

PULLMAN E-NEWS

Volume 24 No. 5

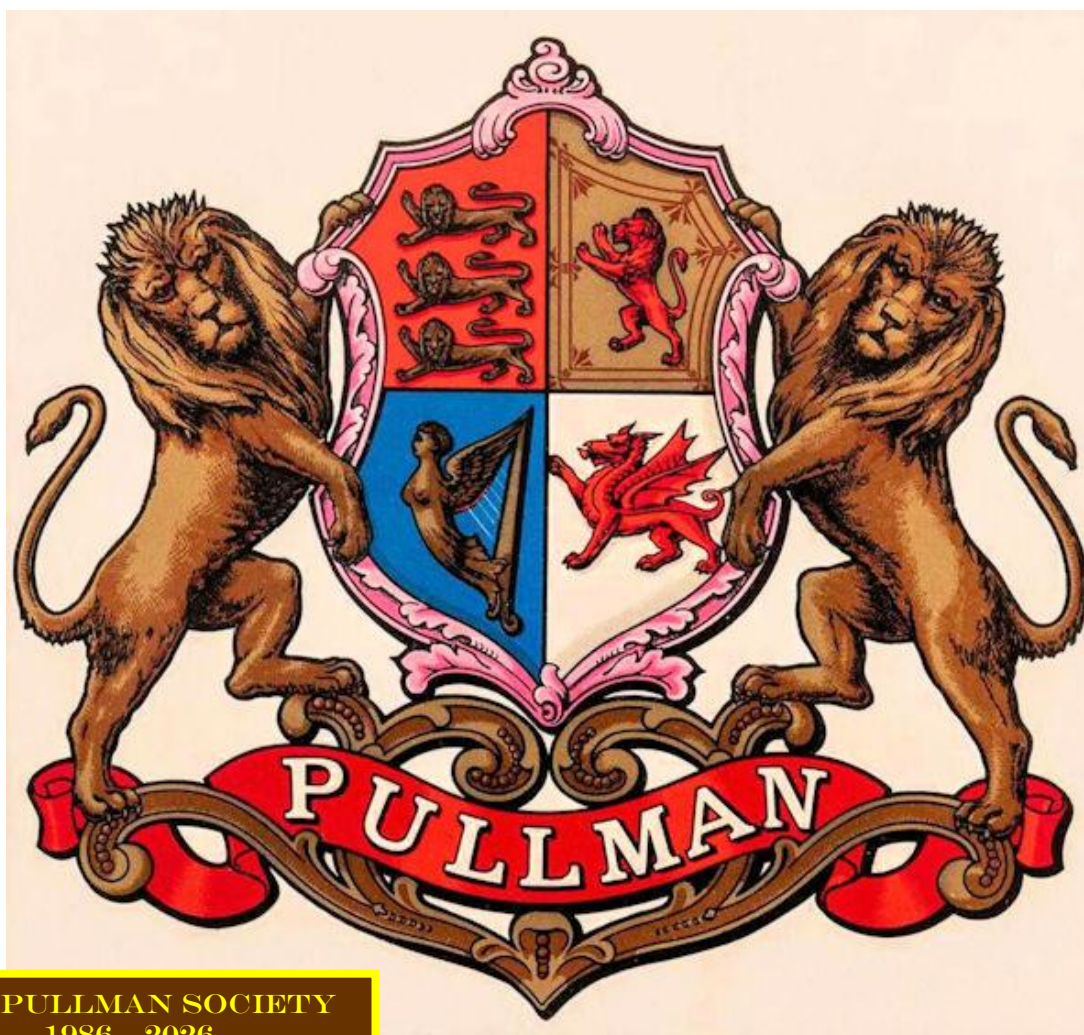
(89) - September & October 2026

THE BRIGHTON BELLE

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**THE PULLMAN SOCIETY
1986 - 2026
40TH ANNIVERSARY**

THE SOUTH WALES PULLMAN

TWENTY-THREE YEARS OF FREE PULLMAN NEWS.

PULLMAN E-NEWS - Volume 24 - No. 5 - (Edition No. 89) - September & October 2026

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

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From the Coupé.



Welcome Aboard PULLMAN E-NEWS

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 Pullman E-News is scheduled on or about the 1st of January, March, May, July, September and November.

The next edition editorial deadline date will be Wednesday October 28th, with the scheduled publication on Sunday November 1st, 2026.

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 to t.bye2@outlook.com with your request, it is as simple as that.

Your Online Contact Details as held by PCS-Archive.

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.

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Editor's 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: -

Dr A. Ford. G. Behrend. M. Morant. T. Knox. R. Barber. C. Lade. N. Lade. F. Pragnell. D. Jones. G. Moon. N. Hyde. R. Jones. I. Brown. C. Hanley. F. V. D. Lubbe. T. Horne. J. Morel. P. Richards. R. W. Kidner. J. Morel. E. Lanne. P. Eastham. S. Maitland-Cumbor. R. Patterson. N. Tipping. B. Joyce. R. Davies. S. Dixon. A. French. R. Proudman. D. Lovett. T. Robbins. C. Wilson.

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

Pullman in Europe. Pullman Profile No.3 'THE ALL-STEEL 'K TYPE CARS'. 5BEL Trust. Southern Railway E-Mail Group. G. Moon Collection. C. Lade Archive, C. Lade Photograph Archive. G W Railwayana Auctions. The Bluebell Railway Museum Southern Railway Archive. Belmond British Pullman. Railway Magazine. Railway World. Pullman Society. NYMR. South Devon Railway. Revolution Trains. Bachmann. The Merchant Navy Locomotive Preservation Society.

“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 Pullman E-News, 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 E-News Readership

Welcome aboard.

A. Strike. J. Mewett

Current registered Readership Worldwide: **493.**

An annual audit of the readership being undertaken on November 1st.
In the period between each audit, I adjust the readership total for each E-News published.

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PULLMAN CAR HISTORY

CAR No. 69 THIRD CLASS.

Current known history of car: -

1. Pullman Identity:	CAR No. 69 THIRD CLASS.
1. Type of Car:	Kitchen.
1. Construction:	All Steel.
1. Into Service:	1928.
2. Builder:	Metropolitan Carriage Wagon & Finance Company.
3. Pre-1960 Schedule No:	219.
1. Post 1960 Schedule No:	222.
1. Tare:	41t.
1. Seats:	30.
1. Seating Configuration:	2 x 1.
1. Bogies:	2 x 4 wheels.
3. Track Gauge:	4' 8 ¹ / ₂ ".
3. Brake:	Vacuum.
1. Length (over Vestibules):	63' - 10".
1. Extreme Width:	8' - 7".
1. Roof:	Elongated.
2. Table Lamps Type:	-.
1. Type 1932 List:	-/K.
1. Route Restriction (SR):	-.
2. Cost per Car:	£5,412.

1. Type 1932 List:

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.

1. Route Restriction (SR):

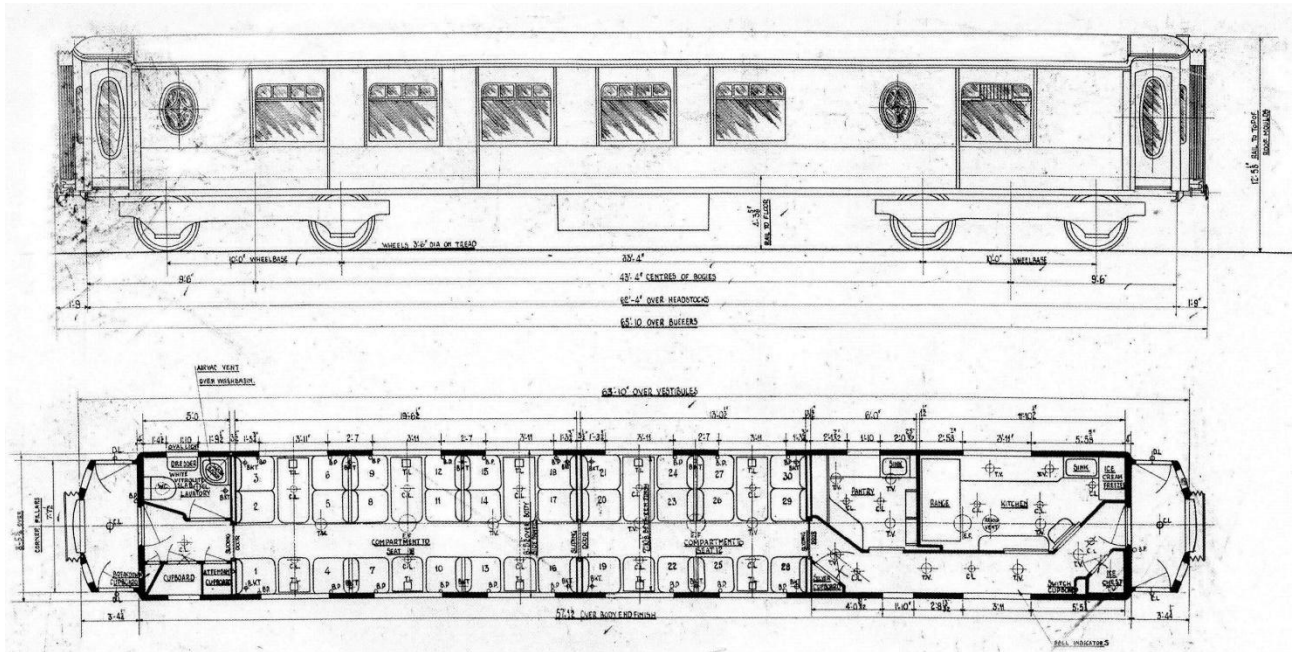
Entries such as (I) indicate that the car concerned would have been Restriction(I) had it been allocated to the S.R. when the latters scheme of Route Restrictions was compiled.

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 Restriction2A.

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 Interior Decoration.

Finely veneered mahogany panelling inlaid with panel centres of natural flowers on sycamore ground. The frieze is of Greek Scroll design in yellow and green,
The seats are covered in black and fawn moquette.
The floor is covered with rubber in tones of green and black.



² © Dr. A. Ford.

Elevation & Plan.



² © Dr. A. Ford.

CAR No. 69 THIRD CLASS.

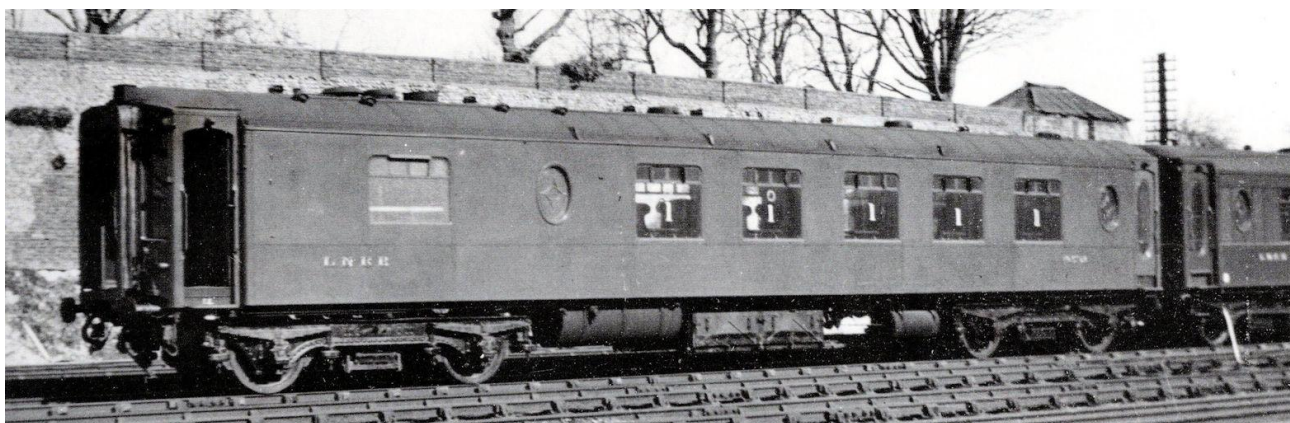


² © Dr. A. Ford.

The 1928 Interior of CAR No. 69.

Known Operational History.

- ² 1928 July. Entered operational service on the 'Queen of Scots Pullman'.
- ² Mid 1930's. As well as allocation to the 'Queen of Scots Pullman' the kitchen cars were also noted within the formation 'Yorkshire Pullman', 'Harrogate Sunday - Pullman' and sporadically the Eastern Belle.
- ² 1941 to 1948. One of 20 cars Loaned to the London North Eastern Railway for use as First-class, externally painted all over Brown and identified as LNER No. 473.
- ² 1948. Following restoration at the Pullman works at Preston Park, Brighton, Returned to Pullman service on the LNER.



² © Dr. A. Ford.

(CAR No. 68) as LNER No. 472 at Preston Park March 1948.

- ² 1950 April. Noted within the formation of the 'Tees Tyne Pullman'.
- ² 1954 June. Noted within the formation of the 'Queen of Scots Pullman'.
- ² 1955 June. Noted within the formation of the 'Queen of Scots Pullman'.
- ² 1956. Additional luggage racks fitted.
- ² 1959 April/May. Remodelled to Second Class Brake Parlour.
- ² 1961. Allocation North Eastern Region.
- ² 1961 Early. Conversion completed from a Kitchen car to a Brake Parlour car.
Weight reduced from 41t to 39t.
The new elongated coat of arms applied, in line to operate on the East Coast Mainline with the new Mk I Pullman cars.
- ² 1961 April 10th. Noted in the formation of the 'Queen of Scots Pullman' which included
Five new BR MkI Pullman cars with CAR No. 78 at the rear,
- ² 1965 July. Still in service.

Withdrawn.

- ² 1966 March Withdrawn.

Disposal.

- ² 1966 June 4th. Sold to King & Son, Norwich.

Information Sources.

The contents of this history would not have been possible without the help/assistance of the following individual: -

². Dr Antony M Ford.

In addition, the following publications have greatly assisted my research: -

- ¹. *Pullman in Europe.* G.Behrend. ISBN not registered.
 - ². *Pullman Profile No.3 'THE ALL-STEEL 'K TYPE CARS'.* Antony M Ford. ISBN 978-1-906419-57-8.
 - ³. *Pullman Car Services-Archive.*
-

What does the future hold for these two Pullman cars, currently at the East Kent Railway.



© T. Bye / AY0104 / Pullman Car Services-Archive.

May 31st, 1975. Steamtown, Carnforth.

Left to Right - ROSALIND - P47 - DW150431 - & PADUA - P59 - DW150430.

**Pullman Special Editions.
Southern Railway E-Mail Group
Coupé News, Pullman & CIWL News, Pullman E-News.**

SOUTHERN RAILWAY E-MAIL GROUP



**Enthusiasts, Historians and Modellers of the Southern Railway,
including its predecessors and successors, corresponding over the Internet.**



© Mike Morant.

Within the many pages of the site will be found much information concerning the Southern - Railway, its predecessors and successors. Please use the menu bar to navigate around the site, which is expanding all the time as more information becomes available.
If there is something you are looking for, and cannot find, please e-mail webmaster and we will try to add it to the site.

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

<https://sremg.org.uk/coach/coupe/index.shtml>

FREE INTERNET NEWSLETTERS, MAGAZINES & WEB SITES.

Pullman E-News, Special Editions and all 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.

<https://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

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.

1881 - 145 Years Ago.

October.

The Midland Railway release 'ARIEL', ADONIS' & 'CERES' to the London Brighton & South Coast Railway.
(Source: PCS-Archive).

October 14th.

Trial runs from London to Brighton and return of 'GLOBE' with electric lighting.
(Source: PCS-Archive).

1921 - 105 Years Ago.

October 1st.

The "Southern Belle" re-instated London to Brighton (withdrawn for in 1917 due to the ongoing First World War).
Operating twice day as a two class (First & Third) train Monday to Saturday. Sunday service was operated by two trains consists, one of all First and the other as all Third Class all Pullman trains.
The Third-class formation being referred later as the "Pullman Limited".
(Source: PCS-Archive).

1926 - 100 Years Ago.

September 11th.

The Continental Express known by the nickname "White Pullman" with the French connection being named "La Flèche D'Or" (Golden Arrow).
(Source: Railway World November 1986).

1936 - 90 Years Ago.

October 14th.

The "Night Ferry" commences operations between London Victoria to both Paris and Brussels. Consisting of five CIWL Wagon Lits, three carriages, one Pullman car and van. It was noted that the Pullman car was soon withdrawn from the train consist.
(Source: R. W. Kidner).

1941 - 85 Years Ago.

As published in October 1941.

A note from Mr. R. Kirkland relates the tragic end of the Pullman cars 'MAYFLOWER' and 'GALATEA'. Which for many years worked the Aylesbury line of the late Metropolitan Railway. Together with an old third class Pullman car, they were seen in a siding at Hampton Court. Where they were removed from their bogies and the bodies being too lengthy for east transport, were unceremoniously sawn in half and carted off on flat wagons. The bogies being loaded up, doubtless for scrapping. Presumably, our correspondent adds, "These Pullman bodies will go to swell the ranks the banks of railway coach dwellings at Hampton Court, among which are to be found interesting specimens of original City & South London stock and some aged London United tramcars.
(Source: Railway Magazine October 1991).

1946 - 80 Years Ago.

September 13th.

Noted at Brighton carriage sidings, newly repainted CARN.32 & 33.
(Source: PCS-Archive).

September 28th.

Noted at South Croydon Sidings, 'SCOTIA in Brown', 'TOPAZ', 'CAR No.11', 'AURELIA', 'CAR No.8 in Grey', 'CAR No.13 in Green', 'CAR No.30', 'LEGHORN', 'ELMIRA' & 'ERMINIE'.
(Source: R. W. Kidner).

September 30th.

Noted at Stewarts Lane, 'CAR No.1 (ex-EMERALD) in Green'.
(Source: PCS-Archive).

October.

Noted at the Southern Railway's Lancing Carriage Works the following Pullman cars. 'GROSVENOR', 'MYRTLE', 'CAMILLA', 'VERA', 'RUBY', 'PADUA', 'IBIS', 'LATONA' & 'FINGALL'.
(Source: R. W. Kidner).

October 12th.

The "Brighton Belle" re-introduced but consisting of a 5 Bel and 6 Pul consist. With only 5 Bel sets 3051 & 3053 being available.
(Source: J. Morel).

1951 - 75 Years Ago.

October 11th.

British Railways Standard Pacific No.70004 'William Shakespeare' hauls the "Golden Arrow". Following being on display at the Festival of Britain.
(Source: R. W. Kidner).

October 21st.

British Railways Standard Pacific No.70004 'William Shakespeare' whilst hauling the "Golden Arrow" fails with broken connecting rod.
All the Britannia Class locomotives are immediately withdrawn from operational use.
(Source: Railway Magazine December 1951).

1961 - 65 Years Ago.

September 11th.

The spare Blue Pullman set on the Western Region is allocated to the "South Wales Pullman" service, the set being allocated to Swansea.
(Source: J. Morel).

September 12th.

At the Museum of British Transport, Clapham, London.
Mr. H.Maxwell hands over Pullman car 'TOPAZ' to the national collection.
(Source: PCS-Archive).

1961 - 65 Years Ago - Cntd

September 25th.

Noted on the "Birmingham Pullman", King Class No.6020 'King Henry IV'.
(Source: PCS-Archive).

September 26th.

Noted at Acocks Green, the "Birmingham Pullman" consisting of the
WR Standby Pullman set.
(Source: PCS-Archive).

1966 - 60 Years Ago.

October.

Noted at A. King & Son's scrap yard at Wymondham, ex-Composite Pullman
cars 'DAISY', 'OLIVE' & 'PEGGY' prior to burning out (asbestos) then cutting-
up.
(Source: Railway Magazine February 1967).



©T. Bye / PCS-A Photographic Collection.

The Swanage Railway on June 30th, 2007, Second Class Pullman Parlour CAR No. 347
awaits passengers for the Wessex Belle at Swanage Station.

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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.'

Queen of Scots Pullman September & October 1936 (90 Years ago).

36.09.04	60074	710 Up Queen of Scots from Glasgow - Leeds
36.09.14	60072	710 Up Queen of Scots from Glasgow - Leeds
36.09.15	60072	710 Up Queen of Scots from Glasgow - Leeds
36.09.16	60072	710 Up Queen of Scots from Glasgow - Leeds
36.09.17	60036	710 Up Queen of Scots from Glasgow - Leeds / 19.10 Leeds - Newcastle
36.09.18	60036	710 Up Queen of Scots from Glasgow - Leeds
36.09.21	60082	364 Dn Queen of Scots from Leeds - Glasgow
36.09.21	60086	710 Up Queen of Scots from Glasgow - Leeds / 19.10 Leeds - Newcastle
36.09.22	60086	710 Up Queen of Scots from Glasgow - Leeds
36.09.23	60086	710 Up Queen of Scots from Glasgow - Leeds / 19.10 Leeds - Newcastle
36.09.24	60086	710 Up Queen of Scots from Glasgow - Leeds / 19.10 Leeds - Newcastle
36.09.25	60086	710 Up Queen of Scots from Glasgow - Leeds
36.10.03	60086	710 Up Queen of Scots from Glasgow - Leeds / 19.10 Leeds - Newcastle
36.10.07	60038	710 Up Queen of Scots from Glasgow - Leeds
36.10.08	60038	364 Dn Queen of Scots from Leeds - Glasgow
36.10.09	60038	710 Up Queen of Scots from Glasgow - Leeds
36.10.10	60079	364 Dn Queen of Scots from Leeds - Glasgow
36.10.15	60099	710 Up Queen of Scots from Glasgow - Leeds
36.10.16	60099	364 Dn Queen of Scots from Leeds - Glasgow
36.10.16	60101	710 Up Queen of Scots from Glasgow - Leeds
36.10.17	60101	364 Dn Queen of Scots from Leeds - Glasgow
36.10.21	60086	710 Up Queen of Scots from Glasgow - Leeds / 19.10 Leeds - Newcastle
36.10.29	60054	710 Up Queen of Scots from Leeds - Kings Cross
36.10.30	60054	364 Dn Queen of Scots from Kings Cross - Leeds

Queen of Scots Pullman September & October 1956 (70 Years ago).

56.09.01	60036	131 Up Queen of Scots from Newcastle - Leeds 60117 on
56.09.01	60117	131 Up Queen of Scots from Leeds - Kings Cross from 60036
56.09.01	60123	58 Dn Queen of Scots
56.09.04	60141	131 Up Queen of Scots from Leeds - Kings Cross
56.09.05	60081	131 Up Queen of Scots from Newcastle from 60094
56.09.05	60094	131 Up Queen of Scots into Newcastle - 60081 on
56.09.05	60123	58 Dn Queen of Scots
56.09.07	60141	131 Up Queen of Scots from Leeds - Kings Cross
56.09.08	60016	131 Up Queen of Scots into Newcastle - 60086 on
56.09.08	60086	09.15 Dn North Briton into Newcastle - 60145 on / 131 Up Queen of Scots from Newcastle from 60016
56.09.08	60118	Dn Queen of Scots from Kings Cross - Leeds
56.09.08	60539	noted on freight in Newcastle / 58 Dn Queen of Scots from Newcastle
56.09.10	60123	131 Up Queen of Scots from Leeds - Kings Cross
56.09.13	60117	131 Up Queen of Scots from Leeds - Kings Cross
56.09.14	60131	131 Up Queen of Scots from Leeds - Kings Cross
56.09.17	60118	131 Up Queen of Scots from Leeds - Kings Cross
56.09.17	60134	58 12.00 Dn Queen of Scots from Kings Cross / 77 14.00 Up Heart of Midlothian
56.09.18	60134	58 12.00 Dn Queen of Scots from Kings Cross
56.09.19	60126	58 Dn Queen of Scots from Newcastle
56.09.19	60134	58 12.00 Dn Queen of Scots from Kings Cross / on Copley Hill after arrival with middle eccentric rod loose
56.09.20	60133	on Copley Hill shed at 15.05 - RH front slide bar bolts loose / 131 Up Queen of Scots
56.09.20	60134	58 12.00 Dn Queen of Scots from Kings Cross
56.09.21	60123	58 12.00 Dn Queen of Scots from Kings Cross / on Copley Hill shed on arrival - examined and OK (246)
56.09.22	60123	58 12.00 Dn Queen of Scots from Kings Cross
56.09.24	60131	58 12.00 Dn Queen of Scots from Kings Cross
56.09.25	60131	58 12.00 Dn Queen of Scots from Kings Cross
56.09.26	60134	58 12.00 Dn Queen of Scots from Kings Cross
56.09.27	60134	58 12.00 Dn Queen of Scots from Kings Cross
56.09.28	60134	58 12.00 Dn Queen of Scots from Kings Cross
56.09.29	60036	09.15 Dn North Briton into Newcastle 60042 on / 131 10.50 Up Queen of Scots from Newcastle from 60510
56.09.29	60134	58 Dn Queen of Scots from Kings Cross
56.09.29	60510	131 Up Queen of Scots into Newcastle - 60036 on / 52 Kings Cross - Glasgow from Newcastle 15.50 from 60018
56.10.01	60131	58 12.00 Dn Queen of Scots from Kings Cross
56.10.02	60131	58 12.00 Dn Queen of Scots from Kings Cross
56.10.03	60120	58 12.00 Dn Queen of Scots from Kings Cross
56.10.04	60120	58 12.00 Dn Queen of Scots from Kings Cross

Queen of Scots Pullman September & October 1956 (70 Years ago).

56.10.05	60130	131 Up Queen of Scots from Leeds - Kings Cross
56.10.05	60134	58 12.00 Dn Queen of Scots from Kings Cross
56.10.08	60131	58 12.00 Dn Queen of Scots from Kings Cross
56.10.09	60131	58 12.00 Dn Queen of Scots from Kings Cross
56.10.10	60133	58 12.00 Dn Queen of Scots from Kings Cross
56.10.11	60131	58 12.00 Dn Queen of Scots from Kings Cross
56.10.12	60131	58 12.00 Dn Queen of Scots from Kings Cross
56.10.13	60074	142 09.15 Dn North Briton into Newcastle 60155 on / 58 10.50 Up Queen of Scots from Newcastle from 60510
56.10.13	60134	58 12.00 Dn Queen of Scots from Kings Cross
56.10.13	60510	E'bro - Dundee arr 07.30 / 131 Up Queen of Scots to Newcastle - 60074 on / 52 KX - Glasgow from 60018
56.10.15	60130	58 12.00 Dn Queen of Scots from Kings Cross
56.10.15	60141	131 Up Queen of Scots
56.10.16	60130	58 12.00 Dn Queen of Scots from Kings Cross
56.10.17	60133	58 12.00 Dn Queen of Scots from Kings Cross
56.10.18	60133	58 12.00 Dn Queen of Scots from Kings Cross
56.10.19	60131	58 12.00 Dn Queen of Scots from Kings Cross
56.10.20	60036	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle
56.10.20	60118	58 12.00 Dn Queen of Scots from Kings Cross
56.10.20	60510	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from Newcastle
56.10.23	60141	58 12.00 Dn Queen of Scots from Kings Cross
56.10.24	60141	58 12.00 Dn Queen of Scots from Kings Cross
56.10.25	60141	58 12.00 Dn Queen of Scots from Kings Cross
56.10.26	60123	58 12.00 Dn Queen of Scots from Kings Cross
56.10.27	60134	58 12.00 Dn Queen of Scots from Kings Cross
56.10.27	60510	131 Up Queen of Scots into Newcastle 60904 on / 52 Kings Cross - Glasgow from Newcastle 15.50 from 60018
56.10.27	60904	142 Dn North Briton into Newcastle - 60155 on / 131 Up Queen of Scots from Newcastle from 60510
56.10.29	60118	131 Up Queen of Scots from Leeds - Kings Cross
56.10.29	60134	58 12.00 Dn Queen of Scots from Kings Cross / Newcastle/Bradford - Kings Cross arr 22.09
56.10.30	60118	34 07.50 Kings Cross - Newcastle/Leeds (Bradford Flyer) / 131 Up Queen of Scots arr 19.58
56.10.30	60134	58 12.00 Dn Queen of Scots from Kings Cross / Newcastle/Bradford - Kings Cross arr 22.09
56.10.31	60118	34 07.50 Kings Cross - Newcastle/Leeds (Bradford Flyer) / 131 Up Queen of Scots arr 19.58
56.10.31	60134	58 12.00 Dn Queen of Scots from Kings Cross

Harrogate Sunday Pullman September & October 1936 (90 years ago).

36.10.18	60062	Dn Harrogate Sunday Pullman / Up Harrogate Sunday Pullman
36.10.25	60053	Dn Harrogate Sunday Pullman
36.10.25	60113	Up Harrogate Sunday Pullman

Harrogate Sunday Pullman September & October 1956 (70 years ago).

56.09.02	60141	Up Harrogate Sunday Pullman
56.09.23	60134	Harrogate Sunday Pullman

Yorkshire Pullman September & October 1936 (90 years ago).

36.09.01	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.02	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.04	60089	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.05	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.07	60103	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.08	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.09	60112	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.10	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.11	60113	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.12	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.14	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.15	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.16	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.17	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.18	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.19	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.21	60112	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.22	60113	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.24	60113	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.25	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.26	60113	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.28	60089	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.29	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.09.30	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.01	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.02	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.03	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.05	60044	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.06	60098	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.07	60044	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.08	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.09	60044	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

Yorkshire Pullman September & October 1936 (90 years ago).

36.10.10	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.12	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.13	60044	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.14	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman / Dn Silver Jubilee Doncaster - Newcastle
36.10.15	60089	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.16	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.17	60089	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.19	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.20	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.21	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.22	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.23	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.24	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.26	60053	548 Up Yorkshire Pullman arr 14.40
36.10.26	60093	595 16.45 Dn Yorkshire Pullman
36.10.27	60112	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.30	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.10.31	60112	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

Yorkshire Pullman September & October 1956 (70 years ago).

56.09.01	60022	85 08.43 Saltburn - Kings Cross / 84 Dn Yorkshire Pullman
56.09.01	60141	19 Up Yorkshire Pullman / 962 Dn West Riding
56.09.07	60014	84 Dn Yorkshire Pullman
56.09.10	60034	84 Dn Yorkshire Pullman
56.09.11	60033	84 Dn Yorkshire Pullman
56.09.15	60032	84 Dn Yorkshire Pullman
56.09.17	60021	84 17.30 Dn Yorkshire Pullman
56.09.17	60123	19 Up Yorkshire Pullman / 968 18.15 Kings Cross - Leeds
56.09.18	60008	on Copley Hill shed - 08.42 underneath examined on straight road - OK / 17.30 Dn Yorkshire Pullman
56.09.19	60021	on Copley Hill shed at 06.20 - Water scoop blade damaged. Middle front cylinder waste pipe to secure / 17.30 Dn Yorkshire Pullman
56.09.20	60007	84 17.30 Dn Yorkshire Pullman
56.09.21	60021	84 17.30 Dn Yorkshire Pullman
56.09.24	60156	84 17.30 Dn Yorkshire Pullman
56.09.25	60022	84 17.30 Dn Yorkshire Pullman
56.09.26	60156	84 17.30 Dn Yorkshire Pullman
56.09.27	60025	84 17.30 Dn Yorkshire Pullman
56.09.28	60156	84 17.30 Dn Yorkshire Pullman
56.10.01	60007	84 17.30 Dn Yorkshire Pullman
56.10.02	60028	84 17.30 Dn Yorkshire Pullman
56.10.03	60007	84 17.30 Dn Yorkshire Pullman

Yorkshire Pullman September & October 1956 (70 years ago).

56.10.04	60026	84 17.30 Dn Yorkshire Pullman
56.10.05	60007	84 17.30 Dn Yorkshire Pullman
56.10.08	60006	84 17.30 Dn Yorkshire Pullman
56.10.09	60149	84 17.30 Dn Yorkshire Pullman
56.10.11	60030	99 Edinburgh - Kings Cross / 84 17.30 Dn Yorkshire Pullman
56.10.12	60006	84 17.30 Dn Yorkshire Pullman
56.10.15	60013	84 17.30 Dn Yorkshire Pullman
56.10.15	60123	19 Up Yorkshire Pullman
56.10.16	60156	84 17.30 Dn Yorkshire Pullman
56.10.17	60013	84 17.30 Dn Yorkshire Pullman
56.10.18	60118	19 Up Yorkshire Pullman arr 14.34 / 968 18.15 Kings Cross - Leeds
56.10.19	60013	84 17.30 Dn Yorkshire Pullman
56.10.20	60141	19 Up Yorkshire Pullman
56.10.22	60017	84 17.30 Dn Yorkshire Pullman
56.10.23	60033	84 17.30 Dn Yorkshire Pullman
56.10.24	60006	99 Edinburgh - Kings Cross / 17.30 Dn Yorkshire Pullman
56.10.25	60010	84 17.30 Dn Yorkshire Pullman
56.10.25	60118	19 Up Yorkshire Pullman arr 14.34 / 968 18.15 Kings Cross - Leeds
56.10.26	60007	84 17.30 Dn Yorkshire Pullman
56.10.27	60015	936 03.50 Kings Cross - Leeds / 777 Nottingham - Kings Cross / 84 17.30 Dn Yorkshire Pullman
56.10.29	60015	84 17.30 Dn Yorkshire Pullman
56.10.29	60123	19 Up Yorkshire Pullman arr 14.34 / 968 18.15 Kings Cross - Leeds
56.10.30	60123	19 Up Yorkshire Pullman / 968 18.15 Kings Cross - Leeds
56.10.31	60015	84 17.30 Dn Yorkshire Pullman
56.10.31	60123	19 Up Yorkshire Pullman arr 14.34 / 968 18.15 Kings Cross - Leeds

Tees Tyne Pullman September & October 1956 (70 years ago).

56.09.03	60034	145 Up Tees Tyne Pullman
56.09.04	60007	99 Up into Kings Cross / 82 Dn Tees Tyne Pullman
56.09.05	60034	145 Up Tees Tyne Pullman
56.09.07	60020	82 Dn Tees Tyne Pullman
56.09.10	60007	82 Dn Tees Tyne Pullman
56.09.10	60026	145 Up Tees Tyne Pullman arr 13.59
56.09.11	60056	82 Dn Tees Tyne Pullman past York
56.09.14	60026	145 Up Tees Tyne Pullman arr 13.59
56.09.17	60022	82 16.50 Dn Tees Tyne Pullman
56.09.18	60157	82 16.50 Dn Tees Tyne Pullman
56.09.19	60016	82 16.50 Dn Tees Tyne Pullman
56.09.20	60022	82 16.50 Dn Tees Tyne Pullman
56.09.21	60013	82 16.50 Dn Tees Tyne Pullman
56.09.24	60028	82 16.50 Dn Tees Tyne Pullman

Tees Tyne Pullman September & October 1956 (70 years ago).

56.09.25	60017	82 16.50 Dn Tees Tyne Pullman
56.09.26	60017	145 Up Tees Tyne Pullman arr 14.03
56.09.26	60028	82 16.50 Dn Tees Tyne Pullman
56.09.27	60017	82 16.50 Dn Tees Tyne Pullman
56.09.27	60028	145 Up Tees Tyne Pullman
56.09.28	60017	145 Up Tees Tyne Pullman
56.10.01	60010	145 Up Tees Tyne Pullman arr 14.03
56.10.01	60149	82 16.50 Dn Tees Tyne Pullman / failed on Gateshead shed
56.10.02	60010	969 Up into Kings Cross / 82 16.50 Dn Tees Tyne Pullman
56.10.02	60145	145 Up Tees Tyne Pullman arr 14.03
56.10.03	60026	82 16.50 Dn Tees Tyne Pullman
56.10.04	60010	82 16.50 Dn Tees Tyne Pullman
56.10.05	60032	99 Up into Kings Cross / 82 16.50 Dn Tees Tyne Pullman
56.10.08	60156	82 16.50 Dn Tees Tyne Pullman
56.10.09	60022	82 16.50 Dn Tees Tyne Pullman
56.10.10	60156	82 16.50 Dn Tees Tyne Pullman
56.10.11	60022	82 16.50 Dn Tees Tyne Pullman
56.10.12	60156	82 16.50 Dn Tees Tyne Pullman
56.10.15	60006	82 16.50 Dn Tees Tyne Pullman
56.10.16	60028	82 16.50 Dn Tees Tyne Pullman
56.10.17	60006	82 16.50 Dn Tees Tyne Pullman
56.10.18	60008	82 16.50 Dn Tees Tyne Pullman
56.10.19	60149	82 16.50 Dn Tees Tyne Pullman
56.10.22	60013	82 16.50 Dn Tees Tyne Pullman
56.10.23	60010	82 16.50 Dn Tees Tyne Pullman
56.10.26	60013	145 Up Tees Tyne Pullman arr 14.03 / 19.21 Kings Cross - Peterborough
56.10.25	60149	82 16.50 Dn Tees Tyne Pullman
56.10.26	60157	03.50 Kings Cross - Leeds / 82 16.50 Tees Tyne Pullman
56.10.29	60014	03.50 Kings Cross - Leeds / 777 07.33 Nottingham - Kings Cross arr 10.50 / 82 16.50 Dn Tees Tyne Pullman
56.10.29	60156	145 Up Tees Tyne Pullman arr 14.03
56.10.30	60014	145 09.25 Up Tees Tyne Pullman arr 14.03
56.10.30	60156	05.15 Kings Cross - York / Leeds - Kings Cross arr 11.33 / 82 16.50 Dn Tees Tyne Pullman
56.10.31	60014	03.50 Kings Cross - Leeds / 777 07.33 Nottingham - Kings Cross arr 10.50 / 82 16.50 Dn Tees Tyne Pullman
56.10.31	60156	145 Up Tees Tyne Pullman arr 14.03

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.

One for Tommy.



© T. Bye / A4-02-2013 / PCS-A Photographic Collection.

**Two Gresley A4s return to the United Kingdom from both United States of America & Canada.
Left to Right No. 60008 Dwight D.Eisenhower & No. 4489 Dominion of Canada.**



The Christopher Lade Archive.
(Courtesy of Nick Lade)
August 10th, 1970.
Journey H.M. Queen.
10.55 Windsor to Southampton Docks.

My thanks to Nick Lade for this article.

28. 7. 70

REGION: SOUTHERN.

SPECIAL TRAIN WORKING. 984/H

NAME OF PARTY. JOURNEY OF H.M. THE QUEEN.
MONDAY AUGUST 10th 1970.

E. C. S. 05.30 CLAPHAM YD/WINDSOR 06.12
TIMINGS. 10.55 WINDSOR/SOUTHAMPTON DOCKS. 12.30

NUMBERS. APPROX 18 PLUS 4 RAILWAY OFFICIALS.

FORMATION. RB 1758

LOADING. SATURDAY AUGUST 8th PLATFORM 15(10.03 hrs UNTIL 12.00) *WATERLOO*

REQUIREMENTS. LIGHT REFRESHMENT, DRINKS ETC.,

SPECIAL NOTES.

ACCOUNT TO. CHIEF OPERATING MANAGER, WATERLOO. REF: D.271.R.(4)

STAFF.

*Chs P. Lade.
K. Huxson
C. Bennett
W. Diney
Cook E. Harris*

SIGNING ON TIME.
SIGNING OFF TIME.
STAFF TRAVELLING.

© Chris Lade Archive / 078.

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Christopher Lade Photographic Archive. (Courtesy of Nick Lade)

My thanks to Nick for this article.



© Chris Lade Photograph Archive / P023.

Pullman Car AQUILA.

Left to Right - Chef Batchelor, Bert Viney, Chris Lade, Maurice Haffenden.



Richard Barber Photographic Archive

My thanks to Richard for the photographs.



© Richard Barber Photographic Archive - RB031-26.

July 22nd, 1936 - LNER - Class A1/A3 - No. 2572 'ST GATIEN' - With the 'Up' working of the Queen of Scots Pullman at Ripon station.



© Richard Barber Photographic Archive - RB032-26.

June 4th, 1939, LNER - Class A1/A3 - No. 2582 'SIR HUGO' - With the 'Down' working of the Queen of Scots Pullman at Crimble Junction, Harrogate.



© Richard Barber Photographic Archive - RB033-26.

1938 - LNER - Class A1/A3 - No. 2572 'ST GATIEN' - At Crimble Junction, Harrogate.

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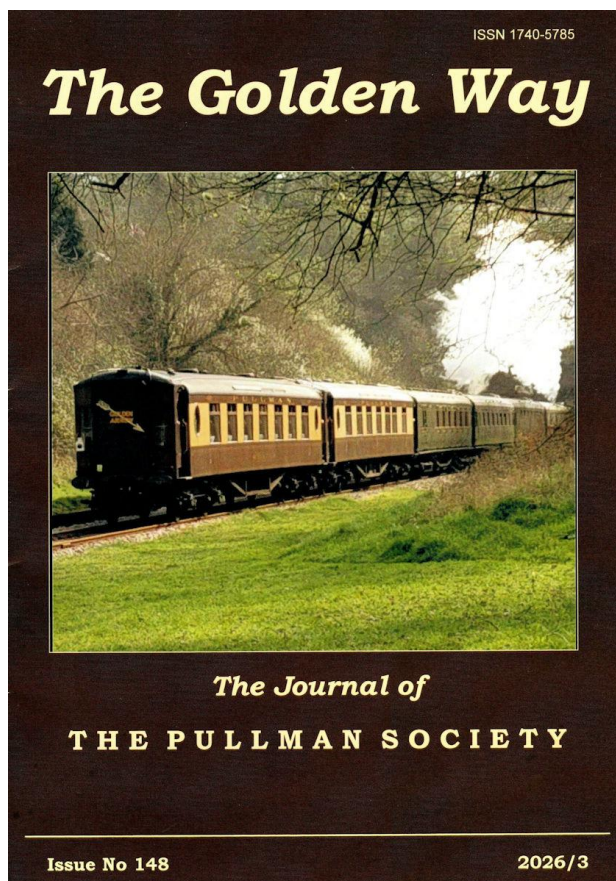
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© Richard Barber Photographic Archive - RB034-26.

May 28th, 1986 - The Kent & East Sussex Railway at Tenderden Town Station Yard.
Pullman Car THEODORA which from 1974 to circa 1984/5 was a static Buffet at Tenderden until replaced by a purpose-built Buffet.
After some years the car was restored and now in service in the Wealden Pullman service.

THE PULLMAN SOCIETY 1986 - 2026 40TH ANNIVERSARY



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 148	Contents	2026/3
Pullman and the General Strike of 1926			68
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MAID OF SOMERSET Visit			80
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Pullman Society Website.

To advise the new society website
is now operational - Visit
<https://thepullmansociety.org/>



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**THE PULLMAN SOCIETY
1986 - 2026
40TH ANNIVERSARY**

THE PULLMAN SOCIETY

Associated with The Pullman State Historic Site, Chicago, Illinois.

MEMBERSHIP FORM

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* Where did you hear of the Society? (For advertising purposes).

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.....

* Optional information.

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Please complete and return to the Membership Secretary:
Phil Evans, 11 Petworth Drive, Burgess Hill, RH15 8JT. Tel: 01444 241733.

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1986 - 2026
40TH ANNIVERSARY**

Something for a Birthday or Special Occasion the following items are now available.

Pullman Mug.



Pullman Mug @ £5.00 plus postage.

Pullman Coaster.



**Pullman Coaster @ £3.00 or
4 for £10.00 plus postage.**

No minimum order and all proceeds go to The Pullman Society.

Further details & Postal charges

Contact the Pullman Society Sales Officer

Emmanuel Lanne at

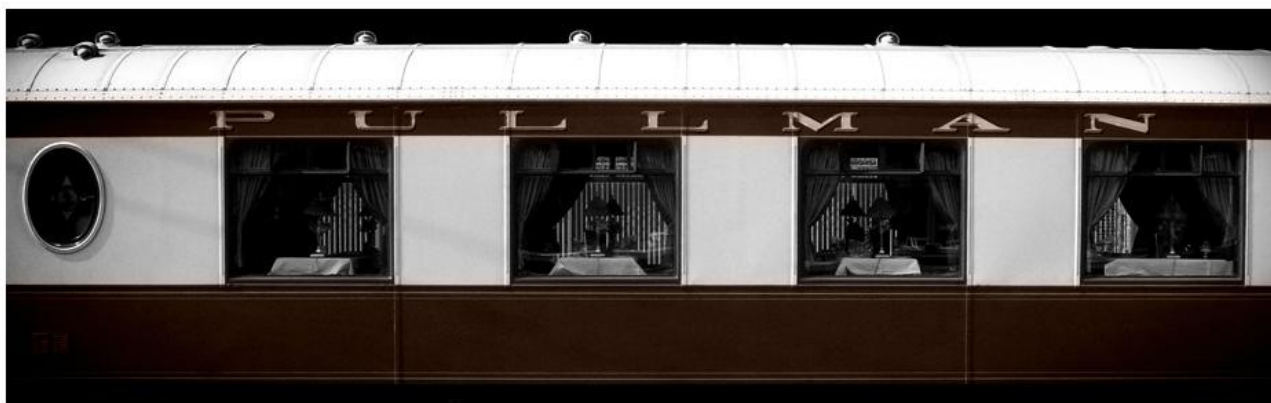
Emmanuel.lanne@btinternet.com

Payment by Bank Transfer preferable,
Otherwise please ask.

The PULLMAN SOCIETY

Account 63145588

Sort Code 60-22-05



Pullman Reports.



Pullman Report The Bluebell Railway David Jones August 2026

My thanks to David for this report.

Bluebell Pullman Report.

The Bluebell Railway was host to the Belmond British Pullman train on Tuesday May 26 when the whole rake of ten cars visited Horsted Keynes station for a fashion photo shoot on behalf of a well-known magazine. The fashion models boarded the train in London and travelled down in the Pullmans hauled by diesel locomotive 67 021 of the DB fleet, joining Bluebell metals via the main line connection at East Grinstead, and then on to Platforms 4 & 5 at Horsted Keynes for the filming. Most shots took place in the interiors including the recently introduced ex-Brighton Belle motor brake second Car No. 93, now named 'Celia' and distinctly different from its previous interior layout. The new design includes panoramic windows at the end where the motorman would have been, and associated lounge seating in the form of a crescent with decorative features apparently intended to reflect a 'midsummers night dream'.

There had been a notice posted on the Bluebell Railway website that Horsted Keynes station would be closed to the public on that day due to a private function, but no details were given. Trains hauled by BR Standards 80151 and 73082 'Camelot' were in service but only briefly stopped at Horsted with no disembarkation. As this is the normal crossover point when two trains are running, passing had to be done elsewhere such as at Kingscote.

All went well and the Pullmans left Horsted Keynes at about 4.15 pm. However, following arrival at Imberhorne Viaduct at about 5 pm a problem with the communications in the north end cab occurred which resulted in the train not being able to access the Network Rail main line system and had to be shunted into the Bluebell platform at East Grinstead for most of the evening.

The communication problem could not be resolved immediately so arrangements were made to transfer the fashion models back to London using a fleet of taxis. Eventually the Pullman set was taken away using a second diesel of Class 66 quite late in the evening.

In other Pullman News, the ex-LMS BGZ six-wheeler, which for many years has acted as a pantry/support vehicle in the 'Golden Arrow' set is due to leave the railway for pastures new. The private owner wishes it to revert to its original LMS maroon livery which will be undertaken at Horsted Keynes before departure. Its place in the Pullman train has been filled by one of the Wealden Rambler carriages, Restaurant Buffet Car S1674, recently extensively refurbished and now known as 'White Horse'. This includes seating as well as kitchen facilities. One of the first 'Golden Arrow' lunch trains to include this new addition was on June 14, the second day of the High Weald Steam rally enabling passengers an extensive view of the busy activities adjacent to the railway. Visitors at the steam rally also had good photo opportunities of the 'Golden Arrow' and the other service trains on the Bluebell in glorious sunny weather.



©David Jones / DJ009-26.

August 8th, 2026 - 33108 & CHRISTINE within the 10.30 am departure at Sheffield Park.



©David Jones / DJ010-26.

August 8th, 2026 - 33108 and train approaching Kingscote Station.



©David Jones / DJ011-26.

Lineside Fire.



Pullman Report The Belmond British Pullman Fred Pragnell August 2026.

My thanks to Fred for his assistance in the production of this Special Edition.



© F. Pragnell / AFP041-26.

August 12th, 2026 - AUDREY in the workshop and overhauled Gresley bogie frame waiting to be placed on its wheel sets.



© F. Pragnell / AFP042-26.

August 17th, 2026 - Class 67 No. 67005 KING'S MESSENGER with car AUDREY being moved from the workshop to rejoin the British Pullman set.



© F. Pragnell / AFP043-26.

August 17th, 2026 - Class 67 No. 67005 KING'S MESSENGER with car CELIA being moved from the workshop.



© F. Pragnell / AFP044-26.

August 17th, 2026 - Class 67 No. 67005 KING'S MESSENGER with car CELIA setting back into the car shed to rejoin the British Pullman set.



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<https://www.belmond.com/en/trains/europe/uk/british-pullman>

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**‘U’ Type Pullman First Kitchen ‘ORION’
August 4th at Pecorama, Beer, Devon - Fred Pragnell.**



© F. Pragnell / AFP039-26.



© F. Pragnell / AFP040-26.



Pullman Report Keighley & Worth Valley Railway Nigel Hyde August 2026.

My thanks to Nigel for this report.



© P. Eastham.

ANN at Oxenhope Yard - March 28th, 2009.

‘ANN’ - (Formerly CAR No. 83 - Bulmers Cider Identity ‘PRINIA’ - VSOE - KWVR ‘ANN’).

Operational as required for the Cream Tea services with RSO.

‘MARY’ - (Formerly CAR No. 84).

Currently remains out of use.

‘RESTAURANT SECOND OPEN’ - (Formerly W1013 - TDB975323 - KWVR35 - W1013).

Operational as required for the Cream Tea services with Pullman car ‘ANN’.

‘JUBILEE BAR’ - (Formerly TSO No. 4588 - 1977 Internally Converted to the JUBILEE BAR).

Operational as required.

Visit [Back in Traffic – The Jubilee Bar Returns - Keighley & Worth Valley Railway](#) for a review of the restoration of the Jubilee Bar.



**Pullman Report
LYDIA
Kitchen First
Richard Jones
August 2026**

My thanks to Richard for his report.

PULLMAN SERVICES ON THE SOUTH DEVON RAILWAY.



© SDR.

The South Devon Railway offer the following Pullman Services.
Pullman Churchill Breakfast, Prosecco Pullman Ploughman's Lunch,
Pullman Afternoon Tea, Pullman Cream Tea and Private Hire.

For further details of each of the services availability visit the website
[Dining Trains at the South Devon Railway - South Devon Railway](https://www.southdevonrailway.co.uk/dining-trains)

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**NYMR
Pullman Report
Sam Maitland-Cumbor
C&W Manager
August 2026**

My thanks to Sam Maitland-Cumbor for this report.



© Sam Maitland-Cumbor / SMC004-2026.

August 12th, 2026 - Test Run of CAR No. 79.

On Wednesday August 12th it was a very successful day, once again I am extremely proud of the achievements of the C&W team on such a major achievement.

A test run hauled by the EWS Liveried Class 31 No. 31466 consisting of mere a 98 years of age and following a 9-year restoration project CAR No. 79 in the company of the London North Eastern Railway Carriage Association (LNERCA) teaks 43567, 23956 and 56856 after a number of years out of traffic. In addition, 13385 entering traffic for the first time after its complete rebuild and modifications all being in advance of re-entering traffic on the NYMR.

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© Sam Maitland-Cumbor / SMC005-2026.

August 12th, 2026 - Class 31/4 No. 31466 heads CAR No. 79 and the LNERCA teaks 43567, 23956, 56856 & 13385 on the Test Run.



© NYMR.

Pullman Autumn & Christmas Services on the North Yorkshire Moors Railway.

Enjoy an unforgettable dining experience as you travel through the breath-taking North York Moors National Park. Sit back, relax, and enjoy a delicious meal with friends and family. With decades of catering expertise, we're proud to serve seasonal menus featuring the best locally sourced food and drink. It's all part of your journey through the heart of Yorkshire's stunning countryside. Our Train Manager will be there to welcome you onboard and ensure everything runs smoothly throughout your journey.

For further details of each of the services availability visit the website.

[Pullman Dining Train Yorkshire | NYMR](https://www.nyrmr.co.uk/)

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THE SWANAGE RAILWAY CAR No. 14 Robert Patterson August 2026

2026 CAR No. 14 REFURBISHMENT.



© Robert Patterson / RP007-26 / Pullman Car Services-Archive.

Swanage Station Platform 1 CAR No. 14 Gleams in the Sunshine.

CAR No. 14 returned to the Swanage Railway from refurbishment by Ramparts. On the cars return, final tweaking was undertaken by the Swanage Railways C&W team. The seat moquette is non authentic 1930's 'Southern Electric' brand, I am sure you will agree it does look very smart. The refurbishment of the toilet compartment included the installation with faux marble walls. I guess the positive is that it has come a long way from a decade ago when it was unloved and fell into disrepair.

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The Restored Observation Saloon

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© Robert Patterson / RP005-26 / Pullman Car Services-Archive.

Toilet Compartment with Faux Marble Panels.



BRINGING BACK THE BRIGHTON BELLE

Britain's unique, all-electric Pullman Train

The 5BEL Charitable Trust - Update August 2026.



© 5BEL Charitable Trust Photograph Archive / LSL / F6-3-01169.

4BEL set No. 3101 at LSL Crewe.



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Tuesday August 11th.



© F6-3-01213 / Nigel Tipping.

August 11th, 2026, 08.54 '5Z20' Crewe to Derby Lichfield Lane enroute for third rail testing photographed near Chorlton Village. Hauled with Class 20 No. D8107 'JOCELYN FEILDING 1940-2020' in British Railways Green livery hauling 4BEL Unit No. 3101 and Class 20 No. 20132 in Railfreight livery trailing at the rear of the formation.

“The train visited Alstom’s Derby plant for commencement of third-rail testing at their dedicated facility, travelling out from Crewe on Tuesday 11th August and returning to Crewe as booked on Thursday 13th August.

The results have now been reviewed by Locomotive Services Limited who are commissioning the train, and further work on the Belle has been identified. Following some modifications over the next few weeks, the train will return and undertake further testing at Derby.”

Thursday August 13th.



© F6-3-01212 / Brad Joyce.

August 13th, 2026, passing Slindon with Z21 Derby Litchurch Lane to Crewe H S.

The train formation consisting leading locomotive Class 20 No. 20132 in Railfreight livery hauling 4BEL Unit No. 3101 and trailing locomotive Class 20 No. D8107 JOCELYN FEILDING 1940-2020 in British Railways Green livery.

Acknowledgements.

Images - Nigel Tipping & Brad Joyce.

Update - Reg Davies.



BRINGING BACK THE BRIGHTON BELLE

Britain's unique, all-electric Pullman Train

The 5BEL Charitable Trust - Photograph Archive.



© 5BEL Charitable Trust Photograph Archive / Sam Dixon / F6-3-01107.

October 26th, 2021 - Kitchen First 'HAZEL' at Peak Rail, Rowsley.

Currently the photograph archive has 1,199 jpg photographs on file, the majority being donated. All archive photographs being in 'jpg' format. If you have any Brighton Belle units or individual cars photographs, that you would consider donating a copy in 'jpg' format to be added to the archive, please forward to t.bye2@outlook.com



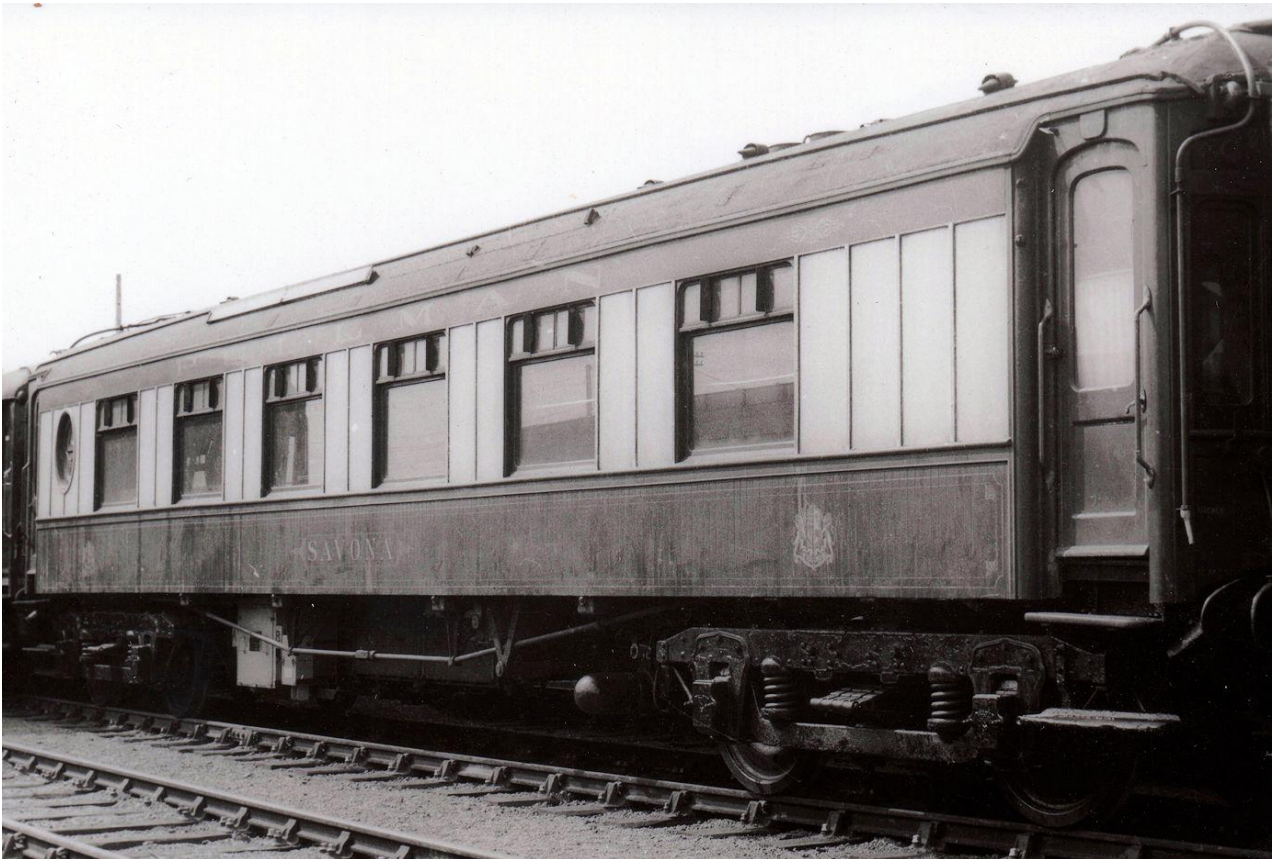
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George Moon Photographic Archive.

My thanks to George for donating his photographic Archive to the PCS-A to share with you.



© G. Moon Collection / B1-032.

No Date - SAVONA - No Location.



© G. Moon Collection / B1-033.

No Date - SORRENTO - Stewarts Lane Depot.

(Roof Boards - Normandy Express Waterloo Southampton Docks).

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MAIL.



© Clive Hanley.

M04-26 - Subject: RE M03-26 Model Pullman Cars.

Author: Tony Horne.

I read with interest your latest newsletter. Still waiting for news of the next volume in Anthony Fords' Pullman series.

What caught my eye was the piece from Fred Van Der Lubbe in the Netherlands.

If you have his contact details, you could write to him and tell him his "OO" scale Pullman collection is not complete. I found no mention of Wrenns Pullman coaching stock.

M05-26 - Subject: RE M04-26 Model Pullman Cars.

Author: Fred van der Lubbe.

Tony Horne is right mentioning that the overview I made is not complete.

Indeed, Wrenn made also OO-gauge Pullman cars, these are based on the original Hornby Pullman car tooling and are thus the same, but should have been mentioned.

But more is missing from my collection and thus the video overview like OO gauge Pullman cars made by Bachmann and Golden Age Models.

Further I should have mentioned that I included only towed and not self-propelled Pullman cars. So e.g. the Brighton Belle motor brake cars and Blue Pullman DMU's, that are modelled by various makers in OO gauge, are not included.



The Bluebell Railway Museum Southern Railways Archive

My Thanks To Chris Wilson.



CW016-26 - Pullman 5-BEL 3051 approaching Brighton, with the 3.00pm Victoria - Brighton 'Brighton Belle' service, on Saturday 21 March 1959 - J.H.W. Kent / Bluebell Railway Museum SR Archive [150575].



CW017-26 - Pullman Kitchen Car No. 166 at Preston Park Pullman Works, on Tuesday 23 June 1959 - J.H.W. Kent / Bluebell Railway Museum SR Archive [150666].



CW018-26 - Pullman 5-BEL 3051 at Patcham, with a Victoria - Brighton 'Brighton Belle' service, in July 1959 - J.H.W. Kent / Bluebell Railway Museum SR Archive [150728].

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The Bluebell Railway Museum - Southern Railways Archive holds a large number of photographs with over 30,000 images now available on the website and many more being added on a regular basis. The Bluebell Railway Museum – Southern Railways Archive has a new website that includes information about the Archive, the collections we hold, and how you can visit and support us. You can explore it at: <https://southern-railways-archive.com/>

There are over 30,000 photographs currently available to purchase which can be viewed in our Archive Online Store: <https://southern-railways-archive.com/shop/>

There are various ways to search for images on the new website, including a quick search that looks across the photograph description. There are also more specific search options for class, number, name, location and date, together with filters for photographer and tag. Tags include coaches, Pullmans, signals and signal boxes, stations, and many other subjects. Every photograph sold directly helps the Photograph Archive, providing much-needed funds for conservation and storage materials.

To view and order go to www.brm-archive.co.uk

Evening silver service dining on the Golden Arrow train.

Introducing a new refreshed experience for Golden Arrow dining.

Step aboard the Golden Arrow dining train for a first-class experience of steam-era elegance — now at a new, lower price that makes luxury more accessible than ever.

Travel in style through the rolling hills and scenic beauty of the Sussex countryside aboard our beautifully restored Pullman carriages, complete with full silver service and vintage ambience. This is more than a meal — it's a journey back in time.

Join us at 6.15pm for a Pimm's (September) or Prosecco (October) and hors d'oeuvres reception before boarding the train which will depart at 7pm. Enjoy a freshly crafted, seasonal 2-course menu that showcases the high culinary standards we uphold, served in opulent surroundings by our attentive team, whilst completing a return trip to East Grinstead. The Bessemer Arms will be open until 10.30pm for any guests wishing to enjoy after dinner drinks.

Whether you're marking a special occasion or simply treating yourself to something unforgettable, the Golden Arrow Dining and Luncheon trains offer a magical day out steeped in tradition and charm.

With our exciting new pricing, this is the perfect opportunity to experience one of the country's most iconic heritage railway dining experiences. Reserve your table now and discover the elegance of steam travel, reimagined.

For more details and to book a table with wheelchair accessibility, please contact the customer service team at enquiries@bluebell-railway.com

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Pullman Model Scene

Bachmann & Merchant Navy Locomotive Preservation Society.
MNLPS Rebuilt Merchant Navy 4-6-2 Pacific N° 35028 "CLAN LINE"
Support Coach BR Mk2A BFK Brake First Corridor N° 17096 "MERCATOR"
Livery Pullman Umber & Cream.



© The Merchant Navy Locomotive Preservation Society.

The pre-order offer for the 00-gauge model of Clan Line's support coach, the BR Mk2 BFK "Mercator" has closed.

Announced at the 2025 Greatest Gathering and produced in partnership with Bachmann Europe, this model will faithfully capture the pseudo-Pullman livery carried as part of the Belmond British Pullman train.

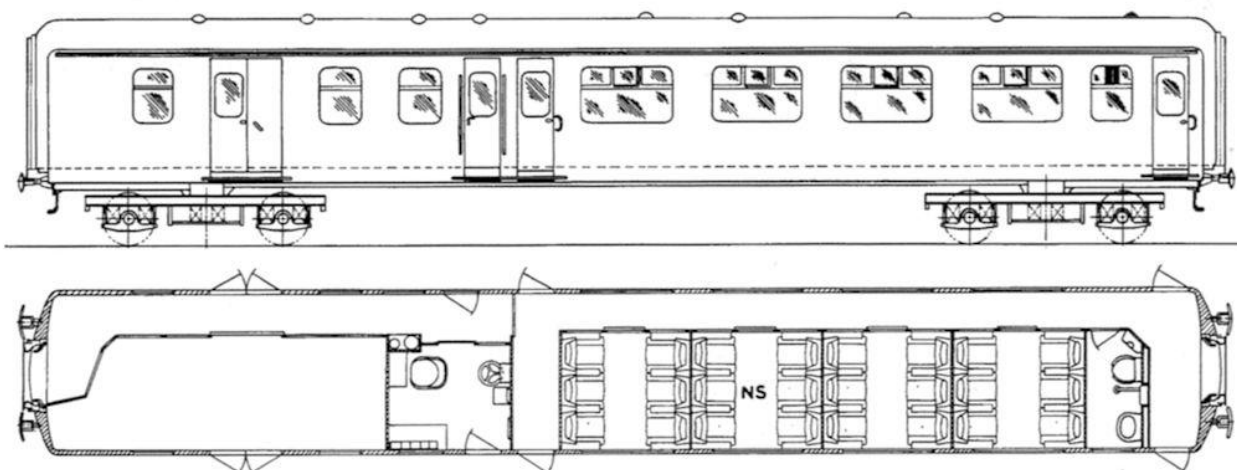
A significant amount of behind-the-scenes work has taken place to ensure every emblem, flag and lining is accurate to the real thing.

This exclusive collector's piece celebrates our heritage and the continued story of CLAN LINE. If you're a fan of Southern steam or just love beautifully detailed railway models, this replica of the support coach is not to be missed.



© The Merchant Navy Locomotive Preservation Society.
Currently the known history of Mark 2A - Corridor Brake First (BFK) MERCATOR.

Allocated N ^o .	14096.
Designer:	British Rail.
Diagram N ^o .	163 / AB103.
Lot N ^o .	30786.
Order:	-
Built:	1968.
Builder:	British Rail Derby.
Seating:	24 x First Class (2x1).
Toilets:	1.
Dimensions:	66' 0" x 9' 3".
Weight:	32t.
Route Restriction:	-
Bogies:	BR 4.
Entered Service:	1968 April.
Withdrawn:	-
Preservation:	1994 - Venice Simplon Orient Express. Circa 2000 - The Merchant Navy Locomotive Preservation Society.



Plan of 1968 built Corridor Brake First.

The Venice Simplon Orient-Express formed a Southern Region "Ocean Liner Express" (OLE) for service on the Southern Region. When 17096 first joined the OLE set, it was leased (from Eversholt leasing) and therefore did not require to have a TOPS number in the "Private Owner Vehicle" series (99XXX).

By the time it had been purchased outright, the requirement to have a Private Owner number had lapsed, so it retained its capital stock number as 17096.

Not dedicated to Ocean Liner Express workings as detailed below between 1994 to 1995.

The OLE Consisted of 17096 and four BR Mk1 Coaches which could be strengthened by a further three coaches when required.

Currently the only identified workings: -

External Livery of BR SR Green to match other coaches forming the Ocean Liner Express.

June 5th, 1994 - Waterloo to Weymouth Quay to Waterloo.
 Motive Power - Class 33 No. 33116.
 Coach Formation - Ocean Liner Express coaches and two other unidentified coaches.

August 14th, 1994 - Victoria to Hastings to Victoria.
 Motive Power - 73003 & E6003.
 Coach Formation - Ocean Liner Express coaches.

December 30th, 1994 - Waterloo to Weymouth to Waterloo.
 Motive Power - 33109.
 Coach Formation - Ocean Liner Express coaches.

February 11th, 1995 - Victoria to Charing Cross.
 Motive Power - 33063 & 73107.
 Coach Formation - Ocean Liner Express coaches.



© Alan French - MNLPS Collection.

March 23rd, 1995, MNLPS 35028 CLAN LINE with the Ocean Liner Express departing Waterloo for Southampton Docks on March 23rd, 1995. With 17096 attached to CLAN LINE.

March 23 rd , 1995	- Waterloo to Southampton Docks No. 39 Berth.
Motive Power	- MNLPS No. 35028 'Clan Line'
Coach Formation	- 17096, 3066, 1696, 3068, 3069, Pullman Kitchen First "Audrey", Pullman Parlour First Phoenix" and 35207 (Temporary - MNLPS support coach).
April 6 th , 1995	- Waterloo to Weymouth Quay.
Motive Power	- 73101.
Coach Formation	- 1696, 3066, 3068, 3069, 17096, 92904.
Circa 2000.	- Ownership changed to the Merchant Navy Locomotive Society. Moved to Cranmore for professional overhaul'
2003.	- Overhaul completed.
Post 2009.	- At a date currently unknown the MNLPS named the coach "MERCATOR".

Currently operational on the mainline as the support coach for MNLPS N^o35028 CLAN LINE and bears the name "MERCATOR" (which is Latin for "Merchant") as well as the number 17096.



© F. Pragnell / FP002-2017 / PCS-A Photographic Collection.

July 5th, 2027, at Queens Town Road - 35028 CLAN LINE with MERCATOR and the British Pullman forming the empty coaching stock for the 50th Anniversary of the final Bournemouth Belle being hauled to Waterloo station.

For further information and membership details of the Merchant Navy Locomotive Preservation Society visit [Clan Line : Home Page](#)

You will find everything you need to know about our locomotive, 35028 Clan Line, along with pictures showing the history of this spectacular steam engine.

View the News pages to find out the latest information on the locomotive, or the Diary Dates page to see where and when you can see her on the national railway network.

Our Gallery has pictures of Clan Line for you to enjoy, and the Video Library has some films of the early days of the MNLPS.

You can join our organisation using our online Membership application form, or make a donation from any page.

We hope you enjoy your visit.

Please feel free to get in touch with us via the Contact page if you have any questions.

My thanks to the following for assistance in the production of this article.

Bachmann - Richard Proudman & Dennis Lovett.

The Merchant Navy Locomotive Preservation Society - James Cummins.

Images.

The Merchant Navy Locomotive Preservation Society.

Fred Pragnell.

Alan French/MNLPS Collection.

Article Contents.

The Merchant Navy Locomotive Preservation Society.

Tim Robbins VSOE Ocean Liner Express.

Pullman Car Services-Archive.



© T. Bye / 02-1979 / PCS-A Photographic Collection.

September 2nd, 1979. The MNLPS Merchant Navy Pacific (Rebuilt) 4-6-2 No. 35028 'CLAN LINE' Awaiting the morning departure at 09.55 from York Station with the 'York Circular'.

Revolution

trains

‘N’ Gauge All Steel ‘K’ Type Pullman Cars.



Revolution Trains anticipated all-steel K-type Pullman cars are ready for production.

Revolution Trains received decorated samples of the K-type Pullmans and have been providing feedback to the factory.

The main feedback is that the Pullman umber needs to be a touch darker and richer and some of the lining registration needs to be slightly improved.

The distinctive umber outlines around the windows also need to be emphasised more.

Samples of the versions with grey roof and simplified Pullman crest/lining were due.

Features Include:

Different body styles appropriate for each car type.

NEM standard coupling sockets with kinematic close coupling system.

Prism Free Glazing.

Fully detailed Underframe.

Fully detailed and painted / printed accurate interiors.

Interior lighting and working table lamps.

Separately applied etched metal and high-fidelity plastic detail parts, including handrails, brake pipes.

**London North Eastern Railway or British Railways Eastern Region
(E) Queen of Scots - (1928 - 1950s).**

Pack A.

(Third Brake – Third Kitchen – Third Parlour – First Kitchen)

Third Kitchen – CAR No. 71

Third Parlour – CAR No. 73

Third Brake – CAR No. 77

First Kitchen – THELMA

Pack B.

(First Parlour – Third Parlour – Third Kitchen – Third Brake) – combine packs A and B to make a complete 8 car Queen of Scots rake.

Great Western Region & Southern Railway Pullman packs (1928 – 1938).

First Parlour – JUANA

First Kitchen – EVADNE

First Kitchen – LORIAINE

First Parlour – LLUCILLE

**Great Western Railway & Southern Railway Ocean Liner Express or
Southern Railway Bournemouth Belle.**

Pack A.

(First Kitchen – First Parlour – First Parlour – First Kitchen)

These Pullmans were used by the GWR first and subsequently by the SR on services such as the Ocean Liner Express (mixed in with other stock) and Bournemouth Belle (all Pullman of various types).

Southern Railway Ocean Liner Express or Bournemouth Belle.

Pack B.

(Third Kitchen – Third Kitchen – Third Parlour – Third Parlour)

Third Class CARS No. 81 to 84 were built in 1931 and used by the SR to strengthen their existing Pullman services. They were later transferred to the ECML.

British Railways (Eastern Region) (1950s).

By the 1950s there was a transition period as the services started to expand.

As well as the Queen of Scots, new services were formed of Pullman cars (often a mix of types of Pullmans) such as the Yorkshire Pullman; Tees Tyne Pullman; and the Master Cutler. This pack is useful for the 1950s period.

BR (E) ECML 1950s pack (Third Brake – Third Brake – Third Kitchen – Third Brake)

British Railways (Southern Region) Bournemouth Belle (1960s).

By the 1960s the Pullmans had been repainted into a revised livery with grey roofs, a new Pullman coat of arms, simplified lining and the Third-Class car branding style changed to “Car No. XX” instead of “Third Class Car No. XX” (following the removal of Third Class).

Pack A and B represent coaches used on the Bournemouth Belle in the 1960s.

Pack A (Second Parlour – First Parlour – First Kitchen – Second Parlour)

Pack B (First Parlour – First Parlour – First Kitchen – Second Parlour)

British Railways / British Rail (Eastern Region) (1960s).

By the 1960s the majority of the Pullmans had been transferred to the Southern Region (see the BR Bournemouth Belle above) but the Pullman brakes were retained on the ECML to run with the new Mark 1 Pullmans as no Mark 1 Pullman brakes were built.

This twin pack is perfect to go with Farish Mark 1 Pullmans.

VSOE/BELMOND - Modern Pack.

The final pack is a triple pack of the all-steel K-type Pullmans which survive in service with originally the Venice-Simplon Orient Express (VSOE) now Belmond to the present day.

This pack has Gresley bogies and under-frame trussing representing the modern changes to the Pullmans since their withdrawal in the late 1960s.

VSOE/Belmond pack with Gresley bogies and trussing:

First Kitchen – IONE

First Parlour – LUCILLE

First Parlour – ZENA

The pre-order book has closed the models will go into production, with delivery expected in early 2027, though as ever this schedule could slip.

For those who prefer not to pre-order, the packs will be available from selected retailers, though as with all Revolution models the MSRP is higher than the discounted pre-order price.

For further information <https://revolutiontrains.com/>

RAILWAY MEMORABILIA & RAILWAYANA AUCTION.

18th & 19th July 2026 Auction Realisations.

Lot: 217.



LBSCR glass paperweight reverse engraved underneath LONDON BRIGHTON & SOUTH COAST RAILWAY THE SOUTHERN BELLE LIMITED PULLMAN THE LAST WORD IN LUXURIOUS TRAVEL. VICTORIA & BRIGHTON 60 MINUTES EACH WAY WEEKDAYS & SUNDAYS.

In very good condition with slight defects to one edge but no glass missing, measures 4.25in x 3in x 0.875in.

Auction Realisation £800

Lot No. 966.



Poster BR(S) NIGHT FERRY by P.Dullous issued in 1959. Double Royal 25in x 40in. In very good condition mounted on card.

Auction Realisation £1,000

Contact Details.

GW Railwayana Auctions Ltd
The Willows, Badsey road, Evesham, Worcs. WR11 7PA
T: 01386 760109
M : 07718 211445
E: simon@gwra.co.uk
Website www.gwra.co.uk

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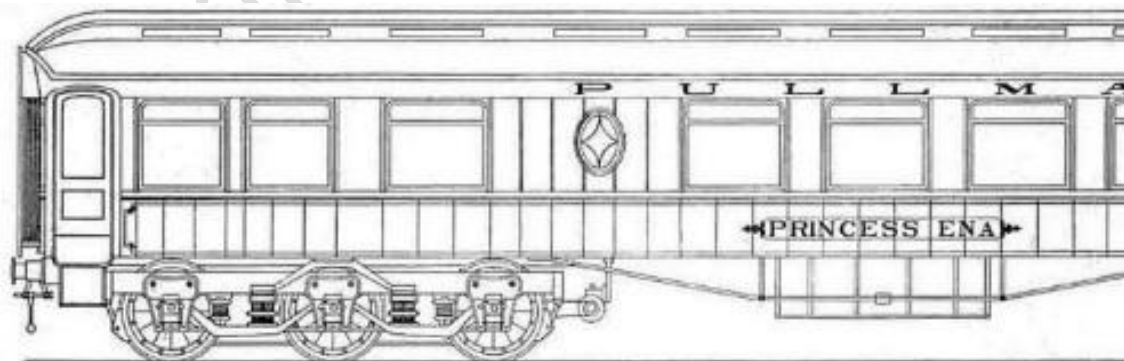
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Tail Lamp



My thanks to you as a reader of Pullman E-News, I hope I have managed to deliver by the contents of this edition with the assistance of both the regular contributors and those 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.

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



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TWENTY-THREE YEARS OF FREE PULLMAN NEWS.

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