12.02	60029 145	Up Tees Tyne Pullman into Kings Cross arr 14.00 (
53.12.04	60014 82	Dn Tees Tyne Pullman
53.12.04	60029 145	Up Tees Tyne Pullman
53.12.07	60006 145	Up Tees Tyne Pullman
53.12.07	60032 82	Dn Tees Tyne Pullman
53.12.08	60006 82	Dn Tees Tyne Pullman
53.12.08	60032 145	Up Tees Tyne Pullman
53.12.09	60006 145	Up Tees Tyne Pullman
53.12.09	60032 82	Dn Tees Tyne Pullman
53.12.10	60010 82	Dn Tees Tyne Pullman
53.12.10	60032 145	Up Tees Tyne Pullman
53.12.11	60010 145	Up Tees Tyne Pullman
53.12.11	60032 82	Dn Tees Tyne Pullman
53.12.16	60003 145	Up Tees Tyne Pullman
53.12.16	60007 82 16.45	Dn Tees Tyne Pullman
53.12.18	60003 145	Up Tees Tyne Pullman into Kings Cross arr 14.00 / 18.10 Kings Cross Leeds/Hull
53.12.21	60032 82	Dn Tees Tyne Pullman
53.12.23	60028 82	Dn Tees Tyne Pullman 9on
53.12.24	60017 82	Dn Tees Tyne Pullman
53.12.24	60028 145	Up Tees Tyne Pullman
53.12.28	60008 145	Up Tees Tyne Pullman
53.12.28	60029 777	Nottingham - Kings Cross / 82 Dn Tees Tyne Pullman
53.12.29	60008 82	Dn Tees Tyne Pullman
53.12.29	60029 145	Up Tees Tyne Pullman
53.12.30	60008 145	Up Tees Tyne Pullman
53.12.30	60029 82	Dn Tees Tyne Pullman
53.12.31	60013 969	07.50 Leeds - Kings Cross arr 11.29 / 82 Dn Tees Tyne Pullman
53.12.31	60029 145	Up Tees Tyne Pullman into Kings Cross arr 14.00

The Tees Tyne Pullman - November & December 1953 - 60 years ago.

Date: **Locomotive:** **Working:**

I have no steam workings recorded for November & December

[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.

e-mail address Tommy@lner-pacifics.me.uk.



© Ian.S.Carr.

**January 15th, 1960 - Bulleid Battle of Britain Pacific No. 34085 '501 SQUADRON'
hauling the Down working of the 'Golden Arrow' passing Knockholt station.**



**The Christopher Lade Archive.
 (Courtesy of Nick Lade)
 Wednesday March 23rd, 1966
 Royal Hospital and Home For
 Incurables Victoria to Barnham and Return.**

My thanks to Nick Lade for this article.

BRITISH RAIL CATERING

PULLMAN DIVISION

TO: CONDUCTOR AND STAFF 37/17/3/66

WEDNESDAY 23rd MARCH, 1966
ROYAL HOSPITAL AND HOME FOR INCURABLES
VICTORIA TO BARNHAM AND RETURN

The above party of approx. 125 passengers will travel in a 5 Belle unit on the undermentioned timings:-

Outwards	Victoria Dep. 11.42.	Inwards	Barnham Dep. 17.40.
	Barnham arr. 13.00.		Victoria Arr. 19.00.

Luncheon will be served on the forward and tea on the return.

LUNCHEON 21/-

Cream of Tomato with Golden Croutons
 Roast Sirloin of Beef
 Yorkshire Pudding Horseradish Sauce
 Dressed Savoy Baby Carrots
 Risssolee and Parsley Potatoes

Dutch Apple Pie

Cheese and Biscuits

Coffee

AFTERNOON TEA 4/6d.

Toasted Tea Cake
 Teatime Sandwiches
 Brown and White Bread and Butter
 Cake Preserves Biscuits
 Indian or China Tea

The meals are to office (inclusive ticket) and bar stock will be paid for and billed at time.

<u>CHARGES</u>	Luncheon	21/-	
	Afternoon Tea	4/6d.	
	Bar	Tariff	
	Train Hire	£ 20 (special charge)	
	Gratuities	At time.	

Passengers will be in possession of inclusive ticket of which 4 specimens are attached to Conductor's copy.
 Tickets will be detailed and allocated to account to office to be forwarded to Divisional Manager for payment.
 Train to be lettered A to E from the long end.
 There is a guarantee of 100 on this special.

Account to: Divisional Manager, Central Division, Essex House, Croydon.
 Ref: E 17/4

for E.J. MORRIS

TOTAL 69

LOADING BY HAND TUESDAY 10

© C. Lade Archive - File 066.

**Christopher Lade Photographic Archive.
(Courtesy of Nick Lade)**

My thanks to Nick for this article.



© Christopher Lade - Ref P002.

April 30th, 1972 - Chris Lade - Final Brighton Belle.



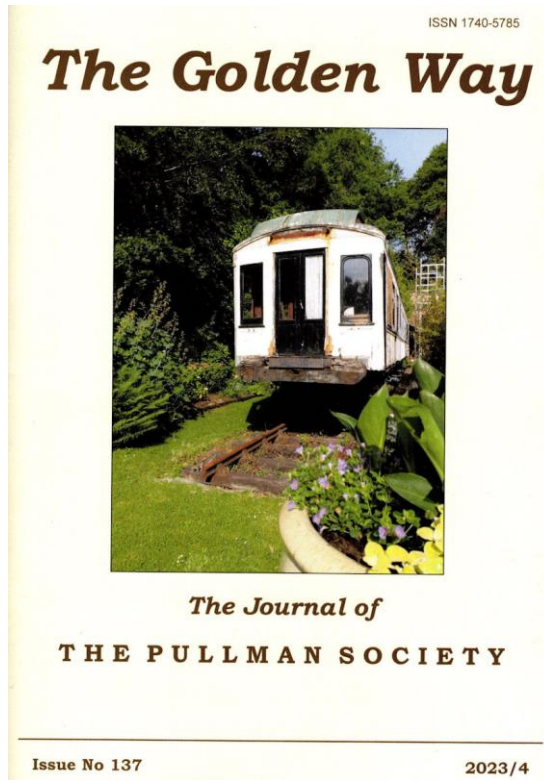
© Christopher Lade - Ref P003.

Chris Lade & HM Queen - 4TC Unit No.404 - Coach No. 70847.

PULLMAN - Edition No. 72 - November & December 2023

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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.

The Golden Way

THE PULLMAN SOCIETY

Associated with the Pullman State Historic Site, Chicago, Illinois, USA

The Society is dedicated to the study of all aspects of Pullman operations in the British Isles, Continental Europe and North America.

<i>The Golden Way</i>	Issue No 137	Contents	2023/4
Cars 'Less Weighty and Cumbersome' Part 1			100
A short break at Petworth			115
AUDREY 2023			116
The Pullman Car Company - part 7			118
The Pullman Car Company's response to Internal Aesthetics - Part 1			121
Preservation Notes			125

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

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



Above: MIMOSA, ALICANTE, FORMOSA and MONTANA June 2023
Ven Wood-Mewett

Published by The Pullman Society, October 2023
Produced by Peterborough Printing Services Ltd. Tel. 01733 348881



Richard Barber PULLMAN ARCHIVE

My thanks to Richard for his article.



© R A Barber.

**September 14th, 2023 - Darlington Station Platform 4
Class A3 No. 60103 FLYING SCOTSMAN awaits departure for Edinburgh with the Northern Belle.**

**PULLMAN - Edition No. 72 - November & December 2023
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Page 30 of 78**

The MIDLAND PULLMAN(II) travelling on the Settle to Carlisle Line on October 14th, 2023.



© R A Barber.

Leading power Car No. 43047 at Ais Gill.



© R A Barber.

At Wild Boar Fell.

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Page 31 of 78



©David Beeken.

August 1965 - Calais Maritime - No. 231E5 & No. 231K52.



© J W Hague / H Whitby Collection.

Ripon Station - No Date - C7 No. 2196.



© J W Hague / H Whitby Collection.

Ripon Station May 10th, 1956 - J39 No. 64942.



© J. Armstrong - Armstrong Trust.

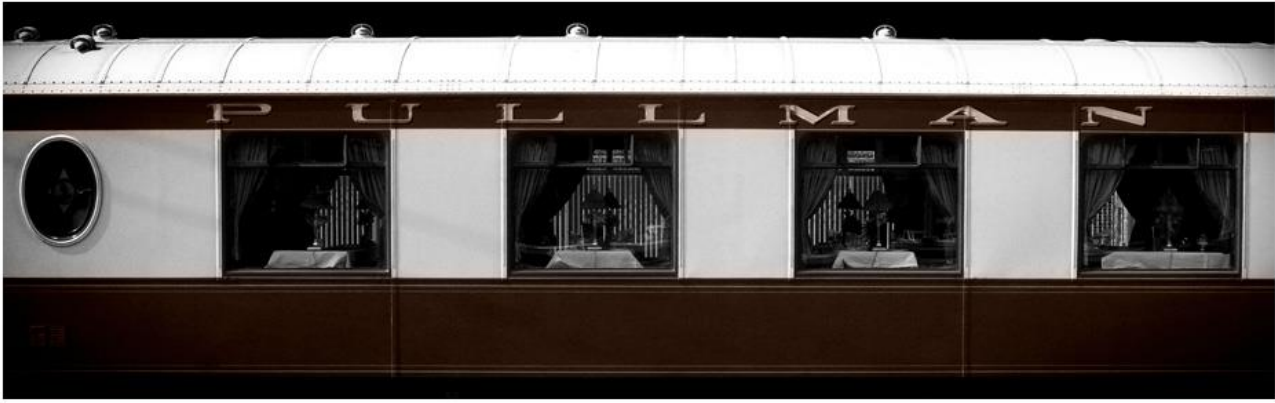
Class V2 No. 2567 at Mile Post 46 with the UP Queen of Scots Pullman.

(Mile post 46, two miles north of Darlington station and 46 miles north of York on the ECML)

PULLMAN - Edition No. 72 - November & December 2023

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Page 33 of 78



Pullman Reports.



Pullman Report The Bluebell Railway David Jones October 2023

My thanks to David for his report.

CAR No. 54.

The following three photographs of CAR No. 54 were taken on October 10th following movement from the paint shop at Horsted Keynes.

The 'Bicester' Mark 1 carriage is now in the paint shop for final painting, but CAR No. Car 54 still requires a further coat of varnish applied, the fitting of all the door handles, and other fittings require attaching.



© David Jones

CAR No. 54 Guards Vestibule.

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Page 34 of 78



© David Jones.

CAR No. 54 The Guards Van Doors that now give wheelchair access to the saloon.



© David Jones.

CAR No. 54.



Pullman Report Belmond British Pullman Alan Pragnell October 2023

My thanks to Alan for his report.



© Alan Pragnell.

Wheel change on car LUCILLE on December 4th, 2018.

The train is running as usual, and the autumn season of leaf fall is with us. We are currently preparing wheels for the upcoming wheel flat season due to leaf fall on the rail heads, always difficult to predict. But in the past, we have changed bogies overnight to make a car available for the next day.

AQUILA - Garden Park Management.



© Garden Park Management.

AQUILA on September 27th, 2023.

Garden Park Management intend to use First Class Kitchen car AQUILA as a static restaurant as part of the extension of the garden centre at Puxton Lane, Hewish, Nr. Weston-super-Mare.

AQUILA is currently receiving a new coat of paint along with lots of other work needed to be undertaken before opening to the public.

Garden Park.
Puxton Lane,
Hewish,
Weston-Super-Mare,
Somerset England,
BS24 6TA.



© Garden Park Management.

AQUILA - Saloon Lighting on October 2nd, 2023.

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Page 38 of 78



© Garden Park Management.

AQUILA - External Refurbishment on October 14th, 2023.



© J. Armstrong - Armstrong Trust

Class V2 No. 4779 at Mile Post 46 with the UP Queen of Scots Pullman.

(Mile post 46, two miles north of Darlington station and 46 miles north of York on the ECML)

PULLMAN - Edition No. 72 - November & December 2023

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Page 39 of 78

Pullman Car CALAIS - Pat O'Connor.

My thanks to Pat for the article.



© T. Bye / AY592.

Camping Coach 'CALAIS' on April 24th, 1990, at Marazion, Cornwall.

Many years ago, I was browsing through an architectural warehouse in London and came across a collection of marquetry paneling, frames, doors, freize and other material that I immediately recognised. They came from CALAIS and had been stolen when the car was virtually derelict at Marazion with other former Western Region 'camping coaches'. On my discovery, I alerted the former owners of CALAIS, who having no further use for the paneling, sold it to me for possible use in FORMOSA, CALAIS having been scrapped in 2003.

Readers will know that CALAIS was a 12-wheel Pullman car built in 1921 for SE&CR services and a sister vehicle to PADUA, ROSALIND and MALAGA fortunately still in existence today. The Pullman Car Company went to great lengths in providing a range of different interior designs using a variety of wood veneers and decorative styles but usually based on classical or neo-classical themes. CALAIS was quite unusual in that a striking design was selected based on stylised 'Persian' floral motifs and arabesques with cherry-wood as the principal veneer. Original photographs are illustrated below.



© Courtesy of Staffordshire County Archives / BRC&W Co Archive.



© Courtesy of Staffordshire County Archives / BRC&W Co Archive.

A number of the larger panels have been fully restored with others in the process of restoration or awaiting a decision on their final home. I had intended to use all this material in the former kitchen area of FORMOSA but there is more than necessary, and it would not be seen at its best in this relatively cramped space. I have resisted offers to sell off these panels piecemeal as I think they are sufficiently important to keep together as a suite. I have offered to release the collection to the 'Folkestone Harbour Development' project who own PADUA and ROSALIND and plan to create a 'Pullman train' within the old Folkestone Harbour railway station. I have suggested that the large former kitchen area in ROSALIND would be a suitable location for these panels to replace losses and as a sister 12-wheel car to CALAIS, they would be an appropriate fit. The proposal remains on the table.

Below are shown a selection of these panels and other material of which there is enough to decorate a 2-bay Pullman saloon.



© P. O'Connor.



© P. O'Connor.



© P. O'Connor.



© P. O'Connor.



© P. O'Connor.



© P. O'Connor.

The last image is of two of the partition panels with two pearwood armchairs, thought to be from SORRENTO of 1910.



© P. O'Connor.



Pullman Palace Car Company American Pullman Cars and Services Provided

My thanks to Tom Marsh for the article.

Rare Railcars to be displayed at Historic Pullman Foundation sites.

CHICAGO (September 1, 2023) – Today, Illinois Department of Natural Resources (IDNR) and Historic Pullman Foundation (HPF) announced a commitment by Norfolk Southern to help create an interactive rail exhibit at the Pullman State Historic Site and Pullman National Historical Park where visitors will experience close up the historic railcars on display, including those once manufactured on the historic site.

The commitment, including a \$250,000 contribution from Norfolk Southern, coincides with the second anniversary of the Park's grand opening over Labor Day and recognizes the significant historical contributions of Pullman's impact on the American labor movement, civil rights movement, and railroad transportation. "Displaying these railcars will truly bring to life the story of rail innovation celebrated at the national park and state historic site," said Joseph C. Szabo, HPF president emeritus and former administrator of the Federal Railroad Administration. At the request of the National Park Service (NPS) and with the support of IDNR, Szabo is facilitating an extensive collaboration involving Norfolk Southern and a range of experts to explore exhibiting railcars at the site.

"The Illinois Department of Natural Resources is pleased to be part of this exciting announcement," said Natalie Phelps Finnie, director of the department. "The cultural and historical significance of the Pullman site is unparalleled. This kind of collaboration among government, nonprofits, and private enterprise will help ensure the unique story of the Pullman site is brought to life and shared with future generations in a compelling, meaningful way."

"Norfolk Southern's pledge to help bring this exhibit to life underscores our long-term commitment to Chicago and will ensure Pullman's story continues to evolve and inspire," said Herbert Smith, Regional Vice President Government Relations for Norfolk Southern. "Rolling historic railcars from different eras directly onto the property will transform Park visitors' experience. We could not be more excited for the public to see first-hand our nation's evolution in rail transportation from the beginning."

PULLMAN - Edition No. 72 - November & December 2023

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Page 46 of 78

Still in the planning phase, the exhibit is expected to restore about 1,000 feet of rail track and an accompanying rail support yard on the State Historic Site. It would also include a display structure over the support yard in front of the Rear Erecting Shop adjacent to 111th Street to protect the exhibit cars. "If this proposed project is approved, visitors would be able to get a first-hand view of what passenger train travel was like during its heyday," Szabo said.

"The iconic Pullman National Historical Park is a critical component of Chicago's history. After having worked to ensure that the Pullman area has the necessary resources and investment to teach Illinoisans and visitors nationwide about Pullman's story, I am pleased to see Norfolk Southern commit to displaying historic railcars at the site," said U.S. Senator Richard Durbin (D-IL). "The rail cars will add to visitors' experience and help tell the story of America's labor and civil rights movements."

"Making sure the stories of Pullman – the transformation of our country's rail travel and the history of the labor movement – are told was at the core of our efforts to preserve Pullman as a National Historic Park," U.S. Senator Tammy Duckworth (D-IL) said. "With this commitment and future exhibit, I am proud to see Pullman and Chicago's rich history will be on display for Americans from all over our nation for generations to come. Ensuring our national parks better reflect our nation's people and history is long overdue."

"Bringing historically significant railcars to Pullman's storied landscape is a major step in safeguarding the rich history of the South Side. These railcars symbolize the innovations that shaped our country's transportation infrastructure, spotlight the expert craftsmanship of Pullman workers, and are focal points of American labor history and struggle for civil rights," said U.S. Representative Robin Kelly (D-02). "I am thrilled that we are able to enhance the accessibility of these invaluable lessons and enable a broader audience to engage, learn, and be inspired by Pullman's legacy."

"In connecting the rail car exhibit to an active rail network, the spur would help park visitors to visualize Pullman's historic role involving civil rights and fair labor while also demonstrating how the community is continuing to evolve as a center of investment for the Far South Side, the city and the region," said Chicago Mayor Brandon Johnson.

Planning for the project began earlier this year with an engineering and operational feasibility study. The proposed project would include the restoration of a spur track off Norfolk Southern's Chicago Pullman Branch Line to directly serve the former Pullman railcar manufacturing plant by rail.

There is great visitor demand for a railcar experience at Pullman, and this is reflected as a Desired Condition and Management Action in the Joint General Management Plan developed by NPS and IDNR. "There is still much work to be done, but the generous support of Norfolk Southern is a vital first step towards the long-term vision for Pullman," Szabo said.

Industrialist George M. Pullman built a model town to house workers at his luxury rail car factories in the late 19th Century. Although his goal was “to cure the social ills of the day, the tight control he exercised over his workers helped spark one of the nation’s most widespread and consequential labor strikes and the journey of the Pullman porters toward the civil rights movement of the 20th Century,” according to a report from Congress, which designated the site a National Park in December 2022. President Barack Obama first designated Pullman a National Monument in 2015.

“The Pullman factory is one of the most fascinating sites in the history of industry in Chicago and in the nation,” said Cook County Board President Toni Preckwinkle. “This exhibit showcases the region’s central role in railroading as well as the civil rights and labor movement. Bringing these historic rail cars to Pullman National Historic Park will teach visitors about the past, which is vital to understanding the future.”

“Pullman is a unique community with deep history that often gets overlooked. Norfolk Southern’s commitment to uplift its charm and historic past speaks volumes to Pullman’s legacy,” said State Senator Elgie R. Sims, Jr. (D-17). “I am proud of the continued steps the Historic Pullman Foundation and Illinois Department of Natural Resources have taken to attract tourism to an area that played a pivotal role in labor history with a rich legacy of lifting up working families.”

“The Pullman National Historical Park and State Historic Site are an integral part of the community, and it is an honor to welcome this new development,” said State Representative Nicholas Smith (D-34). “With the support of Norfolk Southern and Pullman stakeholders, the expansion of the railcar exhibit will create a unique experience for visitors and continue to highlight the innovative history of Pullman.”

“The pride of the Pullman neighborhood and South Side of Chicago is on full display with this remarkable railroad partnership. The revitalization and restoration of the community to bring it back to its former heyday as a cultural, social, and economic powerhouse has been many years in the making, but we have written a successful playbook for other neighborhoods throughout the country to replicate. On this Labor Day, I can emphatically state that the Pullman Progress Train has officially left the station,” Ninth Ward Chicago Alderman Anthony Beale said.

Illinois labor leaders applauded the Labor Day weekend announcement.

“Preserving the history of the labor movement is important for teaching our children and future generations about how far we have come, and how far we have left to go,” said Chicago Federation of Labor President Bob Reiter. “The Pullman strike in 1894 was crushed bitterly, but directly led to the creation of the Federal Labor Day holiday. Pullman Porters formed the first Black union, right here in Chicago in 1925, but had to fight for another 12 years to get a fair contract. No matter how you look at it, Pullman has a lot of labor history, good, bad, and ugly; that story needs to be told.”

“We are thrilled to celebrate the history of Illinois’ historic rail industry and its workers” stated Illinois AFL-CIO President Tim Drea. “At a time when investment in our nation’s rail infrastructure and supporting its operators is at a critical turning point, we look forward to helping the public access the important and historical contributions of the Pullman manufacturing site and all that rail workers do to keep our state moving.”

“SMART-Transportation Division has long supported the Historic Pullman Foundation and its efforts to highlight the vital role workers played there,” stated SMART-TD Illinois Legislative Director Bob Guy. “Rail labor history is incomplete without full recognition of the Pullman workforce and what they meant to our country’s rail transportation. Investments like this will further enhance the Pullman experience, allowing current and future generations to truly appreciate the Pullman workers and their historical contributions to the American labor movement.”

The estimated cost for the entire exhibit is still under study as part of the planning phase.

Historic Pullman Foundation is the official philanthropic partner of Pullman National Historical Park. Since 1973, we have created opportunities for all people to experience and understand the continuing American story that is Pullman. Visit us at www.pullmanil.org

PULLMAN CAR “ADVANCE”



© Pullman State Historic Site Illinois Dept of Natural Resources.

The centerpiece of the planned exhibition of railroad passenger cars for the Pullman Car Works site is a Pullman Private Car named the ADVANCE. The car is owned by the State of Illinois and is currently stored awaiting restoration.

The ADVANCE was built by the Pullman Company at the Pullman Car Works in March 1911. It was the 5th of what would eventually become a fleet of 23 all-steel General Service Private Cars. Pullman had begun construction of all-steel railroad passenger cars in January of 1910 under the leadership of Robert T. Lincoln, President of The Pullman Company. The fleet of General Service Private Cars was available for lease by anyone who had the means to pay for such a service. The cars would then be hauled by most any railroad in the country for 10 First Class fares (eventually increasing to 18). The cars were also available to executives of The Pullman Company and not insignificantly to the U. S. Government for the use of the President.



© Pullman State Historic Site Illinois Dept of Natural Resources.

The Interior of ADVANCE - Dated March 29th, 1911.

The ADVANCE was the ultimate in 1911 comfort and luxury.

The car was built with five Staterooms sleeping 10 persons and could accommodate 4 more on two sofas that converted to an upper and lower bed. There was an Observation Room and an open platform at the end of the car along with a Dining Room forward of the Staterooms and a Private Bath for the use of all the occupants that featured a most modern "shower bath" as described by the Company brochure. The car had steam heat and a radio and featured telephone "plug-in" receptacles for use when the car was parked. There was a full kitchen and accommodations for a crew of 2, a cook and an attendant that served as Porter and Waiter.

The car was fully furnished to provide hotel services for the ultimate travel experience.

As President of the Pullman Company, later Chairman of the Board and as Chairman Emeritus Pullman's fleet of General Service Private Cars would have been available for use by Robert T. Lincoln for both business and private travel.

The ADVANCE was likely the last of the Pullman Company's Private Cars used by Mr. Lincoln before his death in 1926.

Surviving correspondence shows that Mr. Lincoln's secretary, Charles Sweet, contacted the Company to assign Lincoln use of a car that would suit the needs of his travels. Lincoln moved from Washington, D.C. to his summer home, Hildene, in Manchester, Vermont each spring. He departed Washington on May 11, 1926, and after his arrival at Hildene he wrote the "The trip, in the car ADVANCE, was very comfortable indeed." Mr. Lincoln died in his sleep two months later at Hildene.

Pullman General Service Private Cars were the preferred means of travel for the President of the United States in the days before airplanes.

The ADVANCE was used by President Wilson for travel in 1914 and in 1915.

It was later used by President Coolidge twice in 1924.

The ADVANCE was renamed ASHEVILLE in 1936 when Pullman built an ultra-modern experimental lightweight car also named ADVANCE (along with a sister car the PROGRESS).

The ASHEVILLE remained on the Pullman roster, available for lease, until 1944 when it was sold to the Algoma Central & Hudson Bay Railroad.

The Algoma Central used the car, first for official travel and later as a popular feature of their Agawa Canyon passenger trains.

Like in the Pullman days the car could be chartered for private use on the train.

The Algoma Central became a subsidiary of the Canadian National Railway and the car was eventually retired after almost 100 years of providing passengers the ultimate in rail travel.

The Canadian National donated the car to the Illinois Historic Preservation Agency in 2009.

Information Source.

Tom Marsh

The Historic Pullman Foundation

Pullman State Historic Site Illinois Dept of Natural Resources



Pullman Palace Car Company American Pullman Cars and Services Provided

My thanks to Fran Phillips for both the Text & Photographs & Terence Mulligan.

AAPRCO Autumn Explorer IV American Association of Private Rail Car Owners Private car trip from Chicago to Vermont and home again.

Still sleepy, I caught the airport bus at 3:45am to catch a 7am flight to Chicago from Newark's Liberty Airport. Once at O'Hare, I found my steward, Matt Loser, reading by the luggage carousel. My bag made it to Chicago hours before I did. We were there before the main event to provision the cars and work the positioning move from Chicago to Albany, NY.

Our cars were the gleaming *Blue Ridge Club*, the 1950 Pullman-built sleeper-lounge with kitchen, and the equally deluxe ex-UP all-room Pullman *Berlin*, smartly rebuilt for the now-defunct American Orient Express. We'd have plenty of company: thirteen passengers and the two car owners. Including Matt and myself, I'd be cooking for seventeen out of a small but well-equipped kitchen.

First lap overnight, 820 miles to Albany where Amtrak put together our consist of eight privately owned cars. Brought together by the lure of rare mileage and riding open vestibules, we'd switch back and forth between Amtrak and Vermont Rail, depending on the territory we'd be exploring. Vermont's predominantly maple forests were ablaze with the red, orange, and yellow of autumn. The further north we went, the more brilliant the display. A map of our northern trek would look like an unusually jagged week on the stock market. We skimmed rivers, haunted mountain valleys once busy with early industry, nearly touched Canada, parking each night, and pausing long enough in Burlington, VT, to dine aboard the highly popular Lake Champlain Dinner Train. Nessie's stateside cousin, Champ, the legendary inhabitant of the world's oldest known fossil reef, declined to join us. The next morning, we left Vermont for Albany, trading fall's colorful foliage for views of the mighty Hudson River. On October 8th, the train was broken up and the cars returned to their home bases via Amtrak.

Routing information for this trip



~ SCHEDULE AND ROUTING ~

Sunday, Oct. 1st

9:00 a.m. D. Albany-Rensselaer, NY, under Amtrak power
11:00 a.m. A. Springfield, MA
12:00 p.m. D. Springfield, MA
4:30 p.m. A. White River Junction, VT

Monday, Oct. 2nd

9:00 a.m. D. White River Junction, VT, under Vermont Rail System power traveling along the Connecticut River
5:00 p.m. A. Newport, VT. Passengers may detrain to explore Newport

Tuesday, Oct. 3rd

Off train activities in Newport include a ride on the Jay Peak Tramway with lunch on your own at the summit.

Wednesday, Oct. 4th

8:00 a.m. D. Newport, VT
4:00 p.m. A. White River Junction, VT. Drop Vermont Rail System power and pick up Amtrak power.
5:00 p.m. D. White River Junction, VT, as Amtrak special
6:00 p.m. A. Bellows Falls, VT. Park on Vermont Rail. Drop Amtrak power.

Thursday, Oct. 5th

8:00 a.m. D. Bellows Falls, VT, under Vermont Rail System power
11:00 a.m. A. Rutland, VT
12:00 p.m. D. Rutland, VT
3:00 p.m. A. Burlington, VT. Park in Vermont Rail yard

Friday, Oct. 6th

Passengers enjoy off train activities in Burlington
4:00 p.m. Vermont Rail System Lake Champlain Dinner Train departs

Saturday, Oct. 7th

10:20 a.m. D. Burlington, VT, as Vermont Rail System Special
12:45 p.m. D. Shelburne, VT. Photo run-by
3:30 p.m. A. Rutland, VT. Drop Vermont Rail System power, pick up Amtrak power.
3:45 p.m. D. Rutland, VT, as Amtrak special train
6:30 p.m. A. Rensselaer, NY

Schedule is subject to change.



Barnet, Vermont.



Blue Ridge Club. Pullman, 1950 for C&O. Loading door is opposite kitchen door.



Blue Ridge Club, kitchen. Much of what's visible here is original.



Blue Ridge Club, lounge. The dramatic cove lighting is original.



Berlin. Pullman, 1956. Rehabbed for AOE.

Elegant mahogany interior, and a framed bit of the Berlin Wall on display in the hallway.



Georgia 300. Pullman sleeper-observation car *General Polk*, 1930. Rebuilt 1950s as Central of Georgia Railroad's president's car. Carried Bush, Clinton, and Obama on campaign trains. Tail car northbound.



Francis L Suter. Pullman 1914, originally *Harrisburg*, built for president of Pennsylvania Rail Road. Original wood-burning fireplace in lounge works.



Colonial Crafts. Pullman, 1949, 3-bedroom, dining room, buffet, lounge.



Northern Sky. Pullman 1949 for UP, dome sleeper with 4 double bedrooms, theater.



Northern Dreams. Pullman 1955 for UP. Five double bedrooms, lounge, kitchen, theater.



**Menzies Vista. Pullman 1955 for UP. Dome sleeper, complete recent rebuild.
Distinctive magenta and gold livery.**



**NYC 3. Pullman 1928 PV for New York Central Railroad director, H. Vanderbilt.
Adelai Stevenson presidential campaign 1956. Tail car southbound.**



**Dinner, first night out, chicken and tiny tomatoes on C&O china.
That's Chessie, the C&O's kitten mascot at top center.**



This breakfast plate loitered long enough for a photo.



Southbound luncheon. Tortellini in pesto with shrimp, served in a celery tray for the sake of novelty. One can become bored with round plates.



Dinner train salads at the ready on Champlain Valley Dinner Train. Train includes 4 dining cars, lounge, and this kitchen car, a modified Ringling Brothers "pie car".



Lake Champlain, just a few minutes walk from Vermont Rail's yard.



The Bluebell Railway Museum Archive Chris Wilson.

Bluebell Railway Museum Photograph Archive November & December 2023.

The Bluebell Railway Museum Archive holds a large volume of photographs with over 22,000 images now available on the website and many more being added on a regular basis.



© Joe Kent / Bluebell Railway Museum Archive [153464].

'Brighton Belle' passing Patcham on 6 July 1952.



© Joe Kent / Bluebell Railway Museum Archive [153427].
1st Class Pullman Brake Parlour Car 'Flora' at Stewart's Lane Carriage Sidings in June 1952.



© Joe Kent / Bluebell Railway Museum Archive [152526].
1st Class Pullman Parlour Car 'Rosemary' with 'Golden Arrow' embellishment
in the sidings at Hove in March 1949.



© John Scrace / Bluebell Railway Museum Archive [141555].

Three Pullman cars behind Battle of Britain class No. 34088 '213 Squadron' working 3pm Victoria to Gatwick Airport Royal Train. The President of the Cameroons was on board.

To view and order go to www.bluebell-railway-museum.co.uk and click on the Archive tab. There are various searching methods, including by locomotive number or class and location. The content key dropdown menu allows you to see all the images of a particular type, for example, all the Pullman images. Use the New key to see all the latest images including those mentioned and shown here and the Nearly New key to see what we added last month.

Thousands more are being prepared for adding the future. Prints, in a variety of sizes, and high-resolution digital copies are available for personal use and for publication. All photographs purchased directly help fund the Archive.

For enquiries please email: photos@bluebell-railway-museum.co.uk

PULLMAN SALES & REQUESTED ITEMS.

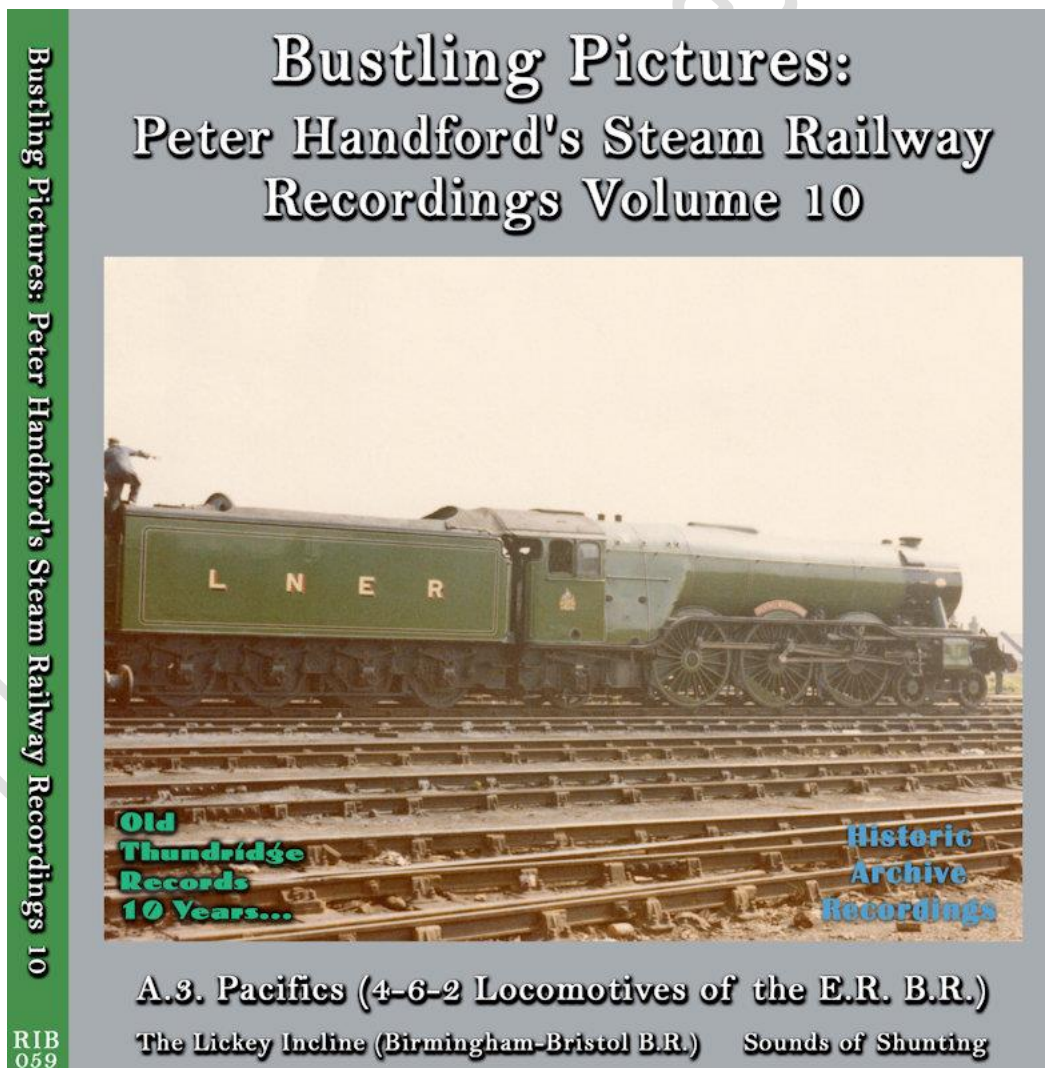
Disclaimer.

Both sale and request items being advertised free of any charge for registered newsletter readers only. The items listed for sale or request are provided by newsletter readers and as such as editor I make no recommendation or endorsement regarding the items for either sale or request. It is the responsibility of both the seller and purchaser to ensure that they are satisfied before any financial payment is made and to resolve any problem encountered.

All requests for inclusion to be forwarded to t.by2@outlook.com by the editorial deadline date.

For Sale Items.

S001/23 -



**Bustling Pictures:
Peter Handford's Steam Railway
Recordings Volume 10**

Old Thundridge Records 10 Years...

Historic Archive Recordings

**A.3. Pacifics (4-6-2 Locomotives of the E.R. B.R.)
The Lickey Incline (Birmingham-Bristol B.R.) Sounds of Shunting**

Bustling Pictures: Peter Handford's Steam Railway Recordings 10

RIB 059

PULLMAN - Edition No. 72 - November & December 2023

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Page 67 of 78

The Lickey Incline

- On the Birmingham to Bristol Main line of British Railways

Track 1: Whistles at Bromsgrove. Freight train leaving Bromsgrove in December 1955

Track 2: Freight train on the incline near Bromsgrove in December 1955

Track 3: No. 58100 assisting a Passenger train and Freight train in December 1955

Track 4: No. 44226 on Freight train assisted by 8405 and 8400. No. 44580 on Freight train assisted by 8401 in the December of 1956 and January 1957

Track 5: No. 48338 on Freight train assisted by 8401 and 8402 in the December of 1956 and January 1957

Track 6: The Pines Express, near the summit. The Devonian, near the summit in the December of 1956 and January 1957

Sounds of Shunting

Track 7: Wagons passing over the Hump at Nuneaton. Ex L & Y 0-6-0 S.T. shunting in Butler Street Yard, Preston in August 1956

Track 8: Ex G.W.R. 1366 Class 0-6-0 P.T. on Weymouth Quay. Peckett 0-4-0 S.T. at Portland in September 1957

Track 9: On the Southern Region. 30112 at Bournemouth West. 32580 & 31310 at Tonbridge in March 1957 and December 1956

Track 10: Ex Caledonian 0-4-4 T shunting in the yard at Beattock in July 1957

Track 11: On the Eastern Region. 69619 at Cambridge, C.12. at Grantham, 65505 at Ely, 68654 at Hitchin in June/July 1956 and July 1957

'A.3. Pacifics'

- The Class 'A.3.' 4-6-2 Locomotives of the Eastern Region British Railways

Track 12: At Peterborough North in September and November of 1958

Track 13: At Stoke Tunnel, near Grantham in June 1957

Track 14: Leaving Durham in May 1957 and March 1959

Track 15: At York Station in March and May of 1957

Track 16: At Hitchin and Redford (South crossing) in August 1956, July 1957, May and December 1958

The Lickey Incline - On the Birmingham to Bristol Main line of British Railways

Originally released in mono on Transacord 10" LP 5032-3 in June 1957

Sitting on what was previously the Midland Railway route of the Birmingham to Bristol line, rising with an approximate gradient of 1 in 37 over a distance of two miles is the Lickey incline from Bromsgrove to Blackwell. For the summit of Blackwell, Bromsgrove station provides banking assistance to trains travelling north towards Birmingham. The following recordings were made during the winter of 1955 in December.



Old-Thundridge-Records

Contact us: thundridgebury@aol.com



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Bustling Pictures: Peter Handford's Steam Railway Recordings Volume Ten
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PULLMAN - Edition No. 72 - November & December 2023

"Information is for sharing and not gathering dust and lost forever"

Page 68 of 78

https://www.ebay.co.uk/itm/394853380794?mkcid=16&mkevt=1&mkrid=711-127632-2357-0&ssspo=CHLLPdZTtem&sssrc=2047675&ssuid=CHLLPdZTtem&widget_ver=artemis&media=COPY

https://thundridgebury.etsy.com/uk/listing/1543675608/vintage-steam-railway-recordings-volume?utm_source=Copy&utm_medium=ListingManager&utm_campaign=Share&utm_term=so.lmsm&share_time=1693656278934

https://www.amazon.co.uk/dp/B00DHS6GUA?ref=myi_title_dpS

<https://oldthundridgerecords.bigcartel.com/>

Requested Items.

R001/23 - Dr Antony Ford.

I continue to seek Pullman table lamps and shades (in any condition), as well as fixtures and fittings and photographs of the elusive Gilbert cars in Pullman service 1920-1930 ('Carmen', 'Constance', 'Diana', 'Dolphin', 'Falcon' and 'Figaro')

Contact Information.

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The Chase Braydon Mead,
Swindon,
SN25 2EL.

Tel: 01793 704428

e-mail: antonyford2014@yahoo.com

Auctions on November 11th & 12th 2023.

The auction is now online on our website [GW Railwayana](#) and also on our [GWRA Live bid Auction Page](#) and bids can be placed now.

To bid Live with GWRA Live Bid you will either need to create an account or if you already have one sign up for the auction.

It is important that you sign up through our link not through the-saleroom.com directly as the point of sign up attracts different commissions.

The Auction will be held Live Online Only

Lots 1 – 525 Saturday 11th November starting at 9.30 am Prompt and will include:-

71 Totems, Diesel / Electric Worksplates, Steam Worksplates, Diesel / Electric Nameplates, Cabside Numberplates, Steam Nameplates, Handlamps and a host of other quality lots.

Lots 526 – 935 Sunday 12th November starting at 10.00 am Prompt and will include:-

Advertising Enamels, Motoring Signs, London Road Signs, Railway Enamel Signs, Paintings, Posters, Carriage Prints, Silverplate, Signal Box diagrams, Shedplates, Watches and Clocks.

Bidders will be charged the following Buyers premiums.

Bidding on Commission / Telephone & Bidding live using GWRA Live Bid 18% inc Vat.
Bidding live using The-Saleroom.com 24% inc Vat

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For further details

Telephone [01386 760109](tel:01386760109) or [07718 211445](tel:07718211445) - <https://www.gwra.co.uk/>

Auction - Saturday November 11th, 2023.



Auction Item 38.

Pullman Type G brass table lamp as used in the Third-class Brighton Belle and Southern Electric Pullman's. In good original condition stands 22in tall.

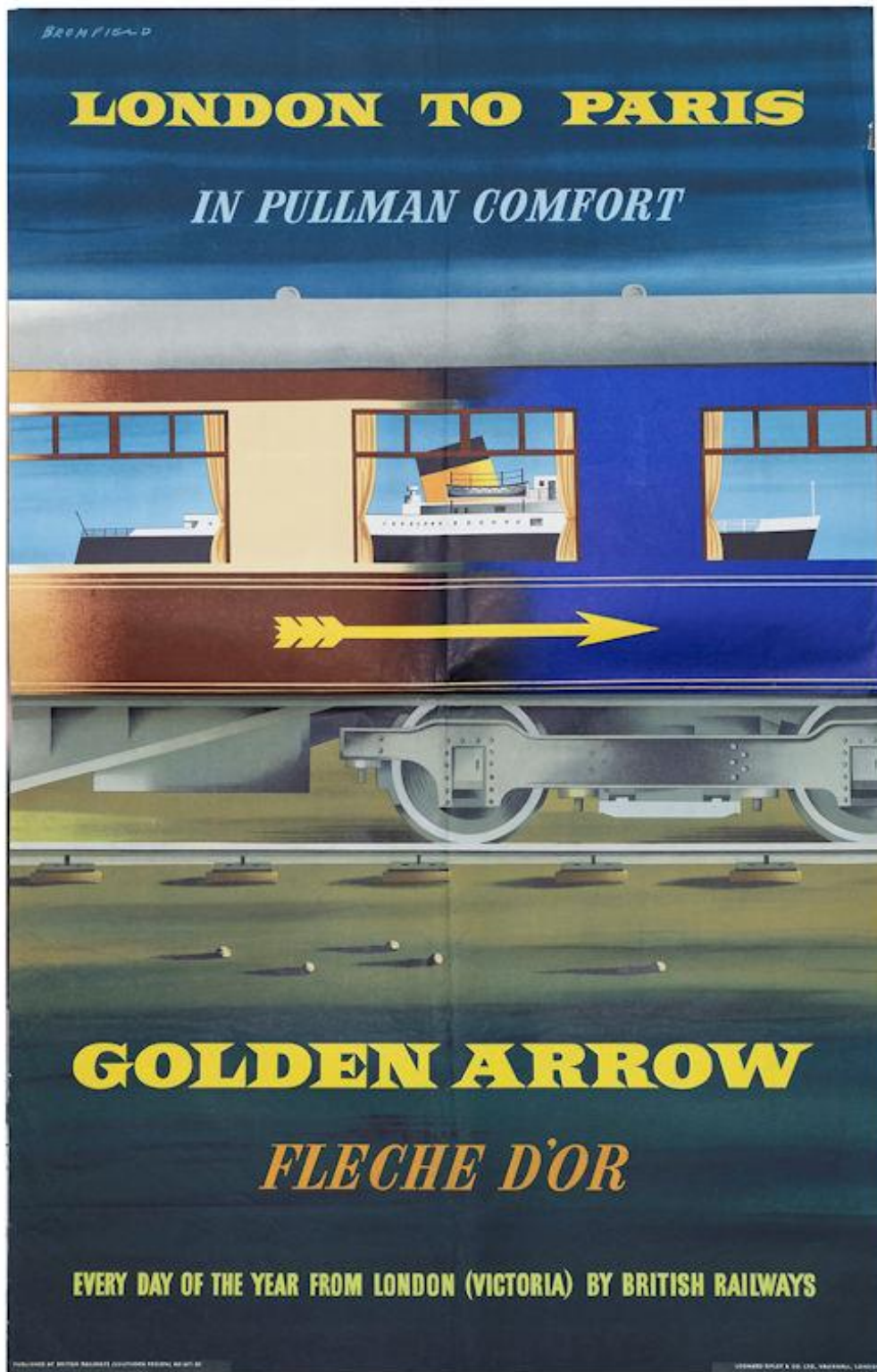
Note as this operates at 24v under no circumstances should it be used on a 240v home supply.

PULLMAN - Edition No. 72 - November & December 2023

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Page 71 of 78

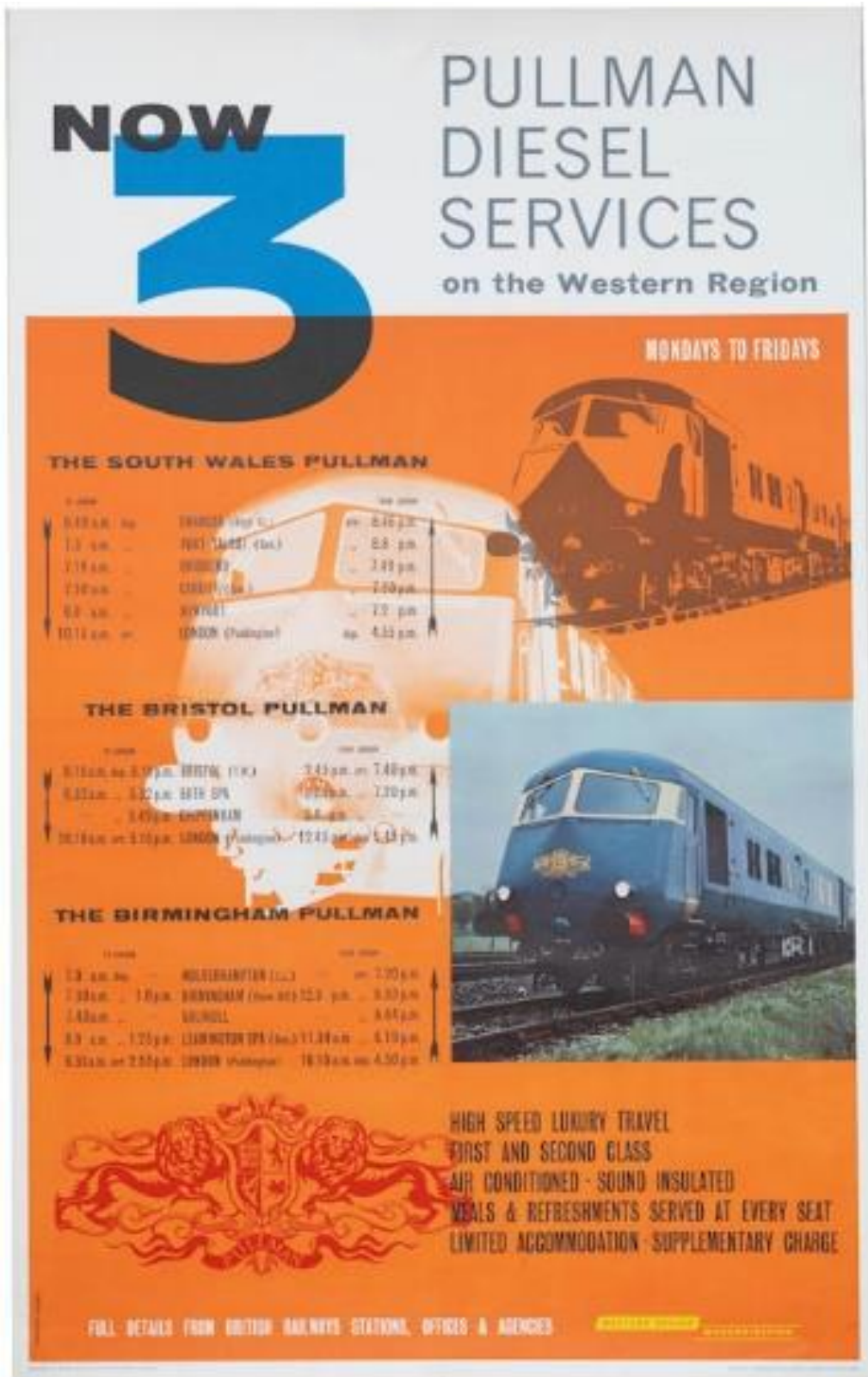
Auction - Sunday November 12th, 2023.



Auction Item 631.

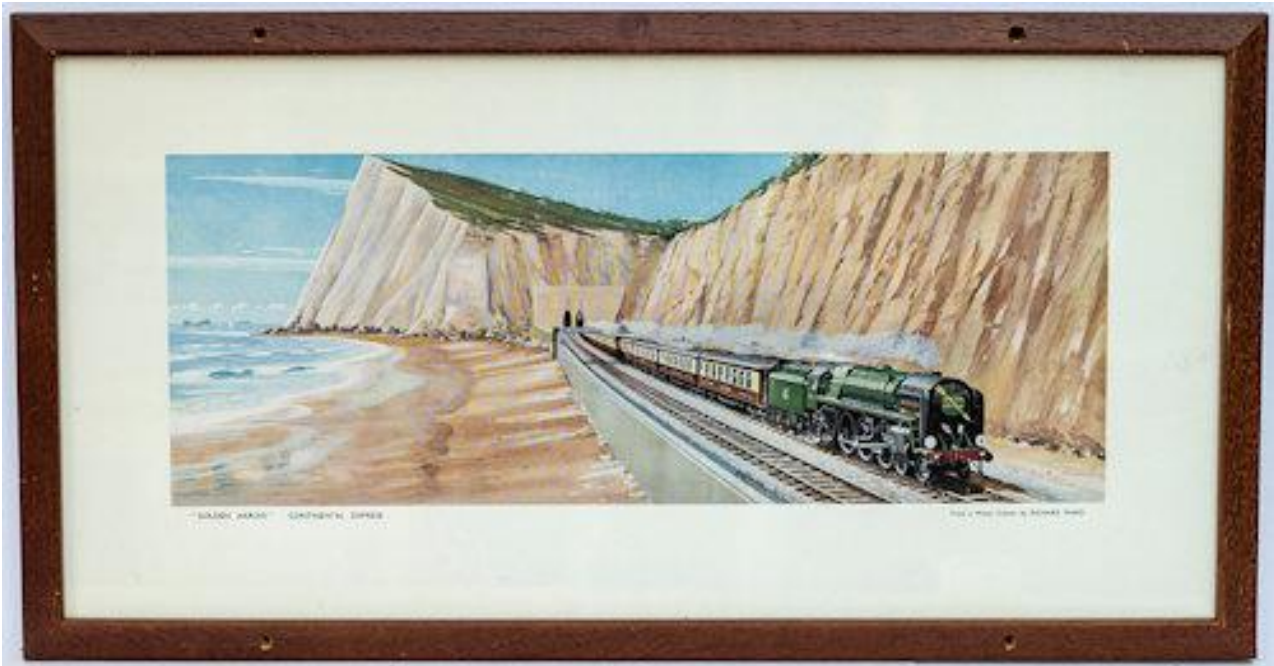
Poster BR(S) LONDON TO PARIS IN PULLMAN COMFORT GOLDEN ARROW FLECHE D'OR by Bromfield. Double Royal 25in x 40in. In very good condition with minor edge loss.

PULLMAN - Edition No. 72 - November & December 2023
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Page 72 of 78



Auction Item 653.

Poster BR(W) NOW 3 PULLMAN DIESEL SERVICES ON THE WESTERN REGION THE SOUTH WALES PULLMAN THE BRISTOL PULLMAN THE BIRMINGHAM PULLMAN by Vincent Power. Double Royal 25in x 40in. In very good condition.



Auction Item 679.

Carriage Print GOLDEN ARROW CONTINENTAL EXPRESS by Richard Ward. From the Southern region B series. Shows an image of BR Britannia William Shakespeare with a rake of Pullman Coaches exiting Shakespeare Cliffs. In very good condition in an original type glazed frame, print measures 20in x 10in.



Auction Item 680.

Carriage Print OCEAN LINER EXPRESS SOUTHAMPTON DOCKS-LONDON by Richard Ward. From the Southern region B series. Shows an image of SR West Country 34095 Brentor with a rake of Pullman Coaches just about to leave Southampton. In very good condition in an original type glazed frame, print measures 20in x 10in.

Pullman Car LYDIA Brass Work Theft.

My thanks to Rowan Millard.



© T. Bye.

Pullman Car LYDIA is currently stored on a private site and has had almost all of its brass work stolen.

The list of stolen items as follows:

Full set luggage racks.

Full set torch lamps.

All disembarkation lights.

All vestibule door builder's plates.

All exterior grab handles.

All interior window bars from both vestibules.

Interior main doors locks and handles.

Commode drop down bars.

All exterior and interior vestibule door handles.

All interior ventilator covers.

Both fan cowls and motor covers.

It is highly likely that it was scrap thieves who have taken everything, and it is highly likely that all this is long gone, but it is worth mentioning here just in case anyone hears of anything or is offered anything Pullman first class from someone outside Pullman circles.

The damage to the car looks as though it has happened semi recently, probably in the last three months or so. In the event any reader hears of anything relating to the stolen items, please contact Rowan Millard at rowan.millard@bluebell-railway.com who will then advise the owner.

PULLMAN - Edition No. 72 - November & December 2023

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Page 75 of 78

Slow Speed Collision involving the “Flying Scotsman” and the “Royal Scotsman”.



© T. Bye.

The “Flying Scotsman” at York Station on May 17th, 2016.

On the early evening of September 29th, Flying Scotsman was undertaking a light engine movement at the Heritage Railway Strathspey Railways station at Aviemore, the movement being to back onto the Belmond Royal Scotsman train which was stationary in the platform at Aviemore station. Flying Scotsman collided at slow speed with the Royal Scotsman Observation Car. No vehicles were derailed in the collision, injuries were sustained by a number of passengers and staff, with one passenger and one member of staff being taken to hospital. Following a mechanical examination Flying Scotsman returned to operational service, the Observation Car and one other car were removed by road transport to Glasgow for repair.



© B. Smith.

The Royal Scotsman Observation Car at Perth on July 29th, 2010.

The Observation Car was formerly BR Mk1 First Class Kitchen Pullman Car SNIPE later E319E.

Colin Wheeler - 1940 to 2023.



Colin Wheeler at the '50 years since BRC&WCo Closure Presentation'.

A chapter in the history of the Birmingham Railway Carriage & Wagon Company (BRC&W Co) has closed, as I advise with sadness of the passing of Colin Wheeler on July 18th following a short illness. Colin was 83 and the official historian of the BRC&W Co.

I have known Colin for nearly forty years and his sole commitment was to ensure the history of the BRC&W Co works at Smethwick was recorded for future members of the public to be able to source information on the company from its start in 1833 until closure in 1963.

In the mid 1950's Colin joined his father at BRC&W Co and continued until closure in 1963. For the 60 years since closure of the works Colin continued collecting and collating as much information until his passing.

Colin was a joint author of the 1995 unique book titled "Birmingham Carriage & Wagon Company A Century of Achievement 1855 - 1963 in pictures and words". The book today is timeless record of the accomplishment of the company in the construction of railway rolling stock for not only the UK but the world, not forgetting turning production over to the war effort during two world wars.

Colin had a wealth of knowledge that he was willing to share with not only myself but anyone wishing to know anything relating to the history of the BRC&W Co.

Belated condolences to Colins son Stephen and daughter Colleen.

Tail Lamp



As ever my thanks to the regular contributors and also readers who have taken time out to contribute both photograph and information to this edition of your newsletter.

Rest assured that without their support this edition would not have been published.

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

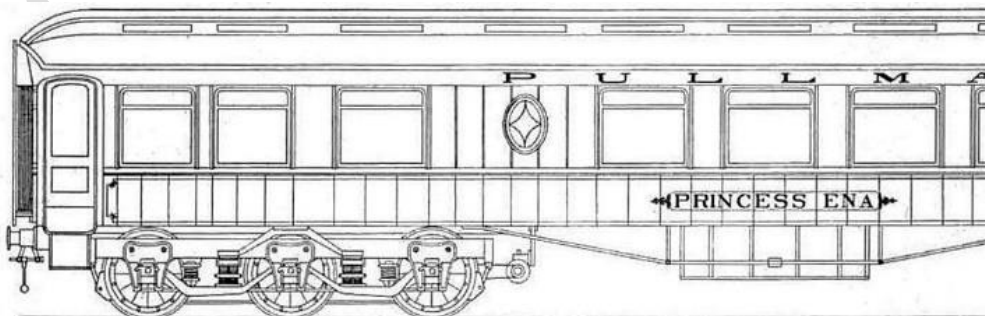
Please feel free to forward a copy of this newsletter to anyone you believe will be

I end 2023 and the 20th year of publication with sad news that includes the 'Flying Scotsman', Pullman car 'LYDIA theft' and the passing of Colin Wheeler.

Regarding the astronomical theft of a large amount of the brass work from Pullman car 'LYDIA' whilst stored on a private site. It is very doubtful that any of the brass work will be publicized for sale, but in the event any reader has any information please contact Rowan Millard at rowan.millard@bluebell-railway.com and the Police.

The Flying Scotsman slow speed collision at Aviemore was widely covered by the press and television, the locomotive was inspected and passed safe to operate on the main line. Two cars from the 'Royal Scotsman' train, one of these being the 'Observation Car' that the locomotive directly collided with have been taken by road to Glasgow for inspection and repair.

Finally, 2024 will be the 150 Anniversary of the introduction of Pullman services within the United Kingdom. On Monday June 1st, 1874, the first Pullman service ran from Bradford Forster Square station to London St Pancras Station.



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PULLMAN - Edition No. 72 - November & December 2023

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Page 78 of 78