

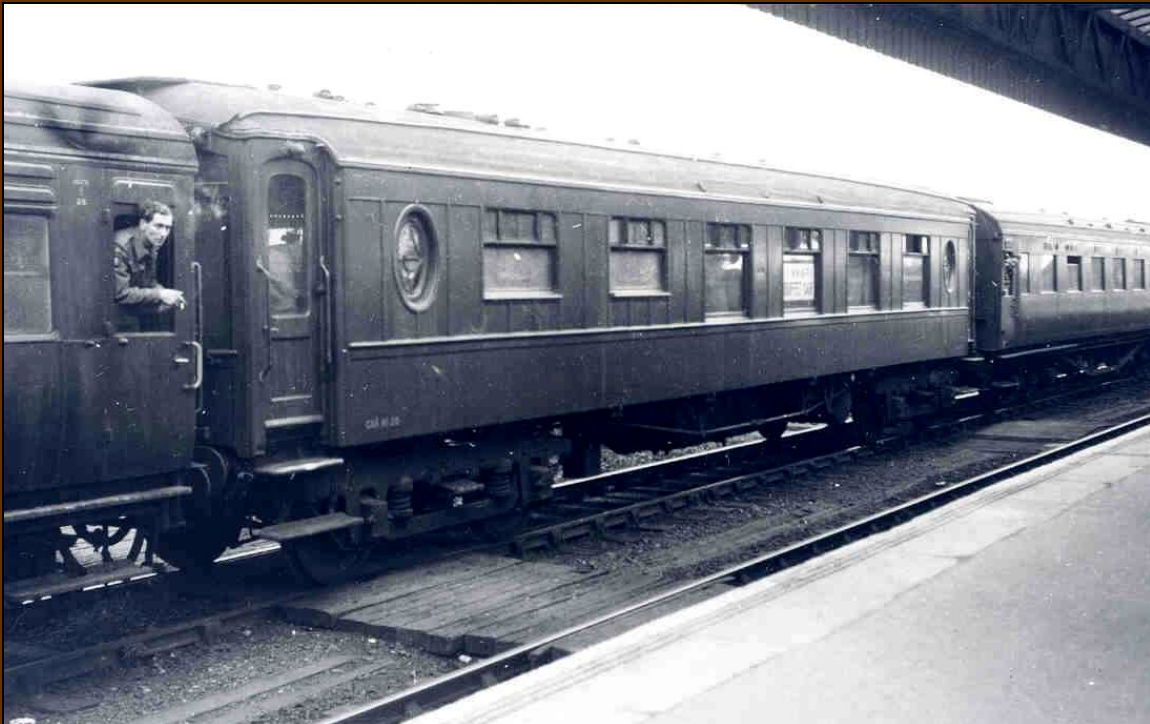


Pullman Car Services

# Coupe News

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

**April 2006 – CAR No.38**



cd.Lindsay Collection2006

**NAAFI CAR No.29 (ex-CORUNNA) – Ashford, Kent c1944**

**P2.**

**Cover Photograph.**

NAAFI Car 29 (**CORUNNA**) I think according to last months Coupe News' article. The photo was given to me as a result of a Pullman talk in Bedford.

**Editorial:**

Welcome to Coupe News No: 38.

This is your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied articles and photographs which have been 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.39, please forward by April 26<sup>th</sup>. Coupe News No.39 will be published on May 1<sup>st</sup>.

**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  
<mailto:pullmancarservices@yahoo.co.uk>

P3.

**Cars of the Month.**



cM.Harrington1988

47451 heads south through Doncaster with a return VSO-E Pullman working to London.

The second vehicle from the locomotive was the unique "Baggage Car No.7", Alas no longer to be seen within the Pullman formation having been taken out of service and broken-up.

Have you a photograph you would like to place in 'CAR OF THE MONTH'  
If so, just e-mail as an attachment in jpg format to the editorial e-mail address.

**P4.**

**Look Back At Pullman.**

**1881 – 125 Years Ago.**

**Friday April 1<sup>st</sup>.**

Pullman Town, Chicago, Illinois.

The Illinois Central Railroad open the passenger depot at Pullman it is remarked to be the “prettiest on the line”.

**Saturday April 2<sup>nd</sup>.**

Pullman Town, Chicago, Illinois.

George Pullman brings 50 visitors to the town of Pullman in his private car railroad car. During the visit they all watch Georges eldest daughter (11 years old) Florence push the button to send power to start the Corliss Engine to begin the manufacture of new cars at the new works.

The Corliss Engine was at this time the world’s most powerful engine.

Built by a Rhode Island company to supply power to the Philadelphia Centennial of 1876. George purchased the Corliss Engine for \$130,000. With a total weight of 350t it required 35 rail freight cars to move it to its location in the new Pullman works.

**1956 – 50 years Ago.**

**Sunday April 22<sup>nd</sup>.**

The down working of the “Golden Arrow” was noted being hauled by No.70014 “William Shakespeare” the service was re-routed for the journey via Otford, due to Sunday engineering work.

**Monday April 23<sup>rd</sup> to May 4<sup>th</sup>.**

The British Industries Fair at Castle Bromwich, Birmingham.

Stationary at the exhibition, and described as the spare “South Wales Pullman” the following cars: -

***Car No.15, 16, 31, 61, 132, 166, 167 and Buffet Car No.5 (ex Trianon Bar).***

**Friday April 27<sup>th</sup>.**

The State visit of Marshall Nikolai Bulganin and Premier Nikita Krushev of the Soviet Union. A Pullman car Special is formed to convey 60 passengers from Portsmouth to the City of London’s Victoria station.

The Soviet party were conveyed to the Royal Navy’s Portsmouth Dockyard by the Soviet Cruiser ORDJOIKIDZE.

The seven car Pullman train consisted of ***MINERVA, ARIES, PERSEUS*** (Principals), ***IBIS, ADRIAN, CARINA, ISLE of THANET.***

P5.

**Preservation News.**

**Mk1 Pullman Car - Schedule No.326 'Emerald (II).**

Parlour First 'Emerald' moved by rail from the NRM at York to West Coast Railways in Carnforth on 16 February. Work to be undertaken will include both asbestos stripping and refurbishment for operation.

**Bluebell Press Release No: 010406**

Following an overhaul at VSOE works in Stewards Lane, the Bluebell Railway is now preparing to return Pullman Car 64 to traffic and is currently being repainted in a unique livery due to the terms of a donation from an anonymous donor.

For pictures and more details go to

<http://www.eavb.co.uk/blue/pics12.html>

Kind Regards,

Barry Coward  
Press Officer  
Bluebell Railway

**ARIES on the Move.**

My thanks to Alex Betteney and his unique web site covering movements of rail vehicles by road. Alex advised me of the news on car **ARIES** movement from the East Lancs Railway.

Alan Moore advised that on March 23<sup>rd</sup> at 12:50: -  
Pullman Car **ARIES** heading Southbound on the M6 at Junction 14.  
This was reported as 'For Sale' at the East Lancashire Railway a few weeks ago, obviously sold, destination unknown.

Why not have a look at Alex's web site: -

[http://groups.yahoo.com/group/road\\_gen/?yguid=189639021](http://groups.yahoo.com/group/road_gen/?yguid=189639021)

**P6.**

**Website News.**

Alan White of the Pullman Society advises of the following web site.

A few years ago, our late committee member and Journal Editor, Alistair Munday, set up a web site for the Society. Whether it was actually posted to the Internet I do not know, as to my knowledge, no one ever found it, I certainly didn't, and with Alistair's passing we assumed it ceased, or so we thought. The subject of having a site had been raised at several committee meetings and so over the New Year weekend I found myself designing a site with the help of some photos from fellow members. Over the same weekend I investigated the availability of a suitable site address and by good fortune came across the original address still registered to the Society. The original intention was for me to post the completed page on the net via my own ISP, but during a conversation with a colleague at work who has his own hosting service and constructs websites, he offered to do all this for us at a very reasonable rate. My design was circulated to the other committee members and Terry for their comments, suggestions and amendments and then passed to my colleague for him to do his stuff. The site name was also transferred from the original hosts to my colleague's own hosting service. The transformation of my rather amateur design to the finished article is rather stunning, especially the colours. As I have explained to members, it is not a site to find details of your favourite cars or trains. None of us are a computer genius or have the time to do this, quite apart from the expense, but it is a site to advertise the Society, with relevant facts and contact addresses. You may not find it yet on your own ISP, but it can be viewed by entering the name on the Explorer address line, or alternatively it can be found on two inter-net directory sites upon which I have set it up.

1) UK model shops directory (Clubs and Societies/Historical)

2) irail (type Pullman in search)

These entries both have links direct to the site. There are two addresses at the end concerning displays of models and memorabilia.

The exhibitionsne is actually Terry who has attended shows in the North east of England.

The exhibitionssse is myself whose display has been seen at Tonbridge, Canterbury, Beckenham (SE London), Chatham and just recently Abingdon. If anyone is a club member and would like us to attend their exhibition, providing it is within reasonable distance, please contact the relevant address.

Interested in the Pullman Society, if so visit: -

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

**P7.**

**The Pullman Society.**

“102 not out” was the cry from Alan Wood Treasurer & Membership Secretary. The target set some years by the late Ray Addy founder of the Pullman Society was surpassed recently.

Society members will have received recently “Pullman Circular No.4” from Alan White, updating members on recent news. The AGM content has been finalised and I am sure the content will be of interest the members attending like myself.

It's not to late for you to attend the afternoon of Pullman interest, membership to the Society is £12 per year and available from Alan Wood, 140 St Helens Down, Hastings. East Sussex TN34 2AR. or mailto:[awood17166@aol.com](mailto:awood17166@aol.com)

**Pullman Society 2006 AGM.**

The 2006 AGM will be held on Saturday May 20<sup>th</sup>. 12.00 noon at the Bluebell Railway in the Birch Grove Suite at Sheffield Park Station

Agenda: -

12.00 Buffet lunch.  
13.30 Annual general meeting.  
15.00 Guest Speaker with Slide presentation.  
15.30 Guest Speaker.  
16.00 Mini auction.  
AGM Close.

19.00 Optional extra at £58 per person aboard the Bluebell Railways “Golden Arrow” service within car **FINGALL**.



**P8.**

**Requests for your Help.**

**Request 1.**

Hi Terry,

I wonder if you or your readers can help me.

I'm building 4mm scale models of the LBSCR's 1895 'American' Pullman cars (from the Marc Models kits) and wish to present them in their original livery.

I realise they were extremely ornately lined out in gold which I will only be able to partially represent but am unclear as to the base colour.

Haresnape and Fry describe it as 'green' or 'bronze' and I've also seen it described as an 'oily greenish brown'.

Other authors describe it as 'brown' or 'chocolate brown'. Also, were the roofs really 'rose' ?

Any input would be appreciated - ideally with a recommendation from the Precision or Humbrol range.....

Paul Newham.

Geoff Cox responds: -

*In response to 'Coupe News 36' p13 – UK Pullman livery of 'American' Pullman cars'*

When Brian Haresnape researched the subject for his Pullman book he consulted many people on the subject, in the UK and at Pullman USA. He finally concluded that all the cars supplied by Pullman USA from 1874 were 'Pullman Brown', until the three final cars of 1906. The latter were supplied in the new LB&SCR 1904 carriage livery of Umber & Cream, which remained the standard Pullman colours until BR blue.

Brian had a colour litho of a car in 'Pullman Brown', which he said could best be described as being very dark British army Khaki, i.e. greeny-brown. With the standard 14 layers of paint and varnish the cars apparent base colour would vary according to the angle of view and lighting conditions, sun or shade etc. Which is probably why there have been so many descriptions of the colour - 'green' or 'bronze', 'brown' or 'chocolate brown', 'oily greenish brown' etc. The roofs appeared 'rose' because they were painted a mixture of red lead and white lead.



**P9.**

**Request 2.**

Terry,

Howard Sprenger has put me in contact with you; I hope that you don't mind.

I am preparing the design for what I intend to be the definitive sheet of transfers for the Blue Pullmans during the Nanking Blue period.

As you will know, the BPs had car letter plates and seat numbers adjacent to the passenger doors; eg. A 1-9 adjacent to a power car door.

The seat numbering initially confused me, in that the total seat numbers indicated were invariably half of the known seating capacity of the relevant car or half-car.

Then I found out that the seats were numbered in opposite pairs; ie. Seat 1 referred to a pair of seats across a shared table. Odd - but it seems to have worked for BR!!

So, working out the seat number markings for most of the BP cars was simple; divide the seating capacity by two and mark half the seat numbers on the LH door and the other half on the RH door; such photos as exist confirm this to be correct.

However, as may be expected, there is a flaw in all of this!

It has not so far proved possible to identify a photo of the seat number markings for a WR parlour second car. This car does not fit the half-and-half rule because it had 42 seats numbered at pairs 1-21. As the seats were arranged across the car with a pair of seats on one side of the aisle and one seat on the other side, a little thought will show that there was a row of pairs of seats; 10, 11 & 12; on the centreline of the car.

So, what would the seat numbering markings have read? My guess is 1-12 on the LH door, and 10-21 on the RH door; i.e. duplicating 10-12 on both doors. (I've attached a scan of the parlour 2nd seating plan).

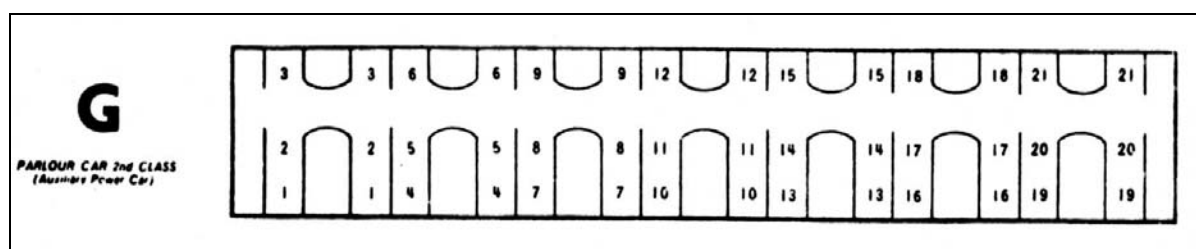
Another conundrum - when the 6-car sets were transferred to the WR, was some of the seating downgraded to 2nd class? If so, in which cars? Again, this is of consequence to me because the car end data panels indicated the class and number of seats.

Regards,

John Isherwoodm,

Cambridge Custom Transfers.

<http://www.cctrans.freemove.co.uk/>



**P10.**

### **Pullman Memorabilia**

Antony Ford, A known Pullman memorabilia collector is interested in the purchase or exchange of Pullman Car Table Lamps.

Also the purchase of the plastic type Pullman table lampshades and of any photographs of the interior and exterior's of any of the 1932 Pullman composite cars as constructed for the London Victoria – Brighton electrification services.

Contact Antony on 01793 704428 or mailto:[anjo@ford28.freeserve.co.uk](mailto:anjo@ford28.freeserve.co.uk)

### **Pantry Mailbox.**

A detailed response from Richard Salmon on the matter of shades of umber.

Terry,

As ever, great edition of Coupe News. Good to have it in PDF format; the word version never lined up with page boundaries on my machine!

With regard to the colour of the umber on the preserved vehicles, I'd make the following comments:

1. Firstly the colour appearance of a dark colour is greatly influenced by the lighting conditions it is viewed under. I once saw a UPS parcels van change from a brown colour to deep green, as it passed by a laurel hedge which was in the full sun, reflecting mainly green light onto the van!
2. You can make no real colour judgements from photographs.
3. If you looked at the eastern side of those coaches you'd get a completely different idea, since they weather differently, and thus are re-varnished at different intervals. If you look closely at these vehicles, you may notice that they have had small areas patched in with what appears to be a different colour. In fact, it's the same colour, but indicates just how much the original colour has weathered over the years.
4. **Fingall** will have changed colour in January this year, since it had a partial re-paint, so the slightly faded umber will have been replaced with a darker shade. **Eagle** was last re-varnished last year, after receiving some minor welding repairs (and consequent patch re-painting) to the bodyside.

**P11.**

5. The top-coats are semi-translucent, so are hugely influenced by the undercoats. The paint schedule for *Car 64*, currently in the works, is for 15 coats of primer, undercoat, topcoat and varnish. It's had the first 3-4 coats, and currently sports a rather fetching maroon and cyan version!
6. Nominally the same colour paint from two different manufactures will probably be different, and have a different degree of transparency.
7. In colorimetry we have standard 2-degree and 10-degree field-of-view models of human colour vision. They are different. Basically the eye sees colours differently depending on how much of the field of view is filled by the colour. This effect is also the basis of scale colour, namely that a model coach must be painted a lighter shade compared to a full size one to appear the same. You also see colours differently depending on context. Malachite green on a loco with three broad yellow stripes down the side looks different from the same paint applied to a carriage, without the yellow stripes.

Sorry for all of this detail, I'm afraid colorimetry is one of my professional interests...

Regards,

Richard

Many thanks for your detailed response on this matter Richard, very much appreciated and I am sure the question of shades will return to be questioned again in the future.

Doug Lindsay responds to last month article by

Terry,

Looking through some of my photos I came across one of NAFFI Car 29, which was formerly 'Corunna' I think according to your latest Coupe News' article...

Again we see the white paper sign in the second Saloon window with the inscription;



If you over enlarge it does 'blur', but at the size here attached it is just discernable...on my original post card size print it is very clear.

**P12.**

This photo, which was given to me as a result of a Pullman talk in Bedford I believe, is copyright of 'The Coutanche Collection' and is negative 7C012 and shows Car 29 passing through Ashford Kent c.1944 as far as we know...

Thought it might be useful for the next Coupe News.

Cheers

Doug.

Geoff Cox also responds.

*In response to 'Coupe News 37' p20 - Pullmans cars on loan to the LNER 1942-48*

One fundamental condition of Pullman agreements which directly affected the profitability of the PCC was that the operating railway should provide the service for the cars to run on. Therefore part of the agreements stipulated that if a railway withdrew a Pullman service then it should pay compensation to Pullman for loss of receipts.

This happened during the WW1 when the Caledonian Railway withdrew its Pullman services without notice. That was prompted by questions being repeatedly raised 'in the House', about the morality of able bodied men still working in catering when they should be 'doing their bit' fighting in France and Belgium. After the war there was a protracted dispute about how much compensation should be paid by the CR to the PCC.

In a similar situation during WW2 the LNER decided that instead of paying compensation it would loan cars from their pool of Pullmans and run them as ordinary non-catering vehicles.

"The total number of cars on loan peaked at 27 in September 1946". Ref: Railway Executive Committee file 604/306 - Kew ref AN2/108.

*In response to Coupe News 37 p19 - WW2 LNER 1944 Pullman car Mess van conversions.*

Stephen Gradidge, a former member of the 'LNER Study Group', made a serious study of LNER service vehicles and concluded that 15 Pullman cars had been converted to service vehicles during the war. He discovered the names and dates of some, the builders and building dates of others, or simply the building dates of the remainder.

### P13.

LNER No	Builder/Year	Name or No	Conv'	Withd'	from
900795	BRCW/21	No44		NE (Whitby ?)	
900796	Clay/23	No52		NE	
900797	Clay/23			NE	
940262	Clay/23	No48	10/44	7/62	
950247	Clayton/21	CORSAIR	10/44		
950248	? /21				
950252	BRCW/21	No43	10/44	1/62	
960818	BRCW/21	ALBION			
960819	?				
960820	Clayton/20	CAMBRIA			
960821	Clay/23			5/70	
960822	Clay/23			8/64	Cambridge
970200	Clayton/21	No57	10/44	4/64	Perth
970201	?/21		10/44	9/69	Edinburgh
970202	Clayton/20		10/44	12/68	Glasgow

The Pullman cars so far identified indicates that they were all 12 wheeled cars. All LNER 12 wheeled Pullman cars were built for use on the GER during 1920-23. Of the 26 originally built, three 1<sup>st</sup> class cars, NEVADA, ATLANTA & COLUMBIA, had been transferred to the LMS in 1927; 8 were transferred to the SR - before the war, Nos 40, 41, 50, 51 and after WW2 - Nos 45, 47, 94 & 95. This left the following 15 ex GER cars which were withdrawn from Pullman stock during the war:-

CAMBRIA (BP), CATANIA (BP), CORSAIR, ALBION, ALEXANDRA.  
TC42, TC43, TC44, TC46(BP), TC48, TC49, TC52, TC53, TC56, TC57(BP)

### EDITOR:

To R. J. E. Bayliff Honorary Chairman, World War Two Railway Study Group and readers of Coupe News.

In last months newsletter an editorial error was made, and my thanks to Robert Bayliff for making me aware of my mistake.

My apologies to Robert and the readers for this error.

The error relates to Appendix 1.

The information supplied bore no relation to that forwarded by Robert.

**P14.**

**Pullman Cars – World War Two.**

R. J. E. Bayliff  
Honorary Chairman, World War Two Railway Study Group

In last months newsletter an editorial error was made, and my thanks to Robert Bayliff for making me aware of my mistake.  
My apologies to Robert and the readers for this error.

The error relates to Appendix 1.  
The information supplied bore no relation to that forwarded by Robert.  
I detail below the correct data to Roberts article.

Appendix 1.

National Archives, Kew, Richmond, Surrey, TW9 4DU.  
Telephone General Enquiries 0208 392 5200  
Telephone General Enquiries 0208 392 5200  
Document Copying 0208 876 3444 Extn 2352  
Rail 394/19 {formerly British Railways Board Archives LNE5/19}

London & North Eastern Railway  
Diagrams of Carriage Stock Built Since 1923  
• Diagrams 68A, 68B, 90, 90F, 90G, 224A, 271A

**Pullman Cars**

<b>LNER No</b>	<b>Coach Type</b>	<b>Diagram No</b>	<b>Note</b>	<b>Pullman No</b>	<b>Car Type</b>	<b>1960 Schedule No</b>
468	Open First	90	1,5	AGATHA	Pullman Parlour Car	239
469	"	"		SHEILA	"	236
470	"	90E	5	67	Pullman Buffet Car	220
472	"	"		68	"	221
473	"	"		69	"	222
474	"	"		70	"	223
475	"	"		71	"	224
476	"	"		72	"	225
477	"	"		81	"	259
478	"	"		82	"	260
479	"	90F	5	73	Pullman Parlour Car	226
480	"	"		74	"	227

**P15.**

<b>LNER No</b>	<b>Coach Type</b>	<b>Diagram No</b>	<b>Note</b>	<b>Pullman No</b>	<b>Car Type</b>	<b>1960 Schedule No</b>
481	"	"		75	"	228
482	"	"		76	"	229
483	"	"		83	"	261
484	"	"		84	"	262
485	Third Brake	271A	5	77	Pullman Brake Car	230
486	"	"		78	"	231
487	"	"		79	"	232
488	"	"		80	"	233
489	Open Third	224A	4	27	Pullman Buffet Car	146
490	"	"		54	"	157
491	"	"		55	"	158
492	"	68A	2,4	58	"	186
493	"	"		59	"	214
494	Open First	90G	4	62	Pullman Parlour Car	217
495	"	"		63	"	218
496	"	"		64	"	219
497	"	68B	2,3,4	65	Pullman Buffet Car	187
498	"	"		66	"	188

Qty 30: LNER 468 - 470, 472 - 498

Pullman AGATHA, SHEILA, 27, 54, 55, 58, 59, 62 - 84

**Notes:**

1. Suffix to Diagram Number not clear, if at all
2. 'To be used for Dining Purposes only' :annotation on diagram
3. Number 498 not given on diagram, only 497: but both Pullman numbers given
4. 'Wood' :annotation on diagram
5. 'Steel Cars' :annotation on diagram

**RJEB 14 Aug 98 Rev 17 July 00 To .xls 25 Jan 06**

**Remember - "Information is for Sharing – Not gathering Dust".**



**P16.**

**Sheffield Railwayana Auction on March 11<sup>th</sup> 2006 - REALISATION**

115 \* **PULLMAN CAR BRASS TABLE LAMP** in the classical arcadian style of swags and ramsheads. No identity of car, but is of an earlier pattern and used in older cars of 1910 - 1923 vintage. The glass shade with floral design is not original. In full working order and in excellent used condition.

**REALISATION £580**



417 \* **BR double-sided PERSPEX SIGN:** "Golden Arrow (with arrow) Pullman Passengers" in modern white stick-on lettering with yellow arrow on brown background. Measuring some 66" x 5" it has the appearance of a carriage board, but is thought to have originated from Dover Marine in the mid-1960s when the original enamel signs were replaced by BR corporate identity signs. Good condition.

**REALISATION £70**

A photograph of a rectangular sign. The sign has a dark brown background. On the left side, there is a yellow arrow pointing to the right. To the right of the arrow, the words "GOLDEN ARROW" are written in white, uppercase letters. To the right of "GOLDEN ARROW", the words "Pullman Passengers" are written in white, lowercase letters. The number '417' is printed below the sign.

417

**P17.**

425 \* **CAST-IRON WAGONPLATE:** "Clayton Wagons Ltd. 1922 Abbey Works Lincoln England" as carried by a Pullman Car of which 32 were constructed by the company, ordered by the Pullman Car Company to a very high specification, between 1920-1923. Rectangular, 10¼" x 6¼" restored to the original white background with black lettering and lion picked out in gold. A short history of the company accompanies the lot. VGC.

**REALISATION £80**



425

499 \* **BR WOODEN FINGERBOARD SIGN:** "Brighton Belle." Double-sided with white lettering on blue background. This was the final livery adopted for arguably the most famous Pullman trains running between London Victoria – Brighton and vice versa until it ceased operation in 1972. 48" x 6" with metal ends. Genuine well-used condition and probably originated from Victoria.

**REALISATION £360**



499

P18.

### The Belle of North Yorkshire



cM.Harrington2006.

January 2<sup>nd</sup> 2006. M.Harrington visited the Black Bull at Moulton to photograph ex-Brighton Belle car HAZEL.

You can almost smell the famous "Belle Kippers" as April 30<sup>th</sup> 2006, will mark 34 years since the final run of the Brighton Belle.



P19.

**Model Railway News.**

“Out of the box” on my layout.

The two photographs taken of stock straight out of the box as purchased.  
A unique locomotive and stock for any railway.



BRC&W Co Prototype D0260 “LION” (Silver Fox Models).  
CAR No.78 Parlour Brake Second (ex-Hornby Queen of Scots Pullman set).  
EAGLE Mk1 Kitchen First (Bachmann).



A Closer view of cars EAGLE & CAR No.78.

**P20.**

### **Tail Lamp.**

My thanks to those readers who have sent in news and photographs for this edition to share with fellow readers.

Of late some cars have been on the move, with EMERALD (II) from the NRM to Carnforth. ARIES from the East Lancs Railway to as yet an unknown location and finally DORIS will be moving to the Bluebell Railway. DORIS and EMERALD(II) will be restored and news of ARIES future and location is awaited.

Like the “Forth Bridge” once you obtain a Pullman car you need a planned maintenance schedule. This is essential, even if the car is a static exhibit or being used as a restaurant.

Wear and tear takes its toll, and if the car is being hauled the added cost of running gear (bogies/brakes/tyre wear) plays an even more crucial safety requirement. For those readers like myself involved in operating locomotives and rolling stock, keeping them fit for service doesn't come cheap.

So what can we do to contribute to the restoration costs. Have a day out at the local preserved railway or museum. Take a trip or buy something from the railway/museum shop, make a donation, join the preservation group, give up some spare time to assist. You can even promote you local preserved railway by posters or brochures at work. It's all to easy to be an armchair enthusiast, make 2006 a year of change for yourself and your local preserved line or Museum.

I am advised by my supplier (RAILS of Sheffield) that my Hornby “Devon Belle” pack will be with me early next week, the additional car pack is to follow. Once complete I will couple-up my “OO” Works observation car, and depart West for Ilfracombe and Plymouth.

**Remember - “Information is for Sharing – Not gathering Dust”.**

T.Bye April 1<sup>st</sup> 2006.