



Pullman Car Services

COUPE NEWS

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

JULY 2004

No:17

Editorial:

Welcome to Coupe News No: 17.
Your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied material included within this edition.

All I ask of you for the time I spend in production is for you to forward on, either by e-mail or printing a copy, to any one you may know who will be interested.

Information is for sharing - not gathering dust.....

If you have any material for inclusion in No.18, please forward by July 26th.
Coupe News No.18 will be published on August 1st.

Editorial Address:

Have you missed a copy of Coupe News, or changing your e-mail address, or wish to be removed from the mailing list. Please e-mail to the address below with your request, it's as simple as that.

Terry Bye
Pullman Car Services
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Preservation News:

Noted at Railfest on Wednesday June 2nd.

S/No.310 PEGASUS "THE TRIANON BAR".

My first view of the car following completion of the cars rebuild and interior restoration. My personal thanks to both Nick Dodson and Peter Watkinson for the hospitality given, and for allowing me interior access to photograph.

S/No.326 EMERALD (II).

Traveling back to Thornaby from York by train, I noticed in a north end long siding the car with other vehicles stored out of sight of the Railfest public. Alas the exterior of the car side seen was looking a little uncared for. A very sad sight to see considering the vehicle is part of the National Collection. When compared to **TOPAZ** which has been externally restored to original beauty, what is **EMERALD's** fate?

S/No.59 TOPAZ.

Still looks superb in SE&CR Crimson livery, but alas still remains poorly located in a dimly lit corner of the Museum.

S/No.282. DORIS.

I have received a couple of concerned e-mails since the June edition was issued, with regard car **DORIS**, located at the CIL site at Finsbury Park, London. References to Graffiti and that CIL have moved from the site. I have through the YAHOO web sites of both BritPull and SEmG posted an

e-mail asking for any Southern based members for help in the matter.
P3 - 15.

Antony Ford of Swindon advises.

"**Doris**" is in relatively good condition - I saw it only last week when our train -slow at that, from Kings Cross went past Finsbury Park. It did not appear to me that CIL had moved, since the yard was full with vehicles and the warehouse doors were open, etc. This does not mean, of course, that they have intentions.

Ian Bull of Battersea advises.

A friend told me of **Doris'** plight (covered in graffiti) about 4 months ago. He also stated that it looked as if CIL had vacated.

I called CIL the next day and was immediately told that the company were planning to 'respray' her [sic]. The telephonist also stated that they were still in occupation.

As the switchboard operator was aware of the problem I assumed, at the time, that the company had given some priority to the damage. Alas, I appear to have been mistaken.

** (CIL are a famous shopfitting firm who occupy premises which used to be rail connected at Finsbury Park on the ECML. They purchased ex Brighton Belle car '**Doris**' for use as a boardroom and placed it on the disconnected stub of the siding)**

T.Robbins advises.

The graffiti was done over the Christmas holiday (2003), but CIL have not got round to scraping it off yet!

There are all sorts of (mostly) unfounded rumours surrounding Doris at the moment.

Noted, Friday June 4th, at West Coast Railway Company, Carnforth.

Mk 1 Pullman cars 99354, 99348 & 99353 '**MELISANDE**'.

99354 identified as **Car No.354 'The Hadrian Bar'**, 99348 as **CAR No.348** and 99353 as **CAR No.353**.

All three cars remain in as delivered condition, from the previous owner.

P4 – 15.

1966 Mk2 Cars.

Pullman First with Kitchen.

504 – ULLSWATER.
506 – WINDERMERE.

Both cars have lost the 18 x First Class seating saloons; this is now a preparation area for the kitchen, also one toilet has been removed of the two originally fitted.

Pullman Parlour First.

546 – CITY OF MANCHESTER. (Retains MERCo Livery).
548 – GRASMERE.
549 – BASSENTHWAITE LAKE.
550 – RYDAL WATER.
551 – BUTTERMERE.
552 – ENNERDALE WATER.
553 – CRUMMOCK WATER.

Saloon seating remains 2 x 1 = 36.

Pullman Brake First.

586 – DERWENTWATER.

Saloon seating remains 2 x 1 = 30.

All the above cars with the exception of 546, have been re-liveried into Pullman Umber and Cream with C.O.A. and Lake District car names have been located to the centre of the body sides.

The Saltburn Centurion Railtour Saturday June 5th 2004.

Saltburn to Chester and return. Steam haulage Preston to Chester and return with Princess Coronation Class 4-6-2 Pacific No.6233 "DUCHESS OF SUTHERLAND". (Visit <http://www.prcit.co.uk> for further details).

The train formation from Saltburn: -

Loco No.57601, Cars No. 504, 550, 552, 548, 549, 551, 553, 586, 506 & BFK No.17102 in maroon livery, Loco No.47854.

P5 – 15.

Look Back at Pullman:

1878.

July.

George Mortimer Pullman visits England & France with his wife and eldest daughter Florence (nearly 10).
During his stay in England, George meets with Sir James Allport of the Midland Railway.

1929.

July.

The Pullman Car Company take over Restaurant Car services on both day time 'Flushing Boat Trains' and also the evening 'Antwerp Continental'. Using Third Class Kitchen and two First Class Parlour and three second class Pullman Restaurants for these services.

The 'Antwerp Continental' was allocated three Restaurant and one First Class Parlour car.

A non-supplement car, Pullman Restaurant Car was introduced on the 'Lothian Coast Express' between Glasgow Queen Street and North Berwick.

1984.

July.

S/No.59 TOPAZ. Refurbished at Carnforth into SECR Crimson livery.
Movement to and from Carnforth is undertaken by road.

Also of note in 1984, both **S/No.311 Eagle** and **S/No.326 EMERALD (II)** were hauled by the NRM's Duches of Hamilton over the Settle to Carlisle Railway line.
This was to be the final mainline operation of both cars.

P6 – 15.

Attendants Service:

Table 1.

Doug Lindsay requests: -

I've just been asked by the KESR, who are currently restoring **THEODORA**, if I know anyone who knows the whereabouts of the 'short' Pullman Arm Chairs as used in some cars, and notably in the 'Hastings' Cars of which **THEODORA** is one of the surviving pair. Sadly, the two Cars, **THEODORA** and **BARBARA** were bereft of these chairs when purchased for preservation by the KESR as they had been in service as excursion Buffet Cars to which they were converted following the 1957/8 dieselisation of the Hastings Line.

These chairs were odd in that the legs which were adjacent to the windows were 'inset' from the actual seat swab to allow for the steam heating pipes running the length of the cars, they were therefore 'left' and 'right' handed chairs dependant on the direction they were facing. We believe this arrangement was to allow enough space for a gangway when used as 2+1 seating as the Hastings Cars were so narrow (Restriction 0, Max 8ft exterior width). The 'gangway' seats were on 'normal' configuration, so there were three types of the same basic chair!

Perhaps someone out there may at least know if any survive....we just want to view/inspect/measure as a prelude to making some new ones.

Doug, has supplied a photo of the interior of car **BARBARA** c.1947.
I will on any e-mail request, forward the photo by attachment.

Table 2.

I have received a request for information on the Golden Arrow Livery c1969/70.

The corporate BR livery applied to Pullman Cars on the Eastern Region MK1 cars, was Grey/Blue, the reverse of the standard Blue/Grey.

This was livery was applied and identified to one car No.208.
But, it now appears from photographic evidence taken on June 21st 1969, which at least two of the 1951/2 build cars had been repainted into this livery also.

Has any reader knowledge of which of the cars were painted into Grey/Blue, for what is believed to be a short period of time, as the livery did not work, and later the cars were painted into Blue/Grey livery.

“IS THERE ANYTHING ELSE, SIR”

P7 – 15.

Honary Pullman's.

I have two honary Pullman vehicles.

1. BLV S2464.

Used to carry the coffin of the late Statesman Sir Winston Churchill, and now located in Los Angeles.

2. 73101 The Royal Alex .

Out of operational use with EWS since 2002. The loco was sold to Booth-Roe Metals at Rotherham.

Booth-Roe then sold the loco to an unknown party, but, it's new home is the Dean Forest Railway at Lydney.

73101 was a regular on the VSO-E Pullman rake, and carried the unique livery of umber and cream to match the Pullman rake.

No further details are known as to the future use, name to be allocated (of the two it carried) or livery for this locomotive.

Cleveland Model Railway Club Exhibition August 21st & 22nd 2004.

The exhibition will be held the Redcar & Cleveland College, Redcar Lane, Redcar.

I have been kindly invited to attend on behalf of the Pullman Society.

More details to follow.

Sheffield Railwayania Auctions.

12th June 2004 Auction Realisations

PULLMAN ITEMS

Lots 40 – 45.

40* A Pullman coach brass table lamp in the ornate Arcadian style, clearly stamped "**HIBERNIA**" and with its original celluloid shade (a split down one seam). The flex curtailed. *Hibernia* was a 12-wheeled Kitchen car built in 1914 by Cravens. It was used extensively on Southern lines, principally London-Dover/Folkestone and racecourse specials. The interior was described as a contemporary 'Adams' style with French influence. It was rebuilt as a composite in 1933, and again as a first class car in 1950. Withdrawn from service in October 1960 after use on the "Bournemouth Belle", it became "Holiday Coach P46" in the south of England, and was dismantled about 1968. The lamp is in fine original condition.

Note Lamps with original celluloid shades should not be lit; they are extremely flammable!

Auction Realisation £5,500.

P8 – 15.

41* A Pullman coach brass table lamp with its original satin silver plating, clearly stamped "**CAR No. 86**", and bearing a modern shade. **Car 86** was a parlour car built specially for the "Brighton Belle" (formerly "Southern Belle") in 1932. It was formed in Unit 2051 with cars "**Doris**" (See Lot 43) and "**Hazel**". It had an unusual interior with floral marquetry and all the metalwork finished in satin silver. It was withdrawn in 1972, and is preserved by VSOE pending possible restoration. This lamp, with its original silver finish, is rare as most "Brighton Belle" lamps have been stripped to reveal the brass finish.

Auction Realisation £3,600.

42* A Pullman coach circular wooden plaque displaying the full Pullman crest and "**Car Clara**" in gold serif capitals. 9" diameter. In superb original condition. "**Clara**" was a 1932 1st/3rd Class composite car (with kitchen) formed in SR electric unit 2020 (later 3020). It was withdrawn in April 1972 and scrapped at Norwich. Note These plaques were made to cover the apertures left when the brass wall clocks were removed.

Auction Realisation £3,150.

43* A Pullman coach circular wooden plaque displaying the full Pullman crest and "**Car Doris**". In good condition and incorporated into a glazed wooden frame on the back of which are photographs and press cuttings. "**Doris**" was a first class Kitchen car built for the "Brighton Belle" in 1932. It was withdrawn in April 1972 and subsequently preserved at Finsbury Park, London.

Auction Realisation £500.

44 Four Pullman coach wall lamp opalescent glass shades in fine, original condition.

Auction Realisation £80.

45* A South Eastern & Chatham Railway enamel sign lettered white on dark blue "Including First & Third Class Pullman Cars". Rectangular 17½"x3½" with a top bracket so it was probably designed to hang. VGC.

Auction Realisation £130.00

P9 – 15.

Postal Auction June 2004.

Close date Monday June 21st 2004. Realisations

PULLMAN ITEMS

Lots 902 – 909.

902 **PULLMAN CAR COMPANY**. Three menus from the “Eastern Belle” Pullman train. Each 3” x 6” with embossed Pullman coat of arms at top. Covers luncheon, 1st Class Luncheon and Supper. Dated 1939. ***Auction Realisation £230.00***

903 **PULLMAN CAR COMPANY** Dinner Menu and **PULLMAN CAR COMPANY AND LNER** jointly issued 1st Class Tariff. Both 4½” x 7½” with embossed Pullman coat of arms at top. Dated 1939. ***Auction Realisation £100.00***

904 **PULLMAN CAR COMPANY** published booklet “The Golden Way – Southern Electric Pull-man Number.” Coloured pictorial paperback covers advertising “Abdulla” cigarettes. 88pp dated January 1933. A little wear to edges of covers. ***Auction Realisation £310.00***

905 **PULLMAN CAR COMPANY LIMITED** brochure: “The London, Harrogate and Edinburgh Pullman on the LNER.” 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated July 1927. Corner pin holes. ***Auction Realisation £100.00***

906 **PULLMAN CAR COMPANY LIMITED** brochure: “The Harrogate – Edinburgh Pullman on the LNER.” 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated September 1927. Corner pin holes. ***Auction Realisation £100.00***

907 **LNER AND PULLMAN CAR COMPANY LIMITED** brochure “The Queen of Scots Pullman Extended to Glasgow.” 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated July 1928. Small fold tear. ***Auction Realisation £90.00***

908 **PULLMAN CAR COMPANY LIMITED** brochure: “The Harrogate – Edinburgh Pullman on the LNER.” 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated September 1927. Heavily annotated and amended to show actual running and times of the “Queen of Scots Pullman.” ***Auction Realisation £95.00***

P10 – 15.

909 **PULLMAN CAR COMPANY LIMITED** brochure: "West Riding Pullman & The New Week-end Pullman." 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated July 1927. Heavily annotated and amended to show changes from the Week-end Pullman to the Harrogate Pullman. Sellotape repair.

Auction Realisation £100.00

"GOLDEN ARROW" – Rail Excursions hauled by 34067 'TANGMERE'.

Steam and Pullman car PEGASUS, what a mix, why not relive the past on one of the following railtours.

Sunday July 18th.

Poole – Bournemouth – Southampton – Winchester – Basingstoke & Woking.

Saturday August 14th.

Bristol – Bath – Chippenham – Swindon – Didcot – Reading – Ealing Broadway.

Saturday September 4th.

Ipswich – Colchester – Chelmsford – Sheffield – Romford – Ilford – Stratford.

Saturday September 25th.

Kettering – Wellingborough – Bedford – Luton – St.Albans.

Diesel hauled from the stations as listed to Kensington Olympia.

34067 when then be attached to the train for a run to Canterbury and return to London via Dover.

For further information Contact Kingfisher Railtours Tel: 0870 747 2983.

Eastbourne Steam in 1940, Due to Bad Weather. As supplied by G.Child.

The following is an extract from "Silver Thaw" by S.C.Nash.

As published within the SLS Journal Vol. 61. No.713. pp131-139 June/July 1985.

Due to heavy icing on the conductor rails, services to and from Eastbourne were subject to cancellation and delay from Sunday January 28th 1940.

What was probably the 3.45pm ex Victoria was formed by 1612 (a class 'U' 2-6-0 shedded at Redhill) hauling the Newhaven Boat Train set; first, second and third class coaches with a 12 wheel Pullman car **MYRTLE** in the middle.

It returned as the 8.36pm Eastbourne – Victoria.

(No indication as to whether **MYRTLE** was in use, either for just riding, or in proper service).

The set returned on Monday 29th, on the 12.45pm ex Victoria ('U' 1901 of Stewarts Lane), returning at 5.36pm ('N' 1816 of New Cross Gate).
P11 – 15.

On Tuesday 30th, there were also snow drifts to contend with. The Boat Train Set came down but no times given, it returned as the 3.36pm ex Eastbourne hauled by (H2 2424).

Services started to return to normal on Wednesday 31st.

It would appear at this stage of the Second World War, the Newhaven – Dieppe operated on certain days only.

Even more incredible was the use of steam locos to haul electric multiple units. Ex – Brighton locos still had Westinghouse brakes, so could operate the train brakes. Others relied on the motorman to apply the airbrakes according to whistles/hand signals from the cab – which involved him hanging out of the cab. 798 'SIR HECTIMERE' arrived with a 6 Pul & 6 Pan train, under power, with much arcing.

D1 2283, was taken off the Hailsham motor train, and worked to/from Hastings with a 2 Nol & 2 Bil. The D1 operation on the Hailsham branch was replaced by B1 1449, this was probably not appreciated by the crew, as the class had very open cabs, and they could not turn at Hailsham.

A "Silver Thaw" is caused by rain falling on to hard freezing ground, and is a very rare occurrence.

East Coast Pullman Train Operations – Stoke Summit 2004/5.

David Lewis, of Southern Pride Models has kindly advised of the dates and venues for 2004/5 at which the Wolverhampton Railway Club will exhibit the superb 4mm layout 'Stoke Summit'.

The following services can be seen from the line side, steam hauled.

The Tees-Tyne Pullman (Mk.1 1960/1Cars)
The Queen of Scots Pullman (1928 Cars)
The Master Cutler Pullman (Mk.1 1960/1 and 1928 Cars)

From the same vantage point, with services diesel hauled the addition of the Yorkshire Pullman (Mk. 1 1960/1Cars) in Blue/Grey Livery will be seen.

All these trains in accordance with the Wolverhampton Railway Club philosophy are correct length and consist of the correct types of cars, build and painted to a high standard.

P12 – 15.

Dates and exhibition venues are :-

August 21st-22nd 2004 - Redcar (Steam)
October 30th-31st 2004 - Leeds (Steam)
November 13th-14th 2004 - Spalding (Steam)

February 12th-13th 2005 - Doncaster (Steam)
February 25th-27th 2005 - Glasgow (Diesel)
March 26th-28th 2005 - York (Diesel)

My thanks to David, for sharing this information, I will be attending the Cleveland Model Railway Exhibition at Redcar, with the Pullman Society Information Stand. If you find the stand unmanned you will find me line side at Stoke Summit.

For further information on Southern Pride Products: -

Southern Pride Models
PO Box 37, Kidderminster, Worcestershire,
DY11 6DS, England.

<http://www.spride.demon.co.uk>

75th Anniversary of the “EMPIRE BUILDER”.

The commemorative trip of No. 7 - Friday, June 11th.
Departing Chicago Union Station on time at 2:10 p.m.

My thanks to Stanley Brandt Operations Manager 20th Century Railroad Club, Chicago, Illinois. For forwarding his personal account of the anniversary run.

Amtrak marked the 75th anniversary of the first run of the “Empire Builder” by adding Great Dome no. 10031 and Amtrak Business C No. 10001, "Beech Grove," to No. 7's consist, with P42 No. 7 on the point. Prior to departure from Chicago (precisely on time, of course), a reception was held in CUS. David Gunn was on hand, meeting and greeting Amtrak employees, managers, customers and fans. Commemorative badges and literature were given out, along with cake and coffee.

Those of us lucky enough to be invited to ride no. 7 from Chicago to Milwaukee, also received autographed commemorative posters from the artist J. Craig Thorpe, who gave a presentation on the history of the “Empire Builder”.

As Mr. Gunn made his way to the train, he greeted every Amtrak employee he saw. At one point, he spoke with a coach passenger who told him he'd never been inside a railroad sleeping car. Mr. Gunn immediately gave the man a tour of the sleeper they had been standing next to.

P13 – 15.

At the reception, I asked Mr. Gunn if I could photograph him on the porch of 10001 before we left. He said yes, and showed up just before departure and posed. Then he told me I might as well board his business car and take a seat, as the car was open to all the guests anyway.

As the socialite Eleanor Belmont said back in the 20s, "Riding on a private railcar is not an acquired taste. One takes to it immediately." Dead right! (Belmont's husband, August Belmont, built an NYC subway line, as well as the Belmont Park racetrack).

The lead engine was no. 7, followed by no. 31, which was the "Empire Builder's" original westbound train number.

An example of Mr. Gunn's attention to details: as he entered the lounge of 10001, he immediately adjusted the swivel chairs and the overhead lights to his liking. Earlier, he had mentioned that when he took possession of his business car, he "cleaned it out" to learn what was on it, and was shocked to find out no emergency flares were on board!

This may also explain Mr. Gunn's reputation as a good cook and baker (his staff rave about his lemon-meringue pies). His personal assistant also told us Mr. Gunn hosts a potluck luncheon at Amtrak HQ about twice a month, and everyone looks forward to them. When I asked her how she manages to

keep up with this vigorous, busy, friendly man, she just shook her head, sighed, and grinned -- as did his business car attendant.

As we rode between Chicago and Milwaukee, Bob Johnston of Trains magazine (sitting next to editor Mark Hemphill, whose resignation took effect at 11:59p tonight), interviewed Mr. Gunn, and several of us got to listen in.

Probably the key point was his reiteration that, if forced to annul any long-distance train, Mr. Gunn will quit his job. He also discussed the four candidates nominated to Amtrak's board, and was complimentary about them all. Mr. Gunn also pointed out that, as of the end of June, the board will have only two members left -- and noted that "the three of us could meet in a telephone booth!" Other items discussed included trackwork in the North East Corridor and on the Harrisburg line. When the latter is completed, Gunn predicted, ridership will double. One last item: the cafe cars on the Acela Express trainsets may be modified by adding some seating.

We arrived in Milwaukee about ten minutes early. Our group of deadheads got off, and a new group boarded, including Wisconsin's governor, who was to ride only as far as Columbus, about 65 miles; plus a bunch of WisARP members.

Us Chicago deadheads even got complimentary tickets back to Chicago on the "Hiawatha Service" train no. 340.

P14 – 15.

It was a real pleasure both to take this trip and to see (and hear) the high regard in which Mr. Gunn is held by so many Amtrak employees. And using this 75th anniversary to publicise Amtrak's long-distance trains indicates Mr. Gunn is not only serious about keeping them, but understands that generating favorable publicity and involving local politicians can be a big help.

David Gunn left no. 7 at Whitefish, Montana, to take no. 8 back to Chicago. On most of this return trip, he rode in the lead loco.

What a wonderful day!

Many thanks Stanley for sharing what must have been a very memorable day and trip for you.

The Railway Monthly DVD.

For those readers who have not heard or seen the “new kid on the block”. A monthly Railway Enthusiast’s DVD. Offering the viewer 90 minutes of broadcast quality material.

I picked up my copy of DVD No.1 June 2004, at the Railway Monthly stand at Railfest, York. “It was free”.

The DVD content is varied and covered Richard Trevithick, Blackpool Trams, West Somerset Railway’s Diesel Weekend, Virgin’s Pendolino training simulator, A day in the life of a loco driver on the Talylyn Railway, Leighton Buzzard Railway and for the model railway enthusiasts Milton Keynes Railway Society. I was impressed in the varied content and quality of presentation, so much so I took up the offer for the next three editions, and now look forward to them dropping through the door over the next three months.

If you would like more information, visit the website: -

www.therailwaymonthly.com

Tail Lamp:

Coupe news is only as good as the information received, and published within. So why not share your news / material / information with fellow Pullman connoisseurs.

Welcome to a number of new readers who have joined the circulation list since last month, I hope in the near future you will share your Pullman news, reviews and memories with your fellow readers.

In addition you will now find Coupe news on a third web site SEMG, my thanks to for allowing an even larger readership to join us.

For those of you that have not visited the SEMG site, take '5' and have a look www.semg.org.uk

Over the years I have built up a large railway video collection, I am always interested in videos with Pullman content. And in the past purchased a video just for that passing view of a Pullman train or formation.

Being an ex Southerner, I have a higher proportion of Southern content video's in my collection. Whilst attending the Middlesbrough Model railway exhibition in May, in a number of conversation's with North Eastern enthusiasts I determined that videos based on workings out of North London Terminals to the North, in general do not contain as much material as the Southern tapes.

Some years ago I discussed the matter with a well known railway video producer, he advised he was more than willing to produce a Pullman related video, but due to fact he had plenty of Southern based material, he did not have much material on the northern operations. So he felt that on cost and sales basis it was not a worthy project until more Northern material was available.

Have you any Northern Pullman workings on cine film it might be beneficial for you to share your archive.

A discussion with one of the production team of "The Railway Monthly" at the Railfest. Brought some good news on the Pullman front. They plan to cover the subject within a future edition of the monthly DVD.

And finally, to the 36 passengers within Pullman car "RYDAL WATER" (ex Mk2 Pullman No.550) which formed part of the "Saltburn Centurion".

Many thanks to you all, for giving me such an enjoyable day as your Pullman Car Attendant.

T.Bye July 1st 2004