



PULLMAN CAR SERVICES-ARCHIVE

The Quality of Service is Remembered Long after the Price is Forgotten

2025 PULLMAN CAR HISTORY DIGEST



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"Information is for sharing and not gathering dust"

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Cover Photograph: First Class Parlour MINERVA (II) as built in 1924, and prior to transfer to CIWL service in both Italy & France from 1925 to 1928.

Explanation of terms used within the table.

Schedule Number.

Pre-1960 = Schedule number as first allocated; Numbers in brackets indicate that they are not the cars original number.

Post 1960 = Following the identification that the list of schedule numbers detailed at Preston Park Works, Brighton differed to the list held at Head Office in London.

A review was undertaken and the Post 1960 list was collated and issued to both Preston Park Works and Head Office.

Type. (Letters to indicate a car's basic function, all cars had some seating).

K = Car with seating and Kitchen (before 1932 known as Buffet cars);

P = Parlour car, with seating only, no kitchen;

GP = Parlour car fitted with guard's compartment and brake control wheel;

BP = As GP but with the guard's compartment contained within an additional luggage compartment with large sliding doors;

D = Boat train cars with dining chairs in 1st class;

DC = Similar to D but mixed class, used in Scotland.

Roof Styles.

Clerestory = Early cars with Clerestory roof (a raised central section with windowed sides);

Elliptical = Cars without the Clerestory, whose body the same width over its full length, including vestibules;

Cut-back = Cars with vestibules narrower than the main body.

Dimensions.

Length over vestibule ends, excluding gangway connections and buffers. Data mostly quoted from 'Pullman in Europe' except where contradicted by original data or drawings that have come to light.

SE&CR Type = Code letter used to match cars with similar physical characteristics, length, width, weight, wheels, gangways etc in order to make up train formations.

SE&CR Route Restriction = This code was required to differentiate which cars could run over the different SE&CR lines, that often crossed over each other, due to the intense historical rivalry between the forerunners of the SE&CR, the LC&DR and the SER.

Newsletter Edition Column = * Denotes that the car has not been featured to date.

Note.

This Digest is a brief guide, as more detailed information, often including photographs and drawings, can be found in the relevant editions of Coupé News, Pullman & CIWL News & Pullman.

This Digest has been compiled with the assistance of Geoff Cox and will be updated and re-issued annually.

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Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Notes
Clementina	40	40	K	6/10	BRC&W	8	cut back	57'6 x 8'7½	19F	31	(A)/G	1	At that time Lord Dalziel owned the Pullman Car Company Ltd and was also Chairman of the CIWL. So it was no surprise that the first new British service he negotiated was with the SE&CR, to run his Pullman cars on their Charing Cross to Dover boat trains. Then Paris could be reached travelling in style in de-lux cars. The Pullmans were quite short and the first to have cut back vestibules, painted in SE&CR crimson lake, they normally ran in Kitchen and Parlour pairs (Couplage).
Emerald	41	32	K	6/10	BRC&W	8	cut back	57'6 x 8'7½	19F	31	(A)/G	1	
Regina	42	42	K	10/10	BRC&W	8	cut back	57'6 x 8'7½	19F	31	(A)/G	1	
Sapphire	43	43	P	10/10	BRC&W	8	cut back	57'6 x 8'7½	24F	31	(A)/G	1	
Palermo	44	44	P	10/10	BRC&W	8	cut back	57'6 x 8'7½	24F	31	(A)/G	1	
Shamrock	45	78	D	3/11	BRC&W	8	cut back	57'6 x 8'7½	24F	31	(A)/G	1	For the SE&CR Flushing boat service until WW1, in 1918 to the CR as DC Duchess of Gordon.
Myrtle	46	46	K	7/11	Cravens	12	elliptical	63'10 x 8'8¾	23F	41	-/H	6/2A	LB&SCR car to supplement the seven other 1908 "Southern Belle" cars.
Vivienne	47	31	P	7/11	Cravens	12	elliptical	63'10 x 8'8¾	28F	41	-/H	6/2A	
Cosmo Bonsor	48	48	K	5/12	Cravens	8	cut back	57'6 x 8'7½	19F	32	(A)/G	1	Built for SE&CR coastal express trains. Cosmo Bonsor named after the SE&CR chairman.
Alicante	49	47	K	12/12	Cravens	8	cut back	57'6 x 8'7½	19F	32	(A)/G	1	" The trains ran via the two main SE&CR routes, Victoria-Margate-Ramsgate Harbour, and
Leghorn	52	41	P	12/12	Cravens	8	cut back	57'6 x 8'7½	24F	31	(A)/G	1	" Charing Cross-Folkestone-Dover- Deal.
Seville	55	45	K	12/12	Cravens	8	cut back	57'6 x 8'7½	19F	31	(A)/G	1	" They were remodelled as Composite cars from 1933, with 12F+14T seating.
Glencoe	50	49	P	1/14	Cravens	12	cut back	63'10 x 8'7	26F	40	-/(B)/H	4/2A	LB&SCR car, but with cut back vestibules like the SE&CR cars, for Eastbourne and Newhaven services, " all were used on the SE&CR during WW1 for VIP's and Military staff. " Apart from GLENCOE they were remodelled as Composite cars in 1933, with 12F+16T seating. " Scotia remodelled from Parlour to Kitchen in 1914, then Composite in 1933.
Hibernia	51	51	K	1/14	Cravens	12	cut back	63'10 x 8'7	16F	40	-/(B)/H	4/2A	
Orpheus	53	53	K	2/14	Cravens	12	cut back	63'10 x 8'7	16F	40	-/(B)/H	4/2A	
Scotia	54	54	P	1/14	Cravens	12	cut back	63'10 x 8'7	26F	40	-/(B)/H	4/2A	
Ruby	56	56	K	3/14	BRC&W	8	cut back	57'6 x 8'7½	19F	31	(A)/G	1	Built for SE&CR coastal express trains via the two main routes. Victoria-Margate-Ramsgate and Charing Cross-Folkestone-Dover-Deal. " RUBY & DAPHNE were remodelled to Composite in 1933, MIMOSA in 1935, with 12F+14T seating. " TOPAZ remained as First class. Preserved at the NRM York. " HAWTHORNE was remodelled as Composite in 1933.
Mimosa	57	50	K	3/14	BRC&W	8	cut back	57'6 x 8'7½	19F	31	(A)/G	1	
Daphne	58	58	K	3/14	BRC&W	8	cut back	57'6 x 8'7½	19F	31	(A)/G	1	
Topaz	59	59	P	3/14	BRC&W	8	cut back	57'6 x 8'7½	24F	31	(A)/G	1	
Hawthorne	60	60	K	3/14	BRC&W	8	cut back	57'6 x 8'7½	19F	32	(A)/G	1	

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Notes
Fair Maid of Perth	61	62	DC 5/14	Cravens	12	elliptical	63'10 x 9	12F 18T	42 ³ / ₄	-	-	
Flora Macdonald	62	61	DC 5/14	Cravens	12	elliptical	63'10 x 9	12F 18T	42 ³ / ₄	-	-	
Lass O' Gowrie	63	52	DC 5/14	Cravens	12	elliptical	63'10 x 9	12F 18T	42 ³ / ₄	-	-	
Mary Beaton	64	57	K 7/14	Cravens	12	elliptical	63'10 x 9	21F 18T	43	-	-	
Mary Hamilton	65	55	K 5/14	Cravens	12	elliptical	63'10 x 9	21F 18T	43	-	-	
Mary Seaton	66	64	K 7/14	Cravens	12	elliptical	63'10 x 9	21F 18T	43	-	-	
Annie Laurie	67	63	K 6/14	Cravens	12	elliptical	63'10 x 9	21F 18T	43	-	-	
Helen MacGregor	68	66	K 5/14	Cravens	12	elliptical	63'10 x 9	21F 18T	43	-	-	
Mary Carmichael	69	67	K 8/14	Cravens	12	elliptical	63'10 x 9	21F 18T	43	-	-	
Maid of Morven	70	65	Obs 7/14	Cravens	8	elliptical	59'4 ¹ / ₄ x 8'11	23F	40	-	-	

These 10 cars were built for the 20-year Caledonian Railway (CR) services contract of 1913.

Three cars were built as Dining cars for the Glasgow to Aberdeen service, there were also six Kitchen cars, with four, later five, used on the Glasgow to Edinburgh service.

The unique Observation car was built for the scenic Glasgow to Oban service. All cars were used singly, apart from on the occasional rugby specials, when six or seven cars were used, together with an LNWR brake coach.

They all entered service in June 1914.

The (first world) war began, as far as the United Kingdom is concerned, on August 4th, 1914, and the Government took control of Britain's main railways. That was via the 'Railway Executive Committee' (REC), although ordinary working of the individual railways was left in the hands of their directors. (*Reference Source: Nial Ferguson - CR Pullman Carriages and their LMS Successors - Backtrack 19 No.3*).

The first CR Pullman car services to be withdrawn were to Gourock and Oban, although the Oban Observation car was reinstated in June 1915". (*Reference Source: CR 1915 Public Timetable*).

As the war continued, the forces were running short of volunteers, so conscription was introduced. Also, questions were repeatedly being raised in the 'House of Commons', querying why so many able-bodied men were still being employed in catering rather than fighting at the front. (*Reference Source: Railways & Travel Monthly*).

Consequently, from February 1916 the Oban Pullman Observation car service ceased, together with one of the three Glasgow - Edinburgh diagrams. (*Reference Source: CR 1916 Public Timetable*).

A further response from the CR's directors was to withdraw the four-company owned Restaurant / Dining Cars on through trains between Scotland and England by the West Coast route, from May 1st, 1916. Pending further arrangements, a Pullman Dining car was run over the route instead, between Symington, Perth and Aberdeen. (*Reference Source: Railway Magazine 1916/1 page 414*).

On December 31, 1916, the CR withdrew all its remaining Pullman car services. That is repeated by (*Reference Source: Nial Ferguson in CR Pullman Carriages and their LMS Successors - Backtrack 19 No.3*).

That was in response to part of a REC directive, that dining services should be curtailed. But that was without prior negotiation with the Pullman Car Company (PCC) and so broke one of the conditions of the original agreement, i.e., that the CR would provide trains for the Pullman cars to run in. So, at a stroke, just as the Pullman car services were gaining in popularity on the line the PCC suddenly lost all its CR revenue.

After the war the PCC had no choice but to try and recoup the CR service losses by making a claim for loss of revenue. That was only from 1st January 1917, it made no claim for losses for previous years. The claim was based on revenue for the second half of 1916. But the CR thought this unfair as revenue from the Pullman cars had been growing steadily and was higher than for the first half of the year. Finally, a settlement figure of around £5,000 was agreed upon and paid for by the REC to the CR.

Pullman car services resumed on the Caledonian Railway on the 1st of March 1919, to a similar pattern as in 1916, although now the Pullmans were also running over the border to Carlisle as well.

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
Stella	71	87	P	3/19	Pullman	8	clerestory	56'1 x 8'5	20F	31	(D)	1	ex SER "Folkestone Car Train" car, 3 RD 204 condemned 14/4/28, number reused for BELINDA.
Tulip	72	79	P	3/19	Pullman	8	clerestory	56'5 1/2 x 8'4	20F	31	(D)	1	ex SER "Folkestone Car Train" car, 1 ST 171. All these cars were used singly by Pullman.
Dorothy	73	80	P	3/19	Pullman	8	clerestory	56'1 x 8'5	24F	30	(D)	1	ex SER "Folkestone Car Train" car, 3 RD 205
Thistle	74	81	K	1919	Pullman	8	clerestory	56'1 x 8'5	16F	29	(D)	1	ex SER "Folkestone Car Train" car, Brake 3 RD 207
Hilda	75	82	K	11/19	Pullman	8	clerestory	56'1 x 8'5	24F	30	(D)	1	ex SER "Folkestone Car Train" car, 1 ST 201
Venus	76	83	P	1919	Pullman	8	clerestory	56'1 x 8'5	24F	30	(D)	1	ex SER "Folkestone Car Train" car, 3 RD 206
Dora	77	84	P	11/19	Pullman	8	clerestory	56'1 x 8'5	20F	30	(D)	1	ex SER "Folkestone Car Train" car, 1 ST 202
Albatross	78	85	K	11/19	Pullman	8	clerestory	56'1 x 8'5	16F	29	(D)	1	ex SER "Folkestone Car Train" car, Brake 3 RD 208
Mabel	79	86	P	11/19	Pullman	8	clerestory	56'1 x 8'5	20F	31	(D)	1	ex SER "Folkestone Car Train" car, 2 nd 203
TC2 ex Victoria	80	73	K	1915	Pullman	8	clerestory	59'3 x 9'9	56T	31	-	2	LB&SCR 1881 clerestory car remodelled to 3 rd class.
TC5	81	68	K	1917	Pullman	12	cut back	63'10 x 8'6	52T	40	-/H/S	4/2A	LB&SCR car, but with cut back vestibule, usually paired with a 1 st class car to Brighton or Eastbourne.
TC6	82	69	K	1917	Pullman	12	cut back	63'10 x 8'6	52T	40	-/H/S	4/2A	"
TC7	83	70	K	1917	Pullman	12	cut back	63'10 x 8'6	52T	40	-/H/S	4/2A	"
TC8	84	71	K	1917	Pullman	12	cut back	63'10 x 8'6	52T	40	-/H/S	4/2A	"
Carmen	85	88	K	5/20	Pullman	8	clerestory	50 x 8'4 3/4	16F	30	(C)	0	ex SER "Hastings Car Train" car 32. Destroyed 1927 Sevenoaks crash, number reused for NILAR.
Constance	86	89	K	3/20	Pullman	8	clerestory	50 x 8'4 3/4	20F	30	(C)	0	ex SER "Hastings Car Train" car 33. All these cars were used singly by Pullman.
Diana	87	105	K	6/20	Pullman	8	clerestory	50 x 8'4 3/4	16F	30	(C)	0	ex SER "Hastings Car Train" car 34.
Dolphin	88	103	P	6/20	Pullman	8	clerestory	50 x 8'4 3/4	20F	30	(C)	0	ex SER "Hastings Car Train" car 35.
Falcon	89	104	P	5/20	Pullman	8	clerestory	50 x 8'4 3/4	20F	30	(C)	0	ex SER "Hastings Car Train" car 36.
Figaro	90	90	K	5/20	Pullman	8	clerestory	50 x 8'4 3/4	16F	30	(C)	0	ex SER "Hastings Car Train" car 47.
Cadiz	91	91	P	3/21	Pullman	12	cut back	63'6 x 8'7	27F	40	(B)/H	4/2A	SE&CR boat train cars, longer by one seating bat than previous SE&CR cars, and with 12 wheels.
Malaga	92	92	K	4/21	Pullman	12	cut back	63'6 x 8'7	16F	42	(B)/H	4/2A	" The Kitchen cars had a very large Kitchen/Pantry, capable of supplying a whole vestibule train of
Monaco	93	93	K	6/21	Pullman	12	cut back	63'6 x 8'7	16F	42	(B)/H	4/2A	" SE&CR cars.
Neptune	94	94	K	7/21	Pullman	12	cut back	63'6 x 8'7	16F	42	(B)/H	4/2A	"
Sunbeam	95	95	P	6/21	Pullman	12	cut back	63'6 x 8'7	27F	40	(B)/H	4/2A	1 "
Sylvia	96	96	P	4/21	Pullman	12	cut back	63'6 x 8'7	27F	40	(B)/H	4/2A	2 "
Calais	97	97	P	1/21	BRC&W	12	cut back	63'6 x 8'7	27F	40	(B)/H	4/2A	3 "
Milan	98	98	P	1/21	BRC&W	12	cut back	63'6 x 8'7	27F	40	(B)/H	4/2A	4 "
Padua	99	99	P	1/21	BRC&W	12	cut back	63'6 x 8'7	27F	40	(B)/H	4/2A	5 "
Palmyra	100	100	K	1/21	BRC&W	12	cut back	63'6 x 8'7	16F	42	(B)/H	4/2A	6 "
Portia	101	101	K	10/20	BRC&W	12	cut back	63'6 x 8'7	16F	42	(B)/H	4/2A	7 "
Rosalind	102	102	K	1/21	BRC&W	12	cut back	63'6 x 8'7	16F	42	(B)/H	4/2A	8 "
Dolphin	88	103	P	6/20	Pullman	8	clerestory	50' x 8'4 3/4	20F	30	(C)	0	9 Ex SER "Hastings Car Train" car 35. P&CIWL Newsletter 9 has more information than Coupe News 88.
Falcon	89	104	P	5/20	Pullman	8	clerestory	50' x 8'4 3/4	20F	30	(C)	0	10 Ex SER "Hastings Car Train" car 36. P&CIWL Newsletter 10 has more information than Coupe News 89.
Diana	87	105	K	6/20	Pullman	8	clerestory	50' x 8'4 3/4	16F	30	(C)	0	11 Ex SER "Hastings Car Train" car 34. P&CIWL Newsletter 11 has more information than Coupe News 87.

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes	
Albion	103	118	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	21F	43	-	-	24	These 20 Kitchen cars were built for GER service, 10 each by BRC&W + Clayton Wagons, 5 x 1 st and 5 x 3 rd class. Clayton's, the smaller company, completed theirs first, between Oct 20 and Apr 21. The cars were used either singly or in 1 st + 3 rd pairs. For the two principle boat trains, the final two 3 rd s were completed as 2 nd class instead, one on the Hook the other on the Antwerp. So that each train had a 1 st + 2 nd class pair initially, but by Oct 21 the Hook 2 nd was replaced by another 1 st . The Antwerp lost its 2 nd in 1923, leaving just the one 1 st . After the grouping the GER services continued much as before until 7 th April 1924. Then only the Pullman boat train services remained, with just 4 x 1 st class cars, two on the Hook, one on the Antwerp, plus a spare kept at Liverpool Street station. This situation continued until WW2 when all GE section Pullman services ended. In 1924 Ansonia & Arcadia were rebuilt as 16 seat 1 st BP's for the Harrogate Pullman, Bradford section. TC46 & 57 were also rebuilt for the train, but as 18 seat 3 rd BP's. For the Sheffield Pullman TC40 & 41 were also rebuilt in 1924, but as 30 seat 3 rd BP's. Cambria & Catania were rebuilt as 16 seat 1 st BP's c1925/6 for the new West Riding Pullman. In 1927 Nevada, Atlanta & Columbia were transferred to the LMS (Sc). Numbers 105-107 were then reused for replacement Marcelle, Sybil & Kathleen. In 1929 the 7 car West Riding Pullman was officially composed of all ex GER cars. From 1931 Ansonia & Arcadia were used at either end of the "Eastern Belle", but in 1934 were remodelled to 3 rd s TC94 & 95 for the train. The 1 st class section then used a separate ex GER 1 st , either Albion, Alexandra or Corsair, until the end in 1939. In 1930's TC45/7 & 56 worked as LNER Restaurant Cars in Scotland. In 1944 cars Albion, Alexandria, Cambria, Catania, Corsair, Third Class CAR No.56, 57, Car No.46, 44, 43 & 42 were sold to the LNER and became Departmental stock. In 1931 CAR No.40, 41 were relocated to the Southern Railway and allocated to the Bournemouth Belle. In 1947 CAR No.45, 47, 94 & 95 were relocated to the Southern Railway. Note: The Bournemouth Belle used 'K' type cars, plus brakes from 1936-39, and also in 1946.
Alexandra	104	138	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	21F	43	-	-	25	
Nevada	-	174	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	21F	43	-	-	*	
Atlanta	-	199	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	21F	43	-	-	*	
Columbia	-	201	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	21F	43	-	-	*	
Ansonia	108	108	K	1/21	Clayton	12	elliptical	63'10 x 8'9	21F	43	-	-	14	
Arcadia	109	109	K	11/20	Clayton	12	elliptical	63'10 x 8'9	21F	43	-	-	15	
Cambria	110	119	K	1/21	Clayton	12	elliptical	63'10 x 8'9	21F	43	-	-	16	
Catania	111	120	K	1/21	Clayton	12	elliptical	63'10 x 8'9	21F	43	-	-	17	
Corsair	112	126	K	11/20	Clayton	12	elliptical	63'10 x 8'9	21F	43	-	-	18	
TC40	113	121	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-/H	2A	19	
TC41	114	122	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-/H	2A	20	
TC42	115	123	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-	-	21	
TC43	116	124	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-	-	22	
TC44	117	125	K	9/21	BRC&W	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-	-	23	
TC45	118	117	K	11/20	Clayton	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-/H	2A	*	
TC46	119	110	K	11/20	Clayton	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-	-	*	
TC47	120	106	K	11/20	Clayton	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-/H	2A	12	
TC57 ex SC1	121	107	K	2/21	Clayton	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-	-	13	
TC56 ex SC2	122	173	K	2/21	Clayton	12	elliptical	63'10 x 8'9	47T	42 ¹ / ₄	-	-	*	
Lady Nairne	138	142	DC	6/22	MRC&W	8	elliptical	57'10 x 8'7	12F 18T	32 ¹ / ₂	-	--	27	Caledonian Railway cars built on the chassis of an ex GWR WW1 Ambulance car. Both cars initially used on the Glasgow to Aviemore service.
Bonnie Jean	139	143	DC	6/22	MRC&W	8	elliptical	57'10 x 8'7	12F 18T	32 ¹ / ₂	-	--	28	
TC24	142	139	P	1922	Pullman	8	elliptical	58'3 x 8'7	47T	31	-	2	26	LB&SCR car built on the chassis of an ex L&YR WW1 Ambulance car.
Lass O' Ballochmyle	158	144	DC	5/23	Clayton	8	cut back	63'10 x 8'7	12F 21T	39 ¹ / ₂	-	-	29	All three built for LMS (Sc) service, to providing a noon Glasgow to Aberdeen service, plus a new service over the G&SWR lines to Ayr and also Turnberry during the summer months.
Mauchline Belle	159	145	DC	5/23	Clayton	8	cut back	63'10 x 8'7	12F 21T	39 ¹ / ₂	-	-	30	
TC80	160	146	K	5/23	Clayton	8	cut back	63'10 x 8'7	39T	39	-	-	31	

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CAR No.50, 51, 52 & 53 - Four of the final six 12 Wheel Pullman Cars to be constructed.														
TC50	(17)	147	K	6/23	Clayton	12	cut back	63'10 x 8'7	32T	44	-/H	4/2A	32	CAR No.50, 51, 52 & 53 built for GER service, but used on the 1923 L&NER Harrogate Pullman instead. CAR No.50 & 51 relocated to the Southern Railway, in 1927 became 3 ^{rds} TC17 & TC19. TC17 Withdrawn 1961 and sold to BR converted to Camping Coach No.SC No.48. TC19 Withdrawn 1955 and scrapped circa March 1956 at Shoreham. Withdrawn January 9 th , 1941. 1945 sold to LNER for Departmental service No.900796. Allocated to North Eastern Region. Broken-up in 1968. 1929 converted to 'First Class Restaurant CAR No.53' seating 18, on completion allocated to Scotland. With CAR No.48 &49. 1937 converted back to Third Class Kitchen. Withdrawn January 9 th , 1941. 1945 sold to LNER for Departmental service No.900797. Allocated to North Eastern Region. Broken-up circa late 1967.
TC51	(19)	150	K	6/23	Clayton	12	cut back	63'10 x 8'7	32T	44	-/H	4/2A	33	
TC52	151	151	K	6/23	Clayton	12	cut back	63'10 x 8'7	32T	44	-/H	4/2A	34	
TC53	152	152	K	6/23	Clayton	12	cut back	63'10 x 8'7	32T	44	-/H	4/2A	35	

New Use for Old Pullman Cars.

One of the many problems that the second world war brought is that of providing accommodation for permanent way staff who have to work away from their homes on repair of existing and construction of new works. Staff may well find themselves many miles from town or village, and, even if near an inhabited locality, the problem of obtaining food and accommodation is one of utmost difficulty. To overcome these difficulties, peculiar to the war-time working, the L.N.E.R. had converted eight six wheeled coaches and also fifteen Pullman cars, which were allocated to the various districts throughout the system. The six-wheeled coaches provided accommodation for eight men each, and the Pullman cars for sixteen. Each vehicle is complete with beds, wash basins, tables, lockers, etc, and carries supplies of bedding, cooking and cleaning utensils, lamps, and, indeed, everything to make the coach entirely self-supporting. A member of the Working staff acts as attendant and undertakes the cooking which is done on coal stoves, and he also sees to the general tidiness of the temporary home. The facilities afforded by these vehicles proved of immense value.

TC54	145	157	K	7/23	Clayton	8		63'10 x 8'7	39	42	-/K	-/1	36	Within the formation of the inaugural 'Harrogate Pullman' on July 9 th , 1923. 1944 February, Two-year loan arrangement with Johnson Matthey & Company at a cost of £150 per annum. The car was located at the Wembley Works as a mobile canteen and rest area for employees. 1947, rebuilt at Preston Park to Third Class Brake Parlour. 1966 August, withdrawn from service. 2017, located on the Bluebell Railway awaiting restoration.
TC55	146	158	K	7/23	Clayton	8		63'10 x 8'7	39	42	-/K	-/1	37	Within the formation of the inaugural 'Harrogate Pullman' on July 9 th , 1923. 1925, Remodelled at Longhedge Works became First Class Restaurant Car No.55. 1925 to 1928, Relocated to Scotland. 1940 to 1944, Contracted to the London North Eastern Railway for use as a Third class open coach. The Kitchen & Pantry locked out of use and all table lamps removed. Externally the car was repainted in LNER brown. Allocated the identity of LNER No.491. 1944 February, Two-year loan arrangement with Johnson Matthey & Company at a cost of £150 per annum. No. 491 The car was located at the Wembley Works as a mobile canteen and rest area for employees. At the contract end the car was transferred to the Southern Railway Pullman service. Converted to Parlour Brake for the Devon Belle. 1955 Transferred to Western Region for the South Wales Pullman service. Withdrawn August 1966, sold for scrap to Birds Ltd Long Marston in January 1967.

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
TC56 ex SC2	122	173	K	8/23	Clayton	12		63'10 x 8'9	39	40	-	-	38	1921, Into service on the Great Eastern Railway. Believed used initially on 'Hook Continental' and 'Antwerp Continental' boat trains. Rebranded to 'Third Class' following the withdrawal of 'Second Class' facilities and renumbered to 'CAR NO.56'. 1939, Withdrawn from service. Sold to the LNER and became Dormitory coach LNER 960821 and allocated to Great Eastern
GERALDINE	166	166	K	11/24	MRC&W	8	EII	63'10 x 8'7	22	40	K	1	39	1924 to 1928. Allocated to London North Eastern Railway, Great Northern Section. 1924 June 2 nd . London North Eastern Railway 'Sheffield Pullman'. Operating Monday to Saturday from Kings Cross, Nottingham Victoria & Sheffield Victoria (London Based). 1924 July 14 th . The 'Sheffield Pullman' base relocated to Sheffield. The service becoming an 'am' South bound (up working) and 'pm' North bound (down working). 1928. Repairs undertaken at a cost £78.6s.8 ¹ / ₂ d. 1928 July. Relocated from London North Eastern Railway, Great Northern Section to the Southern Railway (Eastern Section) and allocated to 'Boat Train' operations. 1936. Operating Southern Railway (Eastern Section). 1938 November. Spl: Ren: Curtains. 1948 July. Remodelled at the Pullman Car Company Preston Park Workshop, to Third Class CAR No.166. Seating increased to 30 (2x1). 1948 to 1963. Noted within the formations of the following services: - 'Tees Tyne Pullman', 'Devon Belle', 'Bournemouth Belle' and 'South Wales Pullman'. 1963 January 1 st to June 10 th . In the period detailed the car was renovated at the Pullman Car Company Preston Park Workshop. Used as a temporary store at Preston Park Workshops. 1963 December. Withdrawn. 1964 January 21 st . Sold to Taylor Bros, and moved by rail to their Manchester scrap yard for breaking up.
MARJORIE	167	167	K	11/24	MRC&W	8	EII	63'10 x 8'7	22	40	K	1	40	Interior Panelling & Scheme of Decoration. Maple veneered panelling with purple band and black line border and a classic subject in marquetry on the large panels. The pilasters are inlaid with purple bands and black lines and the cornice inlaid with maple design on purple background. The Wilton carpet is plum of a trellis design and the chairs are covered with a floral moquette. Unusually, all the fixtures and fittings including hat racks, bracket lights and table lamps were finished in oxidised silver 1924 November. Allocated to Southern Railway Continental Boat Expresses. 1928. Repairs undertaken at a cost £64.10s.0d 1930 July. By this date MARJORIE had been replaced on the Continental Boat Express by the 1928 refurbished ex-Continental Pullman cars. 1939 March. Spl: Ren: Curtains. 1948 July. Remodelled at the Pullman Car Company Preston Park Workshop, to Third Class CAR No.167. Seating increased to 30 (2x1). 1952 September. Noted within the formation of the 'Tees Tyne Pullman'. 1963 December. Withdrawn and sold to Taylor Bros, and moved by rail to their Manchester scrap yard for breaking up.

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
SAPPHO	168	168	K	11/24	MRC&W	8	EII	63'10" x 8'7"	22	40	K	1	41	<p>Interior Panelling & Scheme of Decoration.</p> <p>Mahogany panelling with baskets of flowers marquetry in natural woods in upper part with satinwood. Inlaid pilasters and the cornice cross-banded with satinwood.</p> <p>Blue trellis carpet and biscuit colour with blue trellis moquette on chairs. Gilt fittings.</p> <p>1924 November. Allocated to Southern Railway Continental Boat Expresses.</p> <p>1928. Repairs undertaken at a cost £181.9s.2¹/₂d.</p> <p>1930 July. By this date SAPPHO had been replaced on the Continental Boat Express by the 1928 refurbished ex-Continental Pullman cars.</p> <p>1939-1945. Stored for the duration of the Second World War.</p> <p>1958. Allocated to ECML Master Cutler/Sheffield Pullman.</p> <p>1961. Allocated to the Western Region and also the Southern Region 'Bournemouth Belle'.</p> <p>1963 September. Withdrawn.</p> <p>1964 January. Sold to Taylor Bros and moved by rail to their Manchester scrap yard and scrapped.</p>
VIKING	169	169	K	11/24	MRC&W	8	EII	63'10" x 8'7"	22	40	K	1	42	<p>1924 November. Allocated to Southern Railway Continental Boat Expresses.</p> <p>1936. Allocated to Southern Railway Eastern Section.</p> <p>1947 May. Converted to Third-Class seating increased to 30 and allocated the identity of THIRD CLASS CAR NO.169.</p> <p>1939-1945. Stored for the duration of the Second World War.</p> <p>1940 September 24th. Damaged by enemy action.</p> <p>1947 June. Allocated to the 'Devon Belle' service.</p> <p>1951 June. Allocated to the 'Devon Belle' service.</p> <p>1961. Allocated to the Western Region and also the Southern Region 'Bournemouth Belle'.</p> <p>1963 September. Withdrawn.</p> <p>1964 January. Sold to Taylor Bros, and moved by rail to their Manchester scrap yard and scrapped.</p>
MEDUSA	170	170	K	11/24	MRC&W	8	EII	63'10" x 8'7"	22	40	K	1	43	<p>1924 November 14th. Allocated to Southern Railway Continental Boat Expresses.</p> <p>1928 October to 1929 January 31st 1930. Repair & Renovation at Preston Park £157 16 4¹/₂.</p> <p>1936 July. Replaced on the Southern Railway Continental Boat Expresses. Transferred to the Southern Railway South Western Section and allocated to Southampton boat train services.</p> <p>1936. Transferred to the Southern Railway Central Section.</p> <p>1939-1945. During much the Second War period both MEDUSA and VIKING were regularly used on the Imperial Airways Hurn airport service.</p> <p>1940 October 8th. Damaged by enemy action.</p> <p>1957. By 1957 aluminium sheeting applied to external body sides.</p> <p>1958. Allocated to Eastern Region Master Cutler and Sheffield Pullman services.</p> <p>1961. Allocated to the Western Region and also the Southern Region 'Bournemouth Belle'.</p> <p>1963 September. Withdrawn.</p> <p>1964 January. Sold to Taylor Bros, and moved by rail to their Manchester scrap yard and scrapped.</p>

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
PAULINE	171	171	K	11/24	MRC&W	8	EII	63'10" x 8'7"	22	40	K	1	44	1924 November 14 th . Allocated to Southern Railway Continental Boat Expresses. 1947 July. Remodelled at the Pullman Preston Park Workshop at Brighton, to Third Class seating 30, and identity changed to No.171 Third Class. Allocated to the 'Devon Belle' service. 1961. Allocated to the Western Region and also the Southern Region 'Bournemouth Belle'. 1963 September. Withdrawn. 1964 May. Sold to Peter Wood, Sheffield.
CYNTHIA	179	179	K	01/25	BRC&W	8	EII	63'10" x 8'7"	22	40	K	1	45	1924 April 23 rd to November 1 st . On display with car MINERVA (II) and CAR No.65 at the British Empire Exhibition at Wembley. 1925 January. Allocated briefly to the "White Pullman" service. 1925. Within in weeks of entering service within the "White Pullman" CYNTHIA was transferred to the Great Northern section of the LNER. 1928 to 1936. On the introduction on the LNER of the all steel K-type cars CYNTHIA was relocated to the Eastern section of the Southern Railway. In the period October 1936 to September 1937. 2834 hours undertaken on renovation at cost of £281.00. 1936 to 1938. Brief transfer to the Western section of the Southern Region for use within the Ocean Liner Expresses. 1939 March. Spec Ren: Curtains. 1939 to 1946. Stored. 1946. Renovated, which included the seat covering of red & green check cut moquette, the installation of public address system and the type 'E' lamps replaced by 'A' type. 1947 to 1949. Allocated to the "Devon Belle" service for two seasons. 1949 to 1961. Relocated to the North Eastern Region and recorded as allocated to the "Queen of Scots", "Tees-Tyne", Yorkshire and Sunday Harrogate Pullman services. 1954. Allocated to "Set 1" of the "Queen of Scots Pullman" Cars SHEILA, LYDIA, CAR No.70, 78, 84 & 106. 1957. Converted to Propane Gas. 1961. With the introduction of the new Mk1 Pullman cars on the Eastern Region Pullman services. CYNTHIA was relocated to the Southern Region. Almost immediately CYNTHIA was relocated to the Western Region and placed at Old Oak Common in the company of CAR No.105. 1963 October. Recorded as the final Pullman car overhauled at the Ex-Pullman Car Company Preston Park Workshops, Brighton. 1963 December. Withdrawn. 1964 January. Re-entered service on the "Bouremouth Belle". 1964. Within weeks of re-entering service CYNTHIA was condemned. 1964. Sold to Taylor Brothers.

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No.58 Third Class	186	186	B	07/1925	MRC&W	8	EII	63'10" x 8'7"	36	42	K	-	46	<p>1925 July. Commenced operation on the LNER Great Northern Section within the Harrogate & Edingburgh Pullman.</p> <p>1928 Great Northern Section.</p> <p>1928. Remodelled at Longhedge Workshop to non-supplementary composite dining car. Seating accommodating 18 first-class and 18 fixed third class.</p> <p>Allocated to the LNER North British Section in Scotland.</p> <p>The name PULLMAN as normally located below cant rail level was removed, retaining the umber & cream livery and Pullman coat of arms. Identity amended to "Restaurant Car" with "CAR No.58" in small gold script on lower body side panel adjacent to the vestibule door.</p> <p>1929 March. Fitted out with green and brown floral moquette.</p> <p>1933. One of ten un-named Restaurant Cars.</p> <p>1936. Transferred from LNER North British Section operations to LNER Great Eastern Section operations</p> <p>1936. Reverted to Third Class Kitchen with 40t tare and 36 seats.</p> <p>1942 - 1947. LNER No.492.</p> <p>1948. Restoration undertaken prior to re-entering Pullman operations.</p> <p>1948 May. Allocated to Eastern Region services which included the Tees Tyne & Yorkshire Pullman services.</p> <p>1953 July 4th. Whilst within the formation of the 'up' Tees Tyne Pullman, following departure from Darlington Top Bank Station, the train was stopped at Croft Spa station.</p> <p>'CAR No.58' had developed a 'hot box' requiring the car to be removed from the train and placed within the 'up' horse dock siding by the train engine A4 Class Pacific No.60013 "Dominion of Canada". The train then continued to Kings Cross.</p> <p>1962. Withdrawn and sold to British Railways for conversion to Camping Coach.</p> <p>1963-1964. Allocated the identity of CC BR (SC) No.SC49, and located in Scotland at Plockton.</p> <p>1965. Relocated to Golspie.</p> <p>1966-1967. Relocated to Strome Ferry.</p> <p>1967. Withdrawn from Camping Coach use.</p> <p>1969. Noted at an unknown location with "COND" painted in white on the body side close to the vestibule door.</p>

Running Name or Number	Schedule No.		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No.65 Third Class	187	187	P	07/1925	MRC&W	8	EII	63'10" x 8'7"	42	40	K	-	47	1924 April 23rd to November 1st - British Empire Exhibition, Wembley, London. The exhibition included five Pullman cars as supplied by three constructors: - Birmingham Railway Carriage & Wagon Company. MINERVA (II), Midland Railway Carriage & Wagon Company. ARGUS, CYNTHIA, CAR No.65. Clayton Wagons. CAR No.55. 1925 July. Commenced operation on the LNER Great Northern Section within the Harrogate & Edinburgh Pullman. 1928 July. Withdrawn from Great Northern Section operations and following routine overhaul allocated to other LNER services. 1929 July 8th. Labelled First Class Restaurant Car for Boat Train operation on the Flushing and Antwerp services from Liverpool Street station, London. Internal changes included Table lamps change from 'J' to 'D' type. The fitting of black and green diamond shape rubber tiles. Installation of loose dining chairs within the two saloons. One of the two lavatory compartments was converted and fitted out with luggage racks. 1929 Renovation cost at Pullman Car Company, Preston Park Workshop, Brighton of £163.18.6 1942 - 1947. LNER No.471. 1947. Conversion and Restoration undertaken at Pullman Car Company, Preston Park Workshop, Brighton. Converted to Brake Parlour Third Class seating 30 (2x1). 1947 June Allocated to the Devon Belle. 1948. Allocated the Southern Region. 1951 August. Identified within the formation of the 'Queen of Scots Pullman'. 1954 June. Noted within the formation of the 'Yorkshire Pullman' Harrogate Portion - 65, 72, FINGALL, THELMA, 64. Bradford Portion - ZENA, 107. Hull Portion - AGATHA, IOLANTHE, 71,162, 1964 Allocated to the 'Bournemouth Belle'. 1966 March 20th. Noted within the formation of the 'Bournemouth Belle' 62, 83, LORAINÉ, SHEILA, LYDIA, 38, 64,303, 65, JOAN. 1966 July. Withdrawn. 1967 July. Scrapped Birds Ltd at Long Marston.

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No.66 Third Class	188	188	P	07/1925	MRC&W	8	EII	63'10" x 8'7"	42	39	K	-	48	1925 July. Commenced operation on the LNER Great Northern Section within the Harrogate & Edinburgh Pullman. 1928 July. Withdrawn from Great Northern Section operations and following routine overhaul allocated to other LNER services. 1929 July 8th. Labelled First Class Restaurant Car for Boat Train operation on the Flushing and Antwerp services from Liverpool Street station, London. Internal changes included Table lamps change from 'J' to 'A' type. The fitting of black and green diamond shape rubber tiles. Installation of loose dining chairs within the two saloons. One of the two lavatory compartments was converted and fitted out with luggage racks. 1942 - 1947. LNER No.497. 1948. Allocated the LNER, Eastern and North Eastern Regions. 1959. Fully external body plating, and then transferred to the Southern Region, working occasional boat trains and the Bournemouth Belle. By 1962. Purportedly remodelled to first-class, retaining 2 x 1 seating and named "AVON" and allocated to the Blue Pullman standby train 1963 September. Withdrawn. 1963 October. Sold to George Campbell of Airdrie and scrapped.
CAMILLA.	180	180	K	01/1926	MC&W	8	EII	57'1½" x 8' 1"	20	39	K	0	49	1926 March 25 th . Commenced operation on the London (Cannon Street & Charing Cross stations), Tunbridge Wells and Hastings services. 1932 May. Internally remodelled into Composite car, seating 12 First & 10 Third Class. Type 'G' table lamps replace the Type 'A' within the Third Class Saloon. 1936. Operating on Southern Railway (Eastern Section). 1939-1945. Withdrawn for the duration of the Second World War. Noted in store at Crystal Palace for some months (no actual date). 1946. Remodelled to First Class only, Transferred to Southern Railway (Western Section). Allocated to 'Ocean Liner' boat train services between London Waterloo and Southampton Docks. 1958. Repainted into Southern Region Green, non-supplement buffets. Installation of a Bar, located on the opposite side to those installed within MADELINE, POMONA & BARBARA in 1946. The identity in yellow text of 'Buffet' in the centre of the bodyside below the windows and the number 180 in small text on the bodyside close to the vestibule door on one end. 1960 November 5 th . Sold to Southern Region. Re-numbered S7872S. 1963 December. Withdrawn. 1964. Scrapped.

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
LATONA.	181	181	K	01/1926	MC&W	8	EII	57'1½" x 8' 1"	20	39	K	0	50	<p>1926 March 25th. Commenced operation on the London (Cannon Street & Charing Cross stations), Tunbridge Wells and Hastings services.</p> <p>1932 June Internally remodelled into Composite car, seating 12 First & 10 Third Class. Type 'G' table lamps replace the Type 'A' within the Third Class Saloon.</p> <p>1936. Operating on Southern Railway (Eastern Section).</p> <p>1939-1945. Withdrawn for the duration of the Second World War.</p> <p>1946. Remodelled to First Class only, Transferred to Southern Railway (Western Section). Allocated to 'Ocean Liner' boat train services between London Waterloo and Southampton Docks.</p> <p>1958. Repainted into Southern Region Green, non-supplement buffets.</p> <p>Installation of a Bar, located on the opposite side to those installed within MADELINE, POMONA & BARBARA in 1946.</p> <p>The identity in yellow text of 'Buffet' in the centre of the bodyside below the windows and the number 180 in small text on the bodyside close to the vestibule door on one end.</p> <p>1960 November 5th. Sold to Southern Region. Re-numbered S7873S.</p> <p>1963 December. Withdrawn.</p> <p>1964. Scrapped.</p>
MADELINE	182	182	K	01/1926	MC&W	8	EII	57'1½" x 8' 1"	20	39	K	0	51	<p>1926 March 25th. Commenced operation on the London (Cannon Street & Charing Cross stations), Tunbridge Wells and Hastings services.</p> <p>1932 June Internally remodelled into Composite car, seating 12 First & 10 Third Class. Type 'G' table lamps replace the Type 'A' within the Third Class Saloon.</p> <p>1936. Operating on Southern Railway (Eastern Section).</p> <p>1939-1945. Withdrawn for the duration of the Second World War.</p> <p>1946.Rebuilt at Preston Park workshops Bar Counter installed to give service to adjacent vehicle. Car name removed and replaced with 'REFRESHMENT CAR" and car identified as Third Class No. 182. Seating reduced to 17 non supplement and weight reduced to 38 tons.</p> <p>1958. Repainted into Southern Region Green, non-supplement buffets. The Bar as installed being on the opposite side to those installed within Car No. 180, 181 and 184.</p> <p>The identity in yellow text of 'Buffet' in the centre of the bodyside below the windows and the number 181 in small text on the bodyside close to the vestibule door on one end.</p> <p>1958 December 31st. The book value of the car reported as £1,044.00</p> <p>1960 November 5th. Sold to Southern Region. Re-numbered S7875S.</p> <p>1963 December. Withdrawn.</p> <p>1964. Scrapped.</p>

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POMONA.	183	183	K	01/1926	MC&W	8	EII	57'1½" x 8' 1"	20	39	K	0	52	1926 March 25 th . Commenced operation on the London (Cannon Street & Charing Cross stations), Tunbridge Wells and Hastings services. 1930. Returned to Metropolitan Carriage & Wagon Co. Ltd., Saltley, Birmingham. For enhancement. 1932 June. Internally remodelled into Composite car, seating 12 First & 11 Third Class. Type 'G' table lamps replace the Type 'A' within the Third Class Saloon. 1936. Operating on Southern Railway (Eastern Section). 1939-1945. Withdrawn for the duration of the Second World War. 1946. Returned to the Eastern Section of the Southern Railway. 1946. Rebuilt at Preston Park workshops Bar Counter installed to give service to adjacent vehicle. Car name removed and replaced with 'REFRESHMENT CAR" and car identified as Third Class No. 183. Seating reduced to 17 non supplement and weight reduced to 38 tons. 1958. Repainted into Southern Region Green, non-supplement buffets. The Bar as installed being on the opposite side to those installed within Car No. 180, 181 and 184. The identity in yellow text of 'Buffet' in the centre of the bodyside below the windows and the number 183 in small text on the bodyside close to the vestibule door on one end. The first Pullman car to have bottled calor gas installed. 1958 December 31 st . The book value of the car reported as £1,106.10.0 1960 November 5 th . Sold to Southern Region. Re-numbered S7876S. 1963 December. Withdrawn. 1964. Scrapped.
THEODORA.	184	184	K	01/1926	MC&W	8	EII	57'1½" x 8' 1"	20	39	K	0	53	1926 March 25 th . Commenced operation on the London (Cannon Street & Charing Cross stations), Tunbridge Wells and Hastings services. 1932 June. Internally remodelled into Composite car, seating 12 First & 11 Third Class. Type 'G' table lamps replace the Type 'A' within the Third Class Saloon. 1936. Operating on Southern Railway (Eastern Section). 1939-1945. Withdrawn for the duration of the Second World War. 1946. Renovated as First Class retaining the centrally located coupé. 1946. Allocated to the Southern Railways Western Section for 'Ocean Liner' boat train services London Waterloo and Southampton. No Actual Dates. Also noted with car CAMILLA on occasional race train workings. 1958. Repainted into Southern Region Green, non-supplement buffets. The identity in yellow text of 'Buffet' in the centre of the bodyside below the windows and the number 184 in small text on the bodyside close to the vestibule door on one end. 1960 November 5 th . Sold to Southern Region. Re-numbered S7874S. 1963 December. Withdrawn and earmarked for dispatch to South Wales for scrapping. 1964 September. Rescued by the Kent & East Sussex Railway Preservation Society and, with fellow Pullman car No. S7877S (formerly 'BARBARA') were delivered by rail to Robertsbridge Station yard. No Actual Date. No. S7874S initially served as a refreshment car at Rolvenden, being re-painted into Umber and Crème colours, but was later moved to Tenterden for use as a static buffet vehicle

1986. Theodora ceased use as our static buffet following re-erection of the Maidstone Bus Station at Tenterden Town station. This had reputedly been the first purpose-built bus station in the world, was donated to the K&ESR in 1970's and is still in use as our Station Refreshment Rooms today.

2003. The restoration of THEODORA commenced and was part funded by a bequest. During the restoration, small modifications were made to enable diners confined to a wheelchair to access the vehicle - believed to be the first time such was possible. Although time and financial constraints dictated that the 2003 restoration could not extend to the marquetry panels.

2005 February. Overhaul of THEODORA was completed

2005 March. THEODORA joined the "Wealden Pullman" service.

2020 January. K&ESR are now working on a program to restore the panels to their rightful Place in THEODORA. Two panels have been restored so far.

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BARBARA.	185	185	K	01/1926	MC&W	8	EII	57'1½" x 8' 1"	20	39	K	0	54	<p>1926 March 25th. Commenced operation on the London (Cannon Street & Charing Cross stations), Tunbridge Wells and Hastings services.</p> <p>1932 June. Internally remodelled into Composite car, seating 12 First & 11 Third-Class. Type 'G' table lamps replace the Type 'A' within the Third-Class Saloon.</p> <p>1936. Operating on Southern Railway (Eastern Section).</p> <p>1939-1945. Withdrawn for the duration of the Second World War.</p> <p>1943 May 25th. Damaged by enemy action.</p> <p>1946 January. Rebuilt at Preston Park as Kitchen Bar with a Bar Counter installed and to give service to adjacent vehicles. Name removed and initially identified as "THIRD CLASS CARNo.185" but was amended to "REFRESHMENT CAR".</p> <p>Seating reduced to seventeen (Non-Supplement) and the tare weight reduced to 38t.</p> <p>1946. Allocated to the Southern Railways Eastern Section.</p> <p>1958. Repainted into Southern Region Green, non-supplement buffets.</p> <p>The identity in yellow text of 'Buffet' in the centre of the body side below the windows and the number 185 in small text on the bodyside close to the vestibule door on one end.</p> <p>1958 December 31st. The book value of the car being reported as £943.10.0</p> <p>1960 November 5th. Sold to British Railways Southern Region. Re-numbered S7877S.</p> <p>1963 December. Withdrawn and earmarked for dispatch to South Wales for scrapping.</p> <p>1964 September. Rescued by the Kent & East Sussex Railway Preservation Society and, with fellow Pullman car No. S7877S (formerly 'BARBARA') were delivered by rail to Robertsbridge Station yard.</p> <p>1986 July 21st & 22nd. At Wittersham Road Station for filming the television series The Charmer" featuring Nigel Havers in episode 6 as shown on November 22nd, 1987 on ITV.</p> <p>1988 June 17th. Used in the filming of the television series Mr Majica.</p> <p>1995. Overhaul and restoration plan for 1996/97.</p> <p>1995 October to 1998 January ex-BR Mk1 Pullman Car No. 349 leased to cover BARBARA's duties.</p> <p>1997 Autumn. Withdrawn from service.</p>

1998. Moved to Rye for restoration.
2001. Noted in service on the K&ESR.
2015 January. BARBARA enters the Tenterden C&W workshop in early January for the saloon ceilings to be repainted. This planned work had to be accelerated in order to accommodate some interesting filming work scheduled for February.
2015 February. BBC Filming "Murder on the BBC Worldwide Showcase Express". was filmed over a number of days in early February and utilised Pullman cars BARBARA, THEODORA and Maunsell NBO 4443. Nine well known celebrities appeared onboard, before quickly disappearing at the hand of.....?

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes	
CAR No. 100 Third Class	201	195	K	06/1926	BRC&W	8	EII	65' 11" x 8' 11"	46	39 ¹ / ₂ t	K	N/A	55	<p>The Pullman Car Company (PCCo) and the Great Southern Railways of Ireland (GSR) negotiated an agreement on April 18th, 1925 for the supply of four Buffet cars and the operation of each for a period of twelve years (April 18th 1937). The cost of each car at £5,537.25 was at the PCCo expense and the cars to be manned by a PCCo supplied attendant. The on-board service within each car was supplied by the PCCo and included the supply and selling of refreshments to passengers and to passengers within the attached corridor connected GSR coach.</p> <p>1926 June. The four cars were moved from the BRC&W Works at Smethwick to Birkenhead by rail. Each car was fitted with 4' 8¹/₂" with bogies as supplied by the LMS for the movement.</p> <p>1926 June 18th. The first two cars without bogies are loaded onto the 'OLD OXEN' Mersey Waggon Ferry at West Float, Birkenhead. It is recorded that CAR No. 101 and 103 were the two cars loaded. 1926 June 19th. Sailed from Birkenhead to Ireland. 1926 June 23rd. The two remaining cars No. 100 & 102 are loaded onto 'OLD OXEN'. 1926 June 24th. Sailed from Birkenhead to Ireland. 1926 July 1st. The two cars enter service (Summer Timetable 1926) from Dublin to Limerick and return and the Cork to Dublin and return. 1927 June 1st. The three cars enter service (Summer Timetable 1927) from Dublin to Limerick and return, the Cork to Dublin and return & Dublin Sligo and return. The Sligo car was allocated to the Galway to Dublin and return. The fourth car was retained as a spare. 1936 April 2nd. The GSR advise the Irish Pullman Limited that the existing agreement will expire on April 18th, 1937 and that it was the GSR intention not to renew. 1937 January 1st. The four cars are taken into GSR stock, sold by the IPL at £1,499 each. 1946 June. The GSR cars were externally repainted into the Coras Iompair Eireann brilliant green livery. Each car retained the original number 100 to 103. 1960s early. No. 100 operational on the Cork – Rosslare Harbour boat train. Thereafter ascertained the car remains out of use. 1964. No.100 condemned.</p>

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 101 Third Class	202	196	K	06/1926	BRC&W	8	EII	65' 11" x 8' 11"	46	39 ¹ / ₂ t	K	N/A	55	<p>The Pullman Car Company (PCCo) and the Great Southern Railways of Ireland (GSR) negotiated an agreement on April 18th, 1925 for the supply of four Buffet cars and the operation of each for a period of twelve years (April 18th 1937). The cost of each car at £5,537.25 was at the PCCo expense and the cars to be manned by a PCCo supplied attendant. The on-board service within each car was supplied by the PCCo and included the supply and selling of refreshments to passengers and to passengers within the attached corridor connected GSR coach.</p> <p>1926 June. The four cars were moved from the BRC&W Works at Smethwick to Birkenhead by rail. Each car was fitted with 4' 8¹/₂" with bogies as supplied by the LMS for the movement.</p> <p>1926 June 18th. The first two cars without bogies are loaded onto the 'OLD OXEN' Mersey Waggon Ferry at West Float, Birkenhead. It is recorded that CAR No. 101 and 103 were the two cars loaded.</p> <p>1926 June 19th. Sailed from Birkenhead to Ireland.</p> <p>1926 June 23rd. The two remaining cars No. 100 & 102 are loaded onto 'OLD OXEN'.</p> <p>1926 June 24th. Sailed from Birkenhead to Ireland.</p> <p>1926 June 29th. CAR No. 101 used on a demonstration run from Dublin Kingsbridge to Ballybrophy and return.</p> <p>1926 July 1st. The two cars enter service (Summer Timetable 1926) from Dublin to Limerick and return and the Cork to Dublin and return.</p> <p>1927 June 1st. The three cars enter service (Summer Timetable 1927) from Dublin to Limerick and return, the Cork to Dublin and return & Dublin Sligo and return.</p> <p>The Sligo car was allocated to the Galway to Dublin and return.</p> <p>The fourth car was retained as a spare.</p> <p>1936 April 2nd. The GSR advise the Irish Pullman Limited that the existing agreement will expire on April 18th, 1937 and that it was the GSR intention not to renew.</p> <p>1937 January 1st. The four cars are taken into GSR stock, sold by the IPL at £1,499 each.</p> <p>1946 June. The GSR cars were externally repainted into the Coras Iompair Eireann brilliant green livery. Each car retained the original number 100 to 103.</p> <p>1959. No. 101 was converted into a flat wagon for conveying Heinkel bubble cars from the Dundalk Engineering works.</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 102 Third Class	203 197	K	06/1926	BRC&W	8	EII	65' 11" x 8' 11"	46	39½t	K	N/A	55	<p>The Pullman Car Company (PCCo) and the Great Southern Railways of Ireland (GSR) negotiated an agreement on April 18th, 1925 for the supply of four Buffet cars and the operation of each for a period of twelve years (April 18th 1937). The cost of each car at £5,537.25 was at the PCCo expense and the cars to be manned by a PCCo supplied attendant. The on-board service within each car was supplied by the PCCo and included the supply and selling of refreshments to passengers and to passengers within the attached corridor connected GSR coach.</p> <p>1926 June. The four cars were moved from the BRC&W Works at Smethwick to Birkenhead by rail. Each car was fitted with 4' 8½" with bogies as supplied by the LMS for the movement.</p> <p>1926 June 18th. The first two cars without bogies are loaded onto the 'OLD OXEN' Mersey Waggon Ferry at West Float, Birkenhead. It is recorded that CAR No. 101 and 103 were the two cars loaded.</p> <p>1926 June 19th. Sailed from Birkenhead to Ireland.</p> <p>1926 June 23rd. The two remaining cars No. 100 & 102 are loaded onto 'OLD OXEN'.</p> <p>1926 June 24th. Sailed from Birkenhead to Ireland.</p> <p>1926 July 1st. The two cars enter service (Summer Timetable 1926) from Dublin to Limerick and return and the Cork to Dublin and return.</p> <p>1927 June 1st. The three cars enter service (Summer Timetable 1927) from Dublin to Limerick and return, the Cork to Dublin and return & Dublin Sligo and return.</p> <p>The Sligo car was allocated to the Galway to Dublin and return.</p> <p>The fourth car was retained as a spare.</p> <p>1936 April 2nd. The GSR advise the Irish Pullman Limited that the existing agreement will expire on April 18th, 1937 and that it was the GSR intention not to renew.</p> <p>1937 January 1st. The four cars are taken into GSR stock, sold by the IPL at £1,499 each.</p> <p>1946 June. The GSR cars were externally repainted into the Coras Iompair Eireann brilliant green livery. Each car retained the original number 100 to 103.</p> <p>1960. No. 102 scrapped at Inchore..</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 103 Third Class	204 198	K	06/1926	BRC&W	8	EII	65' 11" x 8' 11"	46	39½t	K	N/A	55	<p>The Pullman Car Company (PCCo) and the Great Southern Railways of Ireland (GSR) negotiated an agreement on April 18th, 1925 for the supply of four Buffet cars and the operation of each for a period of twelve years (April 18th 1937). The cost of each car at £5,537.25 was at the PCCo expense and the cars to be manned by a PCCo supplied attendant. The on-board service within each car was supplied by the PCCo and included the supply and selling of refreshments to passengers and to passengers within the attached corridor connected GSR coach.</p> <p>1926 June. The four cars were moved from the BRC&W Works at Smethwick to</p>

Birkenhead by rail. Each car was fitted with 4' 8¹/₂" with bogies as supplied by the LMS for the movement.

1926 June 18th. The first two cars without bogies are loaded onto the 'OLD OXEN' Mersey Waggon Ferry at West Float, Birkenhead. It is recorded that CAR No. 101 and 103 were the two cars loaded.

1926 June 19th. Sailed from Birkenhead to Ireland.

1926 June 23rd. The two remaining cars No. 100 & 102 are loaded onto 'OLD OXEN'.

1926 June 24th. Sailed from Birkenhead to Ireland.

1926 July 1st. The two cars enter service (Summer Timetable 1926) from Dublin to Limerick and return and the Cork to Dublin and return.

1927 June 1st. The three cars enter service (Summer Timetable 1927) from Dublin to Limerick and return, the Cork to Dublin and return & Dublin Sligo and return.

The Sligo car was allocated to the Galway to Dublin and return.

The fourth car was retained as a spare.

1936 April 2nd. The GSR advise the Irish Pullman Limited that the existing agreement will expire on April 18th, 1937 and that it was the GSR intention not to renew.

1937 January 1st. The four cars are taken into GSR stock, sold by the IPL at £1,499 each.

1946 June. The GSR cars were externally repainted into the Coras Iompair Eireann brilliant green livery. Each car retained the original number 100 to 103.

1959. No. 101 was converted into a flat wagon for conveying Heinkel bubble cars from the Dundalk Engineering works.

1960. No. 103 being scrapped at Cork.

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes	
CAR No. 34 Third Class	192	192	P	07/1926	BRC&W	8	EII	63' 10" x 8' 7"	54	39t	K	-/I	56	1926 August 1 st . Entered service on the Southern Railway (Central Section) and working principally on the 'Southern Belle'. 1929 August. Re-modelled with 2 x 1 seating and seating reduced from 54 to 42. 1931. Allocated to the 'Bournemouth Limited'. 1939 September. Withdrawn and stored during the Second World War. 1945 September. Seating reduced to 42 and tare weight reduced to 38t. 1948. Allocated to the 'Devon Belle'. 1951. Remodelled at the Pullman Car Company Preston Park Works during remodelling the oval cathedral glass lights were replaced by square type as fitted to the 1951/1952 'U' type cars. Re-designated N ^o . 34 SECOND CLASS. 1951 June 11 th . Allocated to the 'Golden Arrow' service. 1967 July 9 th . Within the formation of the final 'Bournemouth Belle'. No longer required the car was moved to storage at Micheldever. 1967 August. Withdrawn. Details with regard to the car's disposal from Micheldelver are currently not known.

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 35 Third Class	193	193	P	07/1926	BRC&W	8	EII	63' 10" x 8' 7"	54	39t	K	-/I	57	<p>1926 August 1st. Entered service on the Southern Railway (Central Section) and working principally on the 'Southern Belle'.</p> <p>1929 August. Re-modelled with 2 x 1 seating and seating reduced from 54 to 42.</p> <p>1931. Allocated to the 'Bournemouth Limited'.</p> <p>1936. Operational Southern Railway (Western Section).</p> <p>1939 September. Withdrawn and stored during the Second World War.</p> <p>1946 April. Following remodelling to Second Class with seating reduced to 42 and tare weight reduced to 38t. Fitted with 'A' type table lamps for inclusion within the inaugural post-war 'Golden Arrow' and identified as CAR N^o 193.</p> <p>1947 June. Allocated to the 'Devon Belle' (Ilfracombe portion).</p> <p>1949. Fitted with aluminium panelling only to the upper panels.</p> <p>1951. Remodelled at the Pullman Car Company Preston Park Works.</p> <p>During remodelling aluminium plating fitted to lower panels, the oval cathedral glass lights were replaced by square type as fitted to the 1951/1952 'U' type cars. fitted with 'N' type table lamps and re-designated to CAR N^o 35.</p> <p>1951 June 11th. Allocated to the 'Golden Arrow' service.</p> <p>1952 September. Allocated to the 'Golden Arrow' service.</p> <p>1952 October 5th & 19th. Within the formation of the RCTS Brighton Works Centenary charters.</p> <p>1953/1954 September. Allocated to the 'Golden Arrow' service.</p> <p>1955 June. Allocated to the 'South Wales Pullman'.</p> <p>1960 July. Allocated to the 'South Wales Pullman'.</p> <p>1960 September. Allocated to the 'South Wales Pullman'.</p> <p>1962 July. Cosmetically remodelled and identified as WYE by use of a board fitted.</p> <p>1963 September. Withdrawn.</p> <p>1963 December 31st. Sold to the Lord Montague for inclusion within the Beaulieu Motor - Museum.</p> <p>1972 April. The 'Bournemouth Belle' exhibition was dispersed.</p> <p>With No. 928 STOWE being initially relocated to Cranmore and then to the Bluebell Railway.</p> <p>The Pullman cars AGATHA and FINGALL were relocated to the Isle of Wight Steam Railway.</p> <p>AGATHA was later purchased by the VSO-E (Belmond) and relocated to Carnforth, currently stored at Stewarts- Lane, London.</p> <p>FINGALL was later relocated and currently at the Bluebell Railway</p> <p>CAR N^o 35 was reported as being scrapped on site, having broken its back during the lifting operation.</p>

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 36 Third Class	194	194	P	07/1926	BRC&W	8	EII	63' 10" x 8' 7"	54	39t	K	-/I	58	1926 August 1 st . Entered service on the Southern Railway (Central Section) and working principally on the 'Southern Belle'. 1929 August. Re-modelled with 2 x 1 seating and seating reduced from 54 to 42. 1931. Allocated to the 'Bournemouth Limited'. 1936. Operational Southern Railway (Western Section). 1939 July. Allocated to the 'Bournemouth Belle'. 1940 September 26 th . Sustained Enemy Action Damage to one vestibule only. This required a complete rebuild. 1948. Allocated to the 'Devon Belle'. 1928/9. Repairs undertaken at Preston Park £110.18.5 ¹ / ₂ . 1939 July. Allocated to the 'Bournemouth Belle'. 1946. Remodelled at the Pullman Car Works at Preston Park works, Brighton. Seating reduced to 46. Tare weight reduced to 38t. Table Lamp Type 'A'. 'CAR N ^o . 194 SECOND CLASS'. 1946 April. Allocated to the inaugural post war 'Golden Arrow'. 1949. Flush aluminium panelling applied to body sides. 1951. Remodelled at the Pullman Car Works at Preston Park works, Brighton. The oval cathedral lavatory replaced by square type in line with those fitted to the 1951/1952 'U' type cars. Seating 46. Tare weight 38 tons. Table Lamp Type 'A'. <i>Known Allocation to the 'GOLDEN ARROW' service.</i> 1951 June 18 th . AQUILA, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PERSEUS, ZENA, CAR No.34, CAR No.35, CAR No.36, CAR No.208. 1951 September 10 th . AQUILA, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PERSEUS, ZENA, CAR No.34, CAR No.35, CAR No.36, CAR No.208. 1952 June 30 th . AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, ZENA, CAR No.34, CAR No.35, CAR No.36, CAR No.208. 1952 September 15 th . AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, ZENA, CAR No.34, CAR No.35, CAR No.36, CAR No.208. 1952 September 27 th . CAR No. 34, CAR No.36, ISLEOF THANET, CARINA, CYGNUS, PEGASUS, PERSEUS, ARIES, AQUILA & PHOENIX. 1953 June 8 th . AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.35, CAR No.36, CAR No.208. 1953 September 21 st . AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.35, CAR No.36, CAR No.208. 1954 June 14 th . AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.35, CAR No.36, CAR No.208.

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
													<p>1954 September 20th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.35, CAR No.36, CAR No.208.</p> <p>1955 June 13th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.35, CAR No.36, CAR No.208.</p> <p>1955 September 19th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.35, CAR No.36, CAR No.208.</p> <p>1956 June 11th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1956 September 17th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1957 June 17th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1957 September 16th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1958 June 9th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1958 September 15th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1959 June 15th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1959 November 2nd. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1960 June 13th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1960 September 12th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1961 June 11th. The final 'Steam Hauled' "Golden Arrow". Rebuilt West Country Pacific No. 34100 'APPLEDORE'. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1961 June 12th. The inaugural 'Electric' "Golden Arrow". Class 71 BR/EEE No. 5015. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1961 September 11th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1962 June 18th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1963 January 1st to June 10th. In this period of time the car was renovated at Preston Park, Brighton.</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
													<p>1963 June 7th. AQUILA, ARIES, CARINA, CYGNUS, HERCULES, ISLE OF THANET, MINERVA, ORION, PEGASUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1964 June 15th. AQUILA, CARINA, HERCULES, ISLE OF THANET, MINERVA, ORION, PERSEUS, PHOENIX, CAR No.34, CAR No.36, CAR No.208.</p> <p>1967 July 9th. Within the formation of the final 'Bournemouth Belle'.</p> <p>1967. Withdrawn.</p> <p>Preservation.</p> <p>1968 April. H.P.Bulmers of Hereford purchase five Pullman cars from British Rail for £3,600.00.</p> <p>1968 April 24th. CAR N^o 36, CAR N^o 83 moved from Clapham Yard to Bulmer's Private sidings at Hereford.</p> <p>CAR N^o 64, CAR N^o 76 & AQUILA moved from Micheldever storage sidings to Bulmer's private sidings at Hereford.</p> <p>Bulmer's Refurbishment. All tables and seating removed for conversion to cinema car.</p> <p>Cinema car Bench type seating for 44. External livery Bulmer's red, green and white.</p> <p>Coat of arms 'City of Hereford' and 'Royal Coat of Arms' as held by Bulmer's since 1911.</p> <p>Allocated the name 'MORELLA'. Plated Number BLM99204.</p> <p>(Plated number refers to the former private owner number series, which is no longer in general use).</p> <p>1986. Sold to Sea Containers (VSO-E).</p> <p>1986 May 28th. Moved from Bulmer's Hereford to Swindon Works N^o 19 Shop for storage.</p> <p>1987 May. Moved from Swindon Works N^o 19 Shop to VSO-E Stewarts Lane Depot.</p> <p>1988. VSO-E exchanged 'CAR N^o 36' and car 'AQUILA' with the Colne Valley Railway for ex-Brighton Belle Kitchen First Class car 'GWEN'. The exterior of the car was repainted into umber and cream, and the name 'HERMIONE' applied to the bodysides, at Stewarts Lane prior to departure for the Colne Valley Railway. This work was undertaken at the request of the new owner Dick Hymas. The name 'HERMIONE' being the middle name of his wife Jane.</p> <p>All the original saloon seating was removed during the car's conversion to the Bulmer's Train cinema car. On arrival at the Colne Valley Railway completely new seating was installed to the configuration of 2 x 1. The style of the new seating was not to the original Pullman design.</p> <p><i>(This being the second Pullman car to be allocated the name 'HERMIONE'.</i></p> <p><i>The first car being a Kitchen First Class and constructed in 1925 and never actually operated within the UK. The car was sent to Italy in October 1925 for use by the CIWL and originally allocated the number '2994' which was amended to '54'. In September 1927 the car was sent by ship from Italy to Egypt and the CIWL allocated the name 'KARNAK' to the car).</i></p> <p>1988 to 2019. Colne Valley Railway.</p> <p>2019 November. Privately purchased.</p> <p>2020 January. Scheduled for road haulage movement from the Colne Valley Railway to the Bluebell Railway.</p> <p>2020 January 14th. 'HERMIONE (II)' CAR N^o 36 arrives by road haulage at the Bluebell's Railway Sheffield Park Station yard.</p>

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 31 Third Class	189	189	K	08/1926	BRC&W	8	EII	63' 10" x 8' 7"	46	39t	K	-/I	59	1926 August 1 st . Allocated to the Southern Railway (Central Section) 'Southern Belle' service. 1929 August. Seating reduced to 36 and remodelled to 2 x 1 configuration. 1931. Allocated to 'Bournemouth Limited'. 1936. Operational Southern Railway Western Section. 1936 October 1 st to September 30 th , 1937. Renovated during the period totalling 4,474 hours and cost of £389. 1943 May 25 th . Damaged by Enemy Action. 1960. Body plated at Preston Park. 1963 September. Withdrawn.
CAR No. 32 Third Class	190	190	K	08/1926	BRC&W	8	EII	63' 10" x 8' 7"	46	39t	K	-/I	60	1926 August 1 st . Allocated to the Southern Railway (Central Section) 'Southern Belle' service. 1929. Expense relating to repair/renovation at the PCCo Preston Park £150. 18s 7 ¹ / ₂ p. 1929 August. Seating reduced to 36 and remodelled to 2 x 1 configuration. 1931. Allocated to 'Bournemouth Limited'. 1936. Operational Southern Railway Western Section. 1939 July. Noted within the formation of the Bournemouth Belle. 1940 September 26 th . Damaged by Enemy Action. 1956. Upper half Body plating only. 1957 February. Noted within the formation of the Tees Tyne Pullman. 1957 June. Noted within the formation of the Tees Tyne Pullman. 1963 September. Withdrawn.
CAR No. 33 Third Class	191	191	K	08/1926	BRC&W	8	EII	63' 10" x 8' 7"	46	39t	K	-/I	61	1926 August 1 st . Allocated to the Southern Railway (Central Section) 'Southern Belle' service. 1929. Expense relating to repair/renovation at the PCCo Preston Park £150. 18s 7 ¹ / ₂ p. 1929. August. Seating reduced to 36 and remodelled to 2 x 1 configuration. 1931. Allocated to 'Bournemouth Limited'. 1936. Operational Southern Railway Western Section. 1939 July. Noted within the formation of the Bournemouth Belle. 1955 August. Noted within the formation of the Tees Tyne Pullman. By 1960. Body plating undertaken. 1963. Interior refurbishment at Preston Parks Works. 1967 May 20 th . Withdrawn from Bournemouth Belle service.

Running Name or Number	Schedule No. Pre1960/Post		Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CASSANDRA First Class	149	200	K	11/1926	MCC&W	8	EII	63' 10" x 8' 7"	20	38t	K	-/I	62	<p>1926 November. Allocated to the Southern Railway (Central Section) 'Southern Belle' service.</p> <p>1928. Relocated from Southern Railway (Central Section) to Southern Railway (Western Section).</p> <p>Forming part of a pool of thirteen cars, with three dedicated groups being arranged for the 'Ocean Liner' trains.</p> <p>1929. Expense relating to repair/renovation at the PCCo Preston Park £71 12s 21/4p.</p> <p>1939 June. Allocated to the 'Imperial Airways Empire Services' with cars PENELOPE, IBIS & LYDIA.</p> <p>1946 January. Tare weight raised to 40tons.</p> <p>Circa 1950. Water tanks changed from underfloor to roof position.</p> <p>1951. Allocated to the 'Devon Belle' set 1.</p> <p>1953 June 14, 15 & 16th. The Coronation & Spithead Review.</p> <p>Twelve car all Pullman train consisting: -</p> <p>(A) CAR No. 54, (B) CAR No. 171, (C) PENELOPE, (D) ROSEMARY, (E) OCTAVIA, (F) CAR No. 294, (H) CASSANDRA, (J) TOPAZ, (K) CAR No. 303, (L) CAR No. 31, (M) CAR No. 208.</p> <p>14th - To Southampton chartered by the Dilwara party.</p> <p>Train consists all twelve Pullman Cars.</p> <p>15th - To Southampton chartered by three parties.</p> <p>Cars A & B Caltex Trading & Transport Company,</p> <p>Cars C to H Shell Petroleum Company &</p> <p>Cars J to M Anglo-Iranian Oil Company.</p> <p>15th - To Waterloo chartered by three parties.</p> <p>Cars A & B Caltex Trading & Transport Company,</p> <p>Cars C to H Shell Petroleum Company &</p> <p>Cars J to M Anglo-Iranian Oil Company.</p> <p>16th - To Waterloo chartered by the Dilwara party.</p> <p>Train consists all twelve Pullman Cars.</p> <p>1963 June 13th. The final South Western Pullman-operated Boat Train service ran.</p> <p>The service being a Composite train with Pullman cars IBIS, CASSANDRA, ARGUS and ordinary Southern Region coaches for the United States Lines.</p> <p>(All future Ocean Liner Traffic being worked with Railway Operated Vehicles).</p> <p>1963 September. Condemned at York works.</p> <p>1964 October First Week. Reported as broken-up by at the Taylor Bros scrap yard.</p>

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RAINBOW (II) First Class 176	176	K	01/1927	MCC&W	8	EII	63' 10" x 8' 7"	20	38t	K	-/I	63	<p>This was the second Pullman car to carry the identification name RAINBOW (II). The first car named RAINBOW (I) did not enter service in the UK, in the autumn of 1925 the car was relocated to Italy and became CIWL No. 2998.</p> <p>The car did not return to the United Kingdom, being forwarded to Egypt October 1927 as CIWL No.2998 'CLEOPATRA'.</p> <p>The third car to carry the name RAINBOW (III) in May 1948, formerly car COSMO BONSOR of May 1912.</p> <p>1926 January. RAINBOW (II) entered service and allocated the Southern Railway Central Section's 'Southern Belle'.</p> <p>By 1928. Transferred from Southern Railway Central Section to Southern Railway Western Section for use in the Ocean Liner Express services.</p> <p>1929 July. Transferred to the Great Western Region short lived Pullman services.</p> <p>1930. Transferred to the Southern Railway Pullman services. Continually allocated to boat train services.</p> <p>1936 August 15th. Burnt out at Micheldever. Insurance payment of £3,600. The chassis and bogies placed in storage.</p> <p>1952. At the Pullman Car Company workshop at Preston Park, Brighton. The chassis and bogies form part of first-class parlour car PHOENIX.</p>
PLATO (II) First Class 177	177	K	01/1927	MCC&W	8	EII	63' 10" x 8' 7"	20	38t	K	-/I	64	<p>This was the second Pullman car to carry the identification name PLATO.</p> <p>The first car named PLATO (I) a kitchen car built by BRC&W Co., Did not enter service in the UK, in the autumn of 1925, the car was relocated to Italy and became CIWL No. 2999 later CIWL No. 59. On return to the United Kingdom and allocated Pullman Schedule No. 249 and named PEARL.</p> <p>1926 January. PLATO (II) Entered service and allocated the Southern Railway Central Section's 'Southern Belle'.</p> <p>By 1928. Transferred from Southern Railway Central Section to Southern Railway Western Section for use in the Ocean Liner Express services.</p> <p>1940 September 24th. Damaged by enemy action.</p> <p>Circa 1944 September. Following repair sustained by enemy action noted operational on the British Overseas Airways Corporation London to Hurn service.</p> <p>1948 September. Loaned to the Eastern Region 'Tees Tyne Pullman' Service.</p> <p>1951. Allocated to the 'Devon Belle' service.</p> <p>1957 March. Kitchen converted to propane gas.</p> <p>Pre 1957 January. Bodyside plated.</p> <p>1958 September. Within the formation of the inaugural 'Master Cutler' service.</p> <p>1960. Relocated to Southern Region following the introduction of the new BR Mk1 Pullman cars on the Eastern Region.</p> <p>1966 August. Withdrawn from service.</p> <p>1967 January 7th. Sold to Birds Limited for scrapping.</p>

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OCTAVIA (II) First Class	173	178	K	01/1927	MCC&W	8	EII	63' 10" x 8' 7"	20	38t	K	-/I	65	<p>This was the second Pullman car to carry the identification name OCTAVIA. The first car named OCTAVIA (I) a kitchen car built by BRC&W Co., Did not enter service in the UK. In the autumn of 1925, the car was relocated to Italy and became CIWL No. 2997 Later CIWL No. 57. On return to the United Kingdom and allocated Pullman Schedule No. 250 and named DIAMOND.</p> <p>1926 January. Entered service and allocated the Southern Railway Central Section's 'Southern Belle.'</p> <p>By 1928. Transferred from Southern Railway Central Section to Southern Railway Western Section for use in the Ocean Liner Express services.</p> <p>1938. Allocated as supplementary car for the Ocean Liner Express services.</p> <p>948 September. Loaned to the Eastern Region 'Tees Tyne Pullman' Service.</p> <p>Pre 1957 January. Bodyside plated.</p> <p>1958 September. Within the formation of the inaugural 'Master Cutler' service.</p> <p>1960. Relocated to Southern Region following the introduction of the new BR Mk1 Pullman cars on the Eastern Region.</p> <p>1963. Renovated at Preston Park Works, Brighton.</p> <p>1964 April. Allocated to the formation of the short lived 'Regency Belle'.</p> <p>1964 September. Allocated to the formation of the 'Bournemouth Belle'.</p> <p>1965 August. Noted within the 'Tees Tyne Pullman' for one round trip.</p> <p>1966. Allocated to the formation of the 'Bournemouth Belle'.</p> <p>1966 December. Withdrawn from service.</p> <p>1967 April. Sold to A. King & Sons at Wymondham, Norfolk and scrapped.</p>
QUEEN MARGARET. First Class	198	202	D	07/1927	MCC&W	8	EII	63' 10" x 8' 7"	30	40t	K	-	66	<p>1927 July 11th. Enters service, known to undertaken service to Oban.</p> <p>1933 December 4th. Sold to the London Midland & Scottish Railway (LM&SR).</p> <p>1934 - 1936. In this period all 22 cars sold to the LM&SR were externally repainted into LM&S Crimson Lake. The name PULLMAN on the Facia panels overpainted.</p> <p>The bodyside identification QUEEN MARGARET removed and replaced with 'Dining Car' and allocated the LM&SR Number SC219M.</p> <p>1939 - 1945. On-train catering services withdrawn on the outbreak of the Second World War</p> <p>It is believed that SC219M (QUEEN MARGARET) and SC215M (MEG DODDS) were used by the Salvation Army as Mobile Canteens.</p> <p>1948 January 1st. The Nationalisation of British Railways.</p> <p>Date Unknown. External livery repainted into BR Corporate livery of Carmine & Cream.</p> <p>The bodyside identification changed from 'Dining Car' to 'Restaurant Car'.</p> <p>1961 May. Withdrawn.</p> <p>1966 Circa. Scrapped.</p>

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KATE DALRYMPLE . First Class	200	203	D	07/1927	MCC&W	8	EII	63' 10" x 8' 7"	30	40t	K	-	67	1927 July 11th. Enters service, known to undertaken service to Aviemore. 1933 December 4th. Sold to the London Midland & Scottish Railway (LM&SR). 1934 - 1936. In this period all 22 cars sold to the LM&SR were externally repainted into LM&S Crimson Lake. The name PULLMAN on the Facia panels overpainted. The bodyside identification KATE DALRYMPLE removed and replaced with 'Dining Car' and allocated the LM&SR Number 220. 1939 - 1945. With the outbreak of the Second World War restaurant services were withdrawn for the duration. 1948 January 1st. The Nationalisation of British Railways and renumbered SC220M. Date Unknown. External livery repainted into BR Corporate livery of crimson lake & cream The bodyside identification changed from 'Dining Car' to 'Restaurant Car'. 1961 April Withdrawn. 1966 Circa. Scrapped.
HELEN OF MAR First Class	199	204	D	07/1927	MCC&W	8	EII	63' 10" x 8' 7"	30	40t	K	-	68	1927 July 11th. Enters service on the LMS Northern Division. Known to operate on services to Oban. 1933 December 4th. Sold to the London Midland & Scottish Railway LM&SR). 1934 - 1936. In this period all 22 cars sold to the LM&SR were externally repainted into LM&S Crimson Lake. The name PULLMAN on the Facia panels overpainted. The bodyside identification HELEN OF MAR removed and replaced with 'Dining Car' and allocated the LM&SR Number 221. 1939 - 1945. With the outbreak of the Second World War restaurant services were withdrawn for the duration. 1948 January 1st. The Nationalisation of British Railways and eventually renumbered to SC221M. Date Unknown. External livery repainted into BR Corporate livery of Crimson Lake & Cream. The bodyside identification changed from 'Dining Car' to 'Restaurant Car.' 1958 May. Withdrawn. 1966 Circa. Scrapped.
CECILIA First Class	206	205	K	05/1928	MRC&W	8	EII	63' 10" x 8' 7"	22	40t	K	I	69	1928 May 1 st . Allocated to London North Eastern Railway Great Northern service. 1928 October 1 st . Repairs undertaken at Preston Park £9. 0 ^s . 6 ^d . 1928 September. Allocated to the Southern Railway 'Golden Arrow' service. 1929 August. Noted in the formation of the 'Golden Arrow'. August 1930. Noted in the formation of the 'Golden Arrow'. Circa 1930 to 1939. Remained on the Southern Railway. Duties included Ocean Liner Expresses, Royal Specials and State Arrivals. 1934 November 21st. Dover Marine to Victoria. Conveying Princess Marina of the Hellenes, her parents and Suite. (The Princess was travelling for her Wedding to George, Duke of Kent). Pullman cars CECILIA & MARJORIE. 1950 November 21st. Dover Marine to Victoria. Conveying Her Majesty The Queen of the Netherlands and His Royal Highness The Prince of the Netherlands. Pullman cars MINERVA, IBIS, ROSEMARY, CECILIA, ISLE OF THANET.

1939 - 1945. Placed in store for the duration of the second war.
1946 April. Allocated to the inaugural post war 'Golden Arrow'.
By 1951. Briefly allocated to the 'Devon Belle'.
1955. Allocated to the Western Region 'South Wales Pullman' service.
1961. With the introduction of the new Blue Pullman units, CECILIA was held as a 'spare' car at Old Oak Common.
1963 December. Withdrawn.
1964 January. Taylor Bros.

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CHLORIA First Class	206	206	Kitchen.	1928 May.MC&W	8	Ell.	63' - 10"x 8' - 7"	22	40t	K	I	70	1928 May 1st. Allocated to London North Eastern Railway Great Northern service. 1928 Repairs undertaken at Preston Park £9. 8s. 2d. 1928 September. Allocated to the Southern Railway 'Golden Arrow' service. 1929 Repairs undertaken at Preston Park £42. 13s. 0d. 1929 August. Noted in the formation of the 'Golden Arrow'. 1930 August. Noted in the formation of the 'Golden Arrow'. Circa 1930 to 1939. Remained on the Southern Railway. Duties included Ocean Liner Expresses, Royal Specials and State Arrivals. 1939 to 1945 Placed in store for the duration of the second war. 1946 June 17th to 26th. The 6th Imperial Press Conference a charter train consisting of Pullman cars and first-class sleeping coaches (not Pullman) including identified Pullman cars MEDUSA, IBIS, LYDIA, CHLORIA and seven first class sleeping coaches. The charter tour visited the various industries in the Midlands, the North of England and Scotland. The tour schedule consisting: - Monday June 17th Coventry. Tuesday June 18th Manchester. Thursday June 20th Liverpool. Friday June 21st Glasgow. Sunday June 23rd Edinburgh. Monday June 24th Birmingham. Tuesday June 25th Liverpool. Wednesday June 26th London. 1947 May 4th. Allocated to the 'Golden Arrow'. 1947 October 6th. Allocated to the 'Golden Arrow' train formation. 1948 May 31st. Allocated to the 'Golden Arrow' train formation. 1948 September 27 th Allocated to the 'Golden Arrow' train formation. 1949 May 23rd. Allocated to the 'Golden Arrow' train formation. 1949 September 26 th Allocated to the 'Golden Arrow' train formation. 1950 June 5th. Allocated to the 'Golden Arrow' train formation. 1950 September 25th to June 10th. Allocated to the 'Golden Arrow' train formation. 1951-1957 In the identified period the car was covered in aluminium cladding over the matchwood body sides from below the windows to the chassis.

1951 June 11th New 'U' Class Pullman cars allocated to the 'Golden Arrow' service.
1951 September 10th Allocated to Southern Region Pullman services.
1952 June 30th Allocated to Southern Region Pullman services.
1952 September 15th Allocated to Southern Region Pullman services.
1953 June 8th Allocated to Southern Region Pullman services.
1953 September 21st Allocated to Southern Region Pullman services.
1954 June 24th Allocated to Southern Region Pullman services.
1955 Allocated to the Western Region 'South Wales Pullman' service.
1961 The Western Region form a spare locomotive hauled Pullman set as a standby for the Blue Pullman formations on the Western Region Pullman services.
Winter 1962 The Pullman standby set is reformed, and the following cars loaned by the Southern Region are returned AURELIA, CECILIA, CHLORIA, MEDUSA & ROSAMUND.
1963 August 15th, Within the formation of the Birmingham Pullman standby train
Involved in the fatal Knowle & Dorridge accident.
1963 December 12th Withdrawn.
1964 January 21st Sold to Taylor Bros.

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ZENOBIA First Class	207	207	Kitchen	1928 May. MC&W	8	EII.	63' - 10"x 8' - 7".	22	40t	K	I	71	1928 May 1 st Allocated to London North Eastern Railway Great Northern service. 1928 September Allocated to the Southern Railway service. 1929 May 15 th Allocated to the Golden Arrow. 1929 August 3 rd Allocated to the Golden Arrow. 1937 November 16 th State visit of His Majesty the King of the Belgians. Dover Marine to Victoria, train consisting of cars FLORA, PAULINE, ZENOBIA & LADY DALZIEL. 1939 – 1945 Placed in store for the duration of the second world war. 1947 May 4 th Allocated to the Golden Arrow. 1949 October 18 th Allocated to the Golden Arrow. 1950 August 5 th Allocated to the Golden Arrow. 1950 – 1963 Allocated to Southern Region Boat Trains and Special Workings As required. 1963 December 12 th Withdrawn. 1964 January 21 st Sold to Taylor Bros.

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LEONA(II)	208	208	Parlour	1927	MC&WCo	8	EII	63' - 10"x 8' - 7".	26	38t	K	I	72	<p>Clarity regarding to Pullman cars allocated the identity of the name LEONA. This was the second Pullman car to be allocated and carry the name LEONA (I). The first car was completed in 1923 and was one of ten cars to be transferred to the CIWL for service in Italy and allocated the identity of CIWL No. 53. The CIWL No. 53 (LEONA (I)) returned to the UK in 1928, but as the name LEONA had since allocated to build Schedule No. 208 LEON (II), CIWL No. was allocated the name PRINCESS ELIZABETH.</p> <p>1928 May 1st. Allocated to London North Eastern Railway Great Northern section Pullman services from and to Kings Cross.</p> <p>1928 September. Transferred from the London North Eastern Railway Great Northern Section to the Southern Railway and the 'Golden Arrow' service.</p> <p>1928 Prior to October. Partial repairs undertaken at a cost of £8-13s-1/2p..</p> <p>1930 to 1939. Allocated for Ocean Liner Express, Royal Specials & State arrivals.</p> <p>1936 April 15th. Allocated with Pullman Car MARJORIE to the German Ambassadors Funeral train from London Victoria to Dover.</p> <p>1939 to 1945. The duration of the second world war the car was removed from operational use and placed in store.</p> <p>1947 June. Remodelled at the Pullman Car Company Workshops at Preston Park, Brighton as a Guard Parlour Car. One of the two Lavatories removed and replaced the installation of luggage racks and brake control and tip-up seat for the guard and the vestibule doors labelled 'Guard'. Saloon First Class armchairs removed from 1 x 1 configuration and replaced by 2 x 1 fixed seating, increasing the seating from 26 to 36 Third Class.</p> <p>Allocated the identity of CAR No.208.</p> <p>1947. Enters service on the 'Devon Belle' service.</p> <p>Circa 1951. Body sides aluminium plated and kept as a spare car for the 'Golden Arrow'. Standard Pullman oval lavatory windows replaced with square type to match those fitted new the new Pullman Cars built in 1951 & 1952 for the 'Golden Arrow' service.</p> <p>1951 June 18th. Aquila, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Zena, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.</p> <p>1951 September 10th. Aquila, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Zena, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.</p> <p>1952 June 30th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Zena, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.</p> <p>1952 September 15th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Zena, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.</p> <p>1952 October 5th & 17th. Brighton Locomotive Works Centenary.</p> <p>All Pullman Car train for the Railway Correspondence & Travel Society Charter.</p> <p>London Victoria to Brighton and return. Train formed of Pullman Cars No.99, 61, 98, 17, 35, 31, 60 & 208.</p> <p>1953 June 8th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.</p> <p>1953 September 21st. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.</p>

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													<p>1954 June 14th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.35, CAR No.36 & CAR No.208.</p> <p>1954 August. CAR No.208 within the formation of the Institute of Electrical - Engineers chartered train visiting the newly electrified line from Sheffield to Manchester (Woodhead – Line).</p> <p>1954 September 20th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1955 June 13th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1955 September 19th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1956 June 11th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1956 September 17th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1957 June 17th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1957 September 16th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1958 June 9th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1958 September 15th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1959 June 15th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1959 November 2nd. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1960 June 13th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1960 September 12th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1961 June 12th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1961 September 11th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1962 June 18th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1963 June 7th. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Phoenix, CAR No.34, CAR No.36 & CAR No.208.</p> <p>1964 June 15th. Aquila, Carina, Hercules, Isle of Thanet, Minerva, Orion, Perseus, Phoenix, CAR No. 34, CAR No. 36 & CAR No. 208.</p>

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													<p>1965 January 30th. Within the formation of the late Statesman Sir Winston Churchill's Funeral Train The train consisted of Pullman Cars ISLE of THANET, PERSEUS, LYDIA, CARINA, Bogie Luggage Van S2464 and CAR No. 208 Coupled to CAR No.208 was Battle of Britain class steam locomotive No. 34051 WINSTON CHURCHILL.</p> <p>The train departed from London Waterloo at 1.28pm arriving at Handborough (for Bladon) at 3.23pm. Following the internment, the train returned to London Paddington Hauled by a Western Class Diesel Hydraulic locomotive.</p> <p>1965 June 14th. Aquila, Carina, Isle of Thanet, Minerva, Orion, Phoenix & Car No. 208.</p> <p>1996 June 13th. Aquila, Carina, Cygnus, Isle of Thanet, Minerva, Orion, Phoenix & Car No. 208.</p> <p>1967 June 5th. Noted in a three Pullman Car train at Portsmouth Dockyard.</p> <p>Train formation Pullman Cars AQUILA, ISLE of THANET & CAR No.208 Hauled by D6526 & E6018.</p> <p>1967 July 10th. Carina, Cygnus, Orion, Perseus, Phoenix & Car No. 208.</p> <p>1967 Late. The First Golden Arrow car to be repainted from standard Pullman livery of umber & cream into the reverse standard BR livery for Pullman cars of Grey & Blue. Although this was the livery applied to the BR Mk1 Pullman Cars built for operations on the Eastern Region in 1960/1 and applied to some of the cars from the late 1960's, the livery did not work when applied to the cars built pre-1960.</p> <p>A decision was made to repaint Car No.208 into BR Blue & Grey livery. At this time the identity of CAR No.208 was replaced by the wording "GOLDEN ARROW" and the number S208S located on the body side near the vestibule door.</p> <p>1969 April 9th. Withdrawn from service due to being 'Defective' with a loose tyre.</p> <p>The car did not run again in service after that date.</p> <p>1970 July. Official withdrawal date and made available for disposal.</p> <p>Preservation 1970 to Present (September 2023).</p> <p>1971. Reported as being purchased by the Vicar of Cressing near Braintree, Essex. Who then gave it to the village of Cressing as a gift. The car was delivered by rail to Witham Station. Following lifting and being placed on Cliff Smith of Lavenham road transporter (the bogies were no longer required) and then transported to the site of the Pullman Inn at Cressing. (The Pullman Inn was built around car body.)</p> <p>1988. The car is purchased by Mr D. Wells.</p> <p>1988. The roof of the Pullman Inn was removed to allow the car body to be lifted out and placed on road transport by Cliff Smith of Lavenham and moved to Elsenham station site.</p> <p>1989 LEONA (II) is joined on site by two ex-BR vehicles Mk1 No. E4474 and ¾ of the body of GUV No. 86558.</p> <p>The three vehicles form part of the "Orient Express Restaurant".</p> <p>1992. All vehicles made available for purchase.</p> <p>1997. All vehicles sold and relocated to the Glenlo Abbey Country Club, Galway, Ireland. In use as a static Restaurant.</p> <p>1997 - 2023 September. Remains on site.</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes	
NIOBE(II)	209	209	Parlour	1927	MC&W Co	8	ELL	63' 10"x 8' 7"	26	38t	K	I	73	<p>This was the second Pullman car to be allocated and carry the name NIOBE (I). The first car was completed in 1923 and was one of ten cars to be transferred to the CIWL for service in Italy and allocated the identity of CIWL No. 56. The CIWL No. 56 (NIOBE (I)) returned to the UK in 1928, but as the name NIOBE had since allocated to build Schedule No. 209 NIOBE, CIWL No. 56 was allocated the name ONYX.</p> <p>1928 May 1st. Allocated to London North Eastern Railway Great Northern section Pullman services from and to Kings Cross.</p> <p>1928 July. Withdrawn from service on the London North Eastern Railway Great Northern services.</p> <p>1928 Prior to September. Partial repairs undertaken at a cost of £8-11s-8p.</p> <p>1928 September. Allocated to the Southern Railway and the 'Golden Arrow' service.</p> <p>1930 to 1939. Allocated for Ocean Liner Express, Royal Specials & State arrivals.</p> <p>1936 April 15th. Allocated with Pullman Car MARJORIE to the German Ambassadors Funeral train from London Victoria to Dover.</p> <p>1939 to 1945. The duration of the second world war the car was removed from operational use and placed in store.</p> <p>1946 April. Allocated to the post war 'Golden Arrow' service.</p> <p>1948 July. Remodeled by the Pullman Car Company as Third Class Brake Parlour and allocated the identity of THIRD CLASS No. 209.</p> <p>Tare 38t & Seating increased from 26 x First Class to 30 x Third Class.</p> <p>One Coupe retained seating six, 1 x Lavatory.</p> <p>1959 October. Remodeled by the Pullman Car Company as First Class Brake Parlour and allocated the identity of NIOBE (III). Tare 38t & Seating increased from 30 x Third Class to 20 x First Class. One Coupe retained seating four, 1 x Lavatory.</p> <p>1960 April 5th. Presidential Special Train. The President of the French Republic. Gatwick Airport to Victoria.Locomotive No. 34017 IIFRACOMBE. Niobe (Brake Leading), Orion (Kitchen Leading), Phoenix (Large Saloon Trailing) (Presidential Party), Isle of Thanet (Brake Trailing).</p> <p>1960 June 1st. Royal Train. "Her Majesty". Victoria to Tattenham Corner. Locomotive No. 30925 CHELTENHAM, Niobe (Brake Leading), Orion (Kitchen Leading), Phoenix (for the Royal Party), Isle of Thanet (Brake Trailing).</p> <p>1960 June 3rd. Royal Train. "Her Majesty". Victoria to Tattenham Corner. Locomotive No. 30925 CHELTENHAM Niobe (Brake Leading), Orion (Kitchen Leading), Phoenix (for the Royal Party), Isle of Thanet (Brake Trailing).</p> <p>1960 July 4th. Presidential Special Train. The President of the Argentine Republic. Gatwick Airport to Victoria, Locomotive No. 34088 213 SQUADRON. Niobe (Brake Leading), Orion (Kitchen Leading), Phoenix (Large Saloon Trailing), Perseus (Large Saloon Trailing, Isle of Thanet (Brake – Trailing).</p> <p>1960 July 7th. Presidential Special Train. The President of the Argentine Republic. Victoria to Gatwick Airport. Locomotive No. 34088 213 SQUADRON. Niobe (Brake Leading), Phoenix (Large Saloon Trailing), Orion (Kitchen Leading), Perseus (Large Saloon Trailing), Isle of Thanet (Brake Trailing).</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
													<p>1960 July 19th. Royal Train. King and Queen of Thailand. Gatwick Airport to Victoria. Locomotive No. 34088 213 SQUADRON. Niobe (Brake Leading), Orion (Kitchen Leading), Royal Saloon 396, Phoenix (Large Saloon Trailing), Isle of Thanet (Brake Trailing). 1960 October 17th. Royal Train. The King and Queen of Nepal. Gatwick Airport to Victoria. Locomotive No. 34088 213 SQUADRON. Niobe (Brake Leading), Orion (Kitchen Leading), Royal Saloon 396 (for the Royal Party), Phoenix (Large Saloon Trailing), Isle of Thanet (Brake Trailing). 1961 May 8th. Presidential Special Train. The President of the Republic of Finland. Gatwick Airport to Victoria. Locomotive No. 34089 602 SQUADRON. Isle of Thanet (Brake Leading), Aries (Kitchen Leading) (for Presidential Party), Niobe (Brake Trailing). 1961 May 13th. Presidential Special Train. The President of the Republic of Finland. Victoria to Gatwick Airport. Locomotive No. 34089 602 SQUADRON. Niobe (Brake Leading), Aries (Kitchen Leading), Isle of Thanet (Brake Trailing). 1961 May 16th. Presidential Special Train. The President of the Republic of Tunisia. Gatwick Airport to Victoria. Locomotive No. 34089 602 SQUADRON. Isle of Thanet (Brake Leading), Aries (Kitchen Leading) (for Presidential Party), Niobe (Brake Trailing). 1961 May 17th. Royal Train. "HM The Queen". Waterloo to Guildford. Locomotive No. 34089 602 SQUADRON. Niobe (Brake Leading), ER Royal Saloon (Pantry Trailing), Aries (Kitchen Leading), Isle of Thanet (Brake Trailing). 1961 May 17th. Royal Train. "HM The Queen". Guildford to Waterloo. Locomotive No. 34089 602 SQUADRON. Isle of Thanet (Brake Leading), Aries (Kitchen Leading), ER Royal Saloon 395 (Pantry – Leading), Niobe (Brake Trailing). 1961 May 31st. Royal Train. "HM The Queen". Victoria to Tattenham Corner. Locomotive No. 30926 REPTON. Isle of Thanet (Brake Leading), Aries (Kitchen Leading), ER Royal Saloon 396 (Saloon – Trailing), Niobe (Brake Trailing).</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
													1961 June 2nd. Royal Train. "HM The Queen". Victoria to Tattenham Corner. Locomotive No. 30926 REPTON. Isle of Thanet (Brake Leading), Aries (Kitchen Leading), ER Royal Saloon 396 (Saloon – Trailing), Niobe (Brake Trailing). 1961 August 5th. Royal Train. "HM The Queen". Waterloo to Southampton New Docks. Locomotive No. 34089 602 SQUADRON. GUV 86825, Niobe (Brake Leading), Orion (Kitchen Trailing), Isle of Thanet (Brake Trailing). 1961 October 24th. Presidential Special Train. The President of the Republic of Senegal. Gatwick Airport to Victoria. Locomotive No. 34089 602 SQUADRON. Niobe (Brake Leading), Orion (Kitchen Leading) (for Presidential Party), Isle of Thanet – (Brake Trailing). 1962 June 4th. Presidential Special Train. The President of the Ivory Coast. Southampton Docks to Victoria. Locomotive No. 34089 602 SQUADRON. Niobe, Aquila, Isle of Thanet. 1963 May 29th. Royal Train. "HM The Queen". Victoria to Tattenham Corner. Locomotive No. 34088 213 SQUADRON. Niobe (Brake Leading), Aquila (Kitchen Leading), ER Royal Saloon 396, Isle of Thanet – (Brake Trailing). 1963 May 31st. Royal Train. "HM The Queen". Victoria to Tattenham Corner. Locomotive No. 34088 213 SQUADRON. Niobe (Brake Leading), Aquila (Kitchen Leading), ER Royal Saloon 396, Isle of Thanet – (Brake Trailing). 1963 July 9th. Royal Train. King and Queen of The Hellenes. Gatwick Airport to Victoria. Locomotive No. 34088 213 SQUADRON. Isle of Thanet (Brake Trailing), Aquila (Kitchen Trailing), ER Royal Saloon 396 (Saloon – Leading), Phoenix (Large Saloon Trailing), Niobe (Brake Trailing). 1963 December 12th. Withdrawn. 1964 January 21st. Sold to Taylor Bros, Manchester and scrapped.

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
MARCELLE	105 - 210	Kitchen	1927	MCW&FCo	8	ELL	63' - 10"x 8' - 7"	22	39t	K	-	74	<p>1927 April - With two other cars of the same order KATHLEEN & SYBIL entered Service on the LNER Harwich Boat Trains.</p> <p>1927-1928 - Within the 'Golden Way' used to advertise as a back drop to promote the use of 'Docker Brothers' high class specialised varnishes, paints colours and superfine white enamel.</p> <p>By 1936 - With cars KATHLEEN & SYBIL transferred to the Great Northern section of the LNER. Allocated to the 'Yorkshire Pullman service.</p> <p>1936 to 1939 - Yorkshire Pullman' service until the outbreak of the Second World – War when the 'Yorkshire Pullman service was withdrawn.</p> <p>1939-1946 - Stored.</p> <p>1946 June - Remodelled.</p> <p>With cars KATHLEEN & SYBIL remodelled at LNER Doncaster works to third class kitchen cars. The remodelling included the removal of the Coupé and one seating bay closest to the pantry, by doing so it allowed additional space within both the kitchen and pantry areas. The repositioning of the retaining wall and oval light on the kitchen-side. A new plain glass oval window in the corridor opposite the pantry was installed. The two saloons seating offered one at 18 and 12 = 30.</p> <p>The 'A' type table lamps were replaced with 'G' type.</p> <p>The three cars were then moved to the Pullman Workshops at Preston Park, Brighton for exterior painting.</p> <p>The cars were then identified as follows: -</p> <p>MARCELLE became CAR No. 105 THIRD CLASS.</p> <p>SYBIL became CAR No. 106 THIRD CLASS.</p> <p>KATHLEEN became CAR No. 107 THIRD CLASS.</p> <p>1946 to 1961 - The three cars were allocated to the following services 'Yorkshire Pullman', 'Tees Tyne Pullman' & 'Queen of Scots Pullman'.</p> <p>1946 November - Noted within the 'Yorkshire Pullman' formation.</p> <p>1954 May 10th - Noted within the 'Queen of Scots Pullman' formation.</p> <p>1954 June - Noted within the 'Queen of Scots Pullman' formation.</p> <p>1954 July 10th - Noted within the UP 'Queen of Scots Pullman' formation.</p> <p>1959 February - External body aluminium plated.</p> <p>1961 - Following the final delivery of the new Mk1 Pullman cars to the Eastern Region, the three cars were relocated to the Southern - Region.</p> <p>1961 - CAR No. 105, CAR No. 106 joined CAR No. 107 in the Western Region Blue – Pullman standby train for Birmingham, Bristol & South Wales services.</p> <p>1962 June - Noted within the 'Bournemouth Belle' formation.</p> <p>1962 - Preparation of the standby train for the London Midland Blue Pullman service the three cars were given names in the 'river' series.</p> <p>CAR No. 105 - became HEBE, CAR No. 106 - became THALIA, CAR No. 107 - became THETIS. The set was never used.</p> <p>1963 January - The three cars were noted as being used on the 'Birmingham Pullman'.</p> <p>1963 - All three cars were relocated to the Southern Region and each cars identity was again changed. HEBE - reverted to CAR No. 105, THALIA - reverted to CAR No. 106, THETIS - reverted to CAR No. 107.</p>

Preservation.

1964 - CAR No. 105 & CAR No. 106 were noted within the formation of the 'Bournemouth Belle'.

1967 April - All three cars were withdrawn.

1967 July - MARCELLE (CAR No. 105 & HEBE) sold to Mr Gray of Hamstead Hill
Two thirds of cars body only being preserved.

The lavatory, kitchen and both vestibules were removed.

The large saloon seating 18 in 2 x 1 configuration was retained with tables, luggage racks and bracket lights, sadly the 'G' type tables lamps did not survive, the small saloon seating 12 in 2 x 1 configuration had all seating removed and the area used as the kitchen. Located at 'Hyper Hyper', Kensington High Street and MARCELLE became a popular Tea Room with exterior tables and seating.

1996 August 31st - The Tea Room closes.

1996 - Purchased by the Bluebell Railway.

1996 September 1st - The body of the car was removed from Hyper Hyper building, by dragging the body from within the building to the pavement on Kensington High – Street.

The body was then loaded by mobile crane onto a HGV trailer for movement to the Bluebell Railway.

1996 September 2nd - On arrival at the Bluebell Railway Horsted Keynes the body was Lifted of the trailer by use of a mobile crane.

1996 September 8th - During the stripping of the body of all internal fittings the seating was found to be marked with the name KATHLEEN.

On completion of the internal stripping only the external body shell remained to be broken up. By the 13th only the floor remained to be cut up.

The parts retrieved were used in the restoration of CAR No. 76.

These being seating, tables and brass work.

In addition, the floor timbers were used in the restoration of LBSCR Bogie First No. 7598.

(Following restoration CAR No. 76 entered service on the Bluebell Railway on May 16th, 1997, with the cars identity as LILIAN.

In 2015 CAR No. 76 / LILIAN was withdrawn form operational service and used as a static restaurant for a period of time.

In early 2020 due to the estimated cost of restoration to operational service the car was put up for sale and eventually sold to WCR at Carnforth).

Parts Survival.

2020 August - During my research into the car's history I have identified that some parts removed in September 1996 survive. As identified the seating, tables and brass wear was used in the restoration of CAR No. 76 / LILIAN.

In addition, the following parts have survived within private collections: -

One marquetry panel within the private collection of Dr A. Ford.

In addition, the floor timbers were used in the restoration of LBSCR Bogie First No. 7598.

1994 - When I viewed the car within Hyper Hyper the body side facing the public was restored into the livery and identity as applied on entering service in April 1927. The other bodyside was located against a wall. It was not until removal of the body from Hyper Hyper on September 1st 1996 that body side against wall remained in the livery as withdrawn in 1967. Below the windows this consisted of the three aluminium panels in umber and cream with a post 1960 coat of arms and the identity of CAR No. 105. The three aluminium panels were preserved by D.Jones within his personal museum collection.

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
SYBIL - CAR No. 106 - THALIA - CAR No. 106.													
	107/212	Kitchen	04/1927	MCW&FCo	8	ELL	63' - 10" x 8' - 7"	22	39t	K	-	75	1927 April - With two other cars of the same order KATHLEEN & MARCELLE Entered service on the LNER Harwich Boat Trains. 1935 - Armchairs replaced. By 1936 - SYBIL transferred to the Great Northern section of the LNER. Allocated to The 'Yorkshire Pullman' service. 1936 to 1939 - 'Yorkshire Pullman' service until the outbreak of the Second World – War when the 'Yorkshire Pullman' service was withdrawn. 1939-1946 - Stored. 1946 June - Remodeled. Remodeled at LNER Doncaster works to third class kitchen cars. The remodeling included the removal of the Coupé and one seating bay closest to the pantry, by doing so it allowed additional space within both the kitchen and pantry areas. The repositioning of the retaining wall and oval light on the kitchen-side. A new plain glass oval window in the corridor opposite the pantry was installed. The two saloons seating offered one at 18 and 12 = 30. The 'A' type table lamps were replaced with 'G' type. The three cars were then moved to the Pullman Workshops at Preston Park, Brighton for exterior painting. The car identified as CAR No. 106 THIRD CLASS. 1946 to 1961 - The three cars were allocated to the following services 'Yorkshire Pullman', 'Tees Tyne Pullman' & 'Queen of Scots Pullman'. 1957 - External body aluminium plated. 1961- Following the final delivery of the new Mk1 Pullman cars to the Eastern Region, the three cars were relocated to the Southern - Region. 1961 - Preparation of the standby train for the Blue Pullman service and given the name in the 'river' series. CAR No. 106 - became THALIA.

1961 September Western Region Blue Pullman Standby Locomotive Hauled Set.

Pullman Schedule.	New Name or Number.	Former Name or Number.	Car Type.	Classification.	Details.
188.	AVON.	66.	Parlour.	K.	(Plated by 1960).
226.	CETEIA.	73.	Parlour.	K.	(1928 Steel car).
210.	HEBE.	105.	Kitchen.	K.	
227.	MELANDRA.	74.	Parlour.	K.	(1928 Steel car).
215.	SEVERN.	60.	Kitchen.	K.	(Plated by 1960).
211.	THALIA.	106	Kitchen.	K.	
216.	THAMES.	61.	Kitchen.	K.	(Plated by 1960).
212.	THETIS.	107.	Kitchen.	K.	
193.	WYE.	35.	Parlour.	K.	

The plan being for the cars to be interchangeable between both the Midland & Western Regions. No Pullman parlour brake cars were allocated to these formations.

1962 June - Noted within the 'Bournemouth Belle' formation.

1962 September - Midland Region Locomotive Hauled Set.
A second stand by train is formed for the Midland Region operations of the Midland Pullman set.

Pullman Schedule.	New Name. or Number.	Former Name	Car Type.
248	ATHENE	Ex CAR No.248	Brake Parlour
212	THETIS	Ex CAR No.107	Kitchen
226	CETEIA	Ex CAR No.73	Parlour
211	THALIA	Ex CAR No.106	Kitchen
161	FORTUNA		Brake Parlour
253	JUANA	Parlour	
227	MELANDRA	Ex CAR No.74	Parlour
210	HEBE	Ex CAR No.105	Kitchen

The set was never used, and in January 1963 the set was allocated to the 'Birmingham Pullman'.

1963 January - Noted as being used on the 'Birmingham Pullman'.

1964 August 25th - The 'Birmingham Pullman' standby set was noted at Birmingham – Snow Hill.

The Pullman cars within the formation being CAR No. 54, CAR No. 106, CAR No. 340*, CAR No. 352*, CAR No. 344*, CAR No.105 and CAR No.55.

*These three cars being BR Mk1 1960/1 Metro Cammell Pullman cars and acting as First Class with 2x1 seating. Two cars from the Midland Pullman standby set CAR No.105 & 106 were included in the formation. None of the cars pre-1960 cars carried the allocated names as detailed in 1962.

1964 - The 'Birmingham Pullman' at Solihull, Pullman consist of CAR Nos. 27, 105, 340, 352, 344, 107, 106 & BR Mk1 Brake.
1964 - Relocated to the Southern Region and identity changed from THALIA - reverted to CAR No. 106 and noted within the formation of The 'Bournemouth Belle'.
1967 Apri - Withdrawn.
1968 November - Sold for scrap to Birds Ltd.
1969 April - Noted in a faded state at Long Marston

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
KATHLEEN - CAR No. 107 - THETIS - CAR No. 107.	107/212	Kitchen	04/1927	MCW&FCo	8	ELL	63' - 10" x 8' - 7"	22	39t	K	-	76	<p>1927 April - With two other cars of the same order SYBIL & MARCELLE Entered service on the LNER Harwich Boat Trains. 1935 - Armchairs replaced. By 1936 - Transferred to the Great Northern section of the LNER. Allocated to the 'Yorkshire Pullman' service. 1936 to 1939 - 'Yorkshire Pullman' service until the outbreak of the Second World – War when the 'Yorkshire Pullman service was withdrawn. 1939-1946 - Stored. 1946 June - Remodeled. 1946 - Remodeled Plan. Remodelled at LNER Doncaster works to third class kitchen cars. The remodeling included the removal of the Coupé and one seating bay closest to the pantry, by doing so it allowed additional space within both the kitchen and pantry areas. The repositioning of the retaining wall and oval light on the kitchen-side. A new plain glass oval window in the corridor opposite the pantry was installed. The two saloons seating offered one at 18 and 12 = 30. The 'A' type table lamps were replaced with 'G' type. The three cars were then moved to the Pullman Workshops at Preston Park, Brighton for exterior painting. The car identified as CAR No. 107 THIRD CLASS. 1946 to 1961 - The three cars were allocated to the following services 'Yorkshire Pullman', 'Tees Tyne Pullman' & 'Queen of Scots Pullman'. 1957 - External body aluminium plated. 1961 Following the final delivery of the new Mk1 Pullman cars to the Eastern Region, the three cars were relocated to the Southern - Region.</p> <p>1961 - Preparation of the standby train for the Blue Pullman service and given the name in the 'river' series. CAR No. 107 - became THETIS.</p>

1961 September - Western Region Blue Pullman Standby Locomotive Hauled Set.

Pullman Schedule.	New Name or Number.	Former Name or Number.	Car Type.	Classification.	Details.
188.	AVON.	66.	Parlour.	K.	(Plated by 1960).
226.	CETEIA.	73.	Parlour.	K.	(1928 Steel car).
210.	HEBE.	105.	Kitchen.	K.	
227.	MELANDRA.	74.	Parlour.	K.	(1928 Steel car).
215.	SEVERN.	60.	Kitchen.	K.	(Plated by 1960).
211.	THALIA.	106	Kitchen.	K.	
216.	THAMES.	61.	Kitchen.	K.	(Plated by 1960).
212.	THETIS.	107.	Kitchen.	K.	
193.	WYE.	35.	Parlour.	K.	

The plan being for the cars to be interchangeable between both the Midland & Western Regions. No Pullman parlour brake cars were allocated to these formations.

1962 September - Midland Region Locomotive Hauled Set.
A second stand by train is formed for the Midland Region operations of the Midland Pullman set.

Pullman Schedule.	New Name.	Former Name or Number.	Car Type.
248	ATHENE	Ex CAR No.248	Brake Parlour
212	THETIS	Ex CAR No.107	Kitchen
226	CETEIA	Ex CAR No.73	Parlour
211	THALIA	Ex CAR No.106	Kitchen
161	FORTUNA		Brake Parlour
253	JUANA		Parlour
227	MELANDRA	Ex CAR No.74	Parlour
210	HEBE	Ex CAR No.105	Kitchen

The set was never used, and in January 1963 the set was allocated to the 'Birmingham Pullman'.

1963 January - Noted as being used on the 'Birmingham Pullman'.

1964 - The 'Birmingham Pullman' at Solihull, Pullman consists of CAR Nos. 27, 105, 340, 352, 344, 107, 106 & BR Mk1 Brake.
1964 - Relocated to the Southern Region and identity changed from THALIA - reverted to CAR No. 106 and noted within the formation of The 'Bournemouth Belle'.
1967 April - Withdrawn.
1968 November - Sold for scrap to Birds Ltd.

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 59 - THE HADRIAN BAR (I).	211/214	B	07/1925	MC&W	8	ELL	63' - 10" x 8' - 7"	34	40t	-	-/K	77	<p>1925 July - Entered service on the London North Eastern Railway (LNER) "Harrogate and Edinburgh Pullman".</p> <p>1929 - Repair and Renovation at the Pullman Car Company Preston Park Works at Brighton. Total cost £99 19s 9½d. Conversion to a Composite Restaurant car internally. 12 x First Class & 19 x Third Class for service in Scotland on the Edinburgh, North Berwick and Glasgow.</p> <p>1942-46 - LNER take over thirty Pullman cars that were allocated to Pullman services on the LNER for temporary war time service. CAR No. 59 as with the other twenty-nine cars is painted in LNER Brown livery and allocated the identity of LNER No. 493.</p> <p>1947 - All thirty LNER temporary war service cars returned to the Pullman Car Company works at Preston Park, Brighton for restoration.</p> <p>1948 September - Remodelled at the Pullman Car Company Preston Park Works at Brighton. One saloon remodelled by the installation of a Bar Counter. Allocated the identity "THE HADRIAN BAR (I)" for the new LNER Pullman service "Tees Tyne Pullman".</p> <p>1961 April - On the introduction of the all new BR Mk1 Pullman cars to the Tees Tyne Pullman service. Schedule No. 354 THE HADRIAN BAR (II) replaced THE HADRIAN BAR (I) which was withdrawn from service by the Pullman Car Company.</p> <p>1961 - Sold to British Railways Southern Region (Western Section). Repainted SR Green branded as BUFFET and allocated the identity of S7879S. Known to be allocated Waterloo to Southampton Docks Boat Train workings.</p> <p>1963 June - Final boat train with ex Pullman cars within the formation.</p> <p>1963 June - All remaining ex-Pullman car BUFFET cars transferred to Southern Region Central Division.</p> <p>1964 - Withdrawn.</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 60 - SEVERN	212 / 215	B	07/1925	MC&W	8	ELL	63' - 10" x 8' - 7"	34	40t	-	-/K	78	<p>1925 July - Entered service on the London North Eastern Railway (LNER) "Harrogate and Edinburgh Pullman".</p> <p>1929 - Repair and Renovation at the Pullman Car Company Preston Park Works at Brighton. Total cost £88 17s 11½d.</p> <p>1929 July - Allocated to the Great Western Railway.</p> <p>Actual Date Not Recorded - After a brief sojourn on the GWR the car was transferred to the Southern Region (Western Section).</p> <p>1931 - Allocated to the Bournemouth Belle service, and specially Refurbished at a cost of £800.</p> <p>1943 May 25th - Suffered air raid damage at Preston Park Works, Brighton.</p> <p>1947 June 20th - Within the formation of the inaugural 'Devon Belle'.</p> <p>1961 September - Western Region 'Blue Pullman' Standby set of locomotives hauled Pullman cars formed. CAR No. 60 allocated the name 'SEVERN'.</p> <p>1966 July 4th - Noted condemned at Salisbury.</p> <p>Actual Date Not Recorded - Sold to A. King & Sons for Scrap.</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 61 - THAMES	213 / 216	B	07/1925	MC&W	8	ELL	63' - 10" x 8' - 7"	36	40t	-/1-	-/K	79	<p>1928 May 1st - Allocated to the London North Eastern Railway and entered the Great Northern section services.</p> <p>1928 July - With the introduction of the new all-steel cars transferred to the Great Western Railway.</p> <p>1929 - Repair and Renovation at the Pullman Car Company Preston Park Works at Brighton. Total cost £52 18s 3d.</p> <p>1931 - Transferred to the Southern Railway (Western section) and allocated to the new 'Bournemouth Belle'.</p> <p>1947 - Allocated to the 'Devon Belle'.</p> <p>By 1960 Body plated.</p> <p>1962 September - Allocated to the Western Region Blue Pullman Standby Train.</p> <p>The identity of the car 'CAR No. 61' was covered by a mounted board clipped over the running number with the name 'THAMES'.</p> <p>By 1964 - Withdrawn from the Blue Pullman Standby Train on the introduction of surplus ER BR Mk1 Second Class Pullman Cars and relocated to the Southern Region (Western – section) Bournemouth Belle service.</p> <p>1967 July 9th - Within the formation of the final 'Bournemouth Belle' service.</p> <p>1967 July 9th - Withdrawn.</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
Second Class - Restaurant CAR No. 62	214 / 217	D	1918	MC&W	8	ELL	63'-10" x 8'-7"	42	40t	K	-	80	<p>1928 May 1st - Allocated to the London North Eastern Railway and entered the Great Northern section services.</p> <p>1928 May 1st - Allocated to the London North Eastern Railway and entered the Great Northern section services.</p> <p>1929 July to 1936.- Transferred to Great Eastern section and found use as non-supplement Second Class Dining car on the Harwich boat trains.</p> <p>1937 - Rebuilt at Pullman Car Company Preston Park Works to a Third Class Parlour CAR No. 62. Seating 42.</p> <p>1939 to 1945 - The London North Eastern Railway pressed into service some Pullman cars. CAR No. 62 became LNER 494.</p> <p>Circa 1946 - Rebuilt at Pullman Car Company Preston Park Works to a Third Class Brake – Parlour CAR No. 62.</p> <p>1950 - Noted within the formation of the Tees Tyne Pullman.</p> <p>Circa 1956 - Table lamps changed from 'G' to 'A' Type.</p> <p>By 1960 - Body plated.</p> <p>1966 September - Withdrawn from service.</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 59 /THE HADRIAN BAR (I).	211 / 214	B	1925	MC&W	8	ELL	63' - 10" x 8' - 7".	34	40t	K	-	81	<p>1925 July - Entered service on the London North Eastern Railway (LNER) "Harrogate and Edinburgh Pullman".</p> <p>1925 July - Entered service on the London North Eastern Railway (LNER) "Harrogate and Edinburgh Pullman".</p> <p>1929 - Repair and Renovation at the Pullman Car Company Preston Park Works at Brighton. Total cost £99 19s 9¹/₂d. Conversion to a Composite Restaurant car internally. 12 x First Class & 19 x Third Class. For service in Scotland on the Edinburgh, North Berwick and Glasgow.</p> <p>1942-46 - LNER take over thirty Pullman cars that were allocated to Pullman services on the LNER for temporary war time service CAR No. 59 as with the other twenty nine cars is painted In LNER Brown livery and allocated the identity of LNER No. 493.</p> <p>1947 - All thirty LNER temporary war service cars returned to the Pullman Car Company works at Preston Park, Brighton for restoration.</p> <p>1948 Septembe - Remodelled at the Pullman Car Company Preston Park Works at Brighton. One saloon remodelled by the installation of a Bar Counter. Allocated the identity "THE HADRIAN BAR (I)" for the new LNER Pullman service "Tees Tyne Pullman".</p> <p>1961 April - On the introduction of the all new BR Mk1 Pullman cars to the Tees Tyne Pullman service. Schedule No. 354 THE HADRIAN BAR (II) replaced THE HADRIAN BAR (I) which was withdrawn from service by the Pullman Car Company.</p> <p>1961 - Sold to British Railways Southern Region (Western Section).Repainted SR Green branded as BUFFET and allocated the identity of S7879S. Known to be allocated Waterloo to Southampton Docks Boat Train workings.</p> <p>1963 June - Final boat train with ex Pullman cars within the formation.</p> <p>1963 June - All remaining ex-Pullman car BUFFET cars transferred to Southern Region Central Division.</p> <p>1964 - Withdrawn.</p>

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 60 THIRD CLASS (SEVERN)	212 215	B	1925	MC&W	8	ELL	63'10" x 8' 7"	36	40t	K	-	82	<p>1925 July - Entered service on the London North Eastern Railway (LNER) "Harrogate and Edinburgh Pullman".</p> <p>1929 - Repair and Renovation at the Pullman Car Company Preston Park Works at Brighton Total cost £88 17s 11/2d.</p> <p>1929 July - Transferred from London North Eastern Region to the Great Western-Railway service.</p> <p>1929 April - Noted at the Saint-Denis workshops, Paris. (Source Roger Commault papers June 18th, 1975).</p> <p>No Actual Date -Transferred from Great Western Railway service to the Souther Railway (Western Section). Allocated to the new Bournemouth Belle service In 1931.</p> <p>In the period October 1st, 1936, to September 30th, 1937. Renovated by the PCCo at a cost of £251 with a total of 2,632 hours recorded.</p> <p>1943 May 25th - Damaged by enemy action at Brighton.</p> <p>1947 June 20th - Allocated to the new Devon Belle service.</p> <p>By 1956 March - Vacuum pipe fitted, stepboard alterations, refitted lavatories with 'vitrolite' slab dressers and seat screens at the ends of each saloon. Table lamps of the 'F' type installed.</p>

By 1960 - Bodyside Plated.

1961 September - Allocated to the Blue Pullman Standby Train Formation - Western Region Locomotive Hauled Set - September 1961.

Pullman Schedule.	New Name or Number.	Former Name or Number.	Car Type.	Classification.	Details.
188.	AVON.	66.	Parlour.	K.	(Plated by 1960).
226*.	CETEIA.	73.	Parlour.	K.	(1928 Steel car).
210.	HEBE.	105.	Kitchen.	K.	
227*.	MELANDRA.	74.	Parlour.	K.	(1928 Steel car).
215.	SEVERN.	60.	Kitchen.	K.	(Plated by 1960).
211.	THALIA.	106	Kitchen.	K.	
216.	THAMES.	61.	Kitchen.	K.	(Plated by 1960).
212.	THETIS.	107.	Kitchen.	K.	
193.	WYE.	35.	Parlour.	K.	

The plan being for the cars to be interchangeable between both the Midland & Western Regions.
No Pullman parlour brake cars were allocated to these formations.

Western Region Locomotive Hauled Set - Winter Timetable 1962.

The locomotive hauled set, the 2 x BRMk1 FO have been removed from the set.

Pullman Kitchen First cars AURELIA, CECILIA, CHLORIA, MEDUSA and ROSAMUND are returned to the Southern Region. Four second class Pullman cars are converted to first class and allocated names.

Parlour	WYE	Ex CAR No.35.
Parlour	AVON	Ex CAR No.66.
Kitchen	THAMES	Ex CAR No.61.
Kitchen	SEVERN	Ex CAR No.60.

The train formation will consist Brake 2nd, Kitchen 2nd, Kitchen 1st, Parlour 1st, Kitchen 1st, Kitchen 2nd, Brake 2nd.

1966 June - Withdrawn.

1966 July 4th. - Noted condemned with car EVADNE in a siding at Salisbury and sold to A. King & Sons for scrap.

Running Name or Number	Schedule No. Pre1960/Post	Type	Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 61 THIRD CLASS	213/216	Buffet.	1925.	MC&W Co	8	ELL	63'-10" x 8'-7"	36	40t	K	-	83	Entered service on the Great Northern section of the London North Eastern Railway (LNER) "Harrogate and Edinburgh Pullman". 1928 May 1st. Allocated to the Great Northern Section of the LNER. July 1928. Withdrawn from allocation to the the Great Northern Section of the LNER. 1929. Converion to a RESTAURANT CAR at the Pullman Car Company Preston Park Works, Brighton. Total cost £52 18s 3d. 1929 July. Transferred from London North Eastern Region to the Great Western Railway service. No Actual Date. Transferred from Great Western Railway service to the LNER. No Actual Date. Transferred from the LNER to the Souther Railway (Western Section). Allocated for long term use on the new Bournemouth Belle service in 1931. 1936. Operating on the Southern Region (Western Section). 1947 June 20th. Allocated to the new Devon Belle service. Early 1950's. Noted within the formation of the 'Queen of Scots Pullman'. By 1956 March. Vacuum pipe fitted, stopboard alterations, refitted lavatories with 'vitrolite' slab dressers and seat screens at the ends of each saloon. Table lamps of the 'N' type installed. By 1960. Bodyside Plated. 1961 September. Allocated to the Blue Pullman Standby Train Formation and allocated The name 'THAMES' and reclassified as First Class retaining 2 x 1 seating.

The Western Region Locomotive Hauled Set - September 1961.

Pullman Schedule.	New Name or Number.	Former Name or Number.	Car Type.	Classification.	Details.
188.	AVON.	66.	Parlour.	K.	(Plated by 1960).
226*.	CETEIA.	73.	Parlour.	K.	(1928 Steel car).
210.	HEBE.	105.	Kitchen.	K.	
227*.	MELANDRA.	74.	Parlour.	K.	(1928 Steel car).
215.	SEVERN.	60.	Kitchen.	K.	(Plated by 1960).
211.	THALIA.	106	Kitchen.	K.	
216.	THAMES.	61.	Kitchen.	K.	(Plated by 1960).
212.	THETIS.	107.	Kitchen.	K.	
193.	WYE.	35.	Parlour.	K.	

The plan being for the cars to be interchangeable between both the Midland & Western Regions.
No Pullman parlour brake cars were allocated to these formations.

Western Region Locomotive Hauled Set - Winter Timetable 1962.

The locomotive hauled set, the 2 x BRMk1 FO have been removed from the set.
Pullman Kitchen First cars AURELIA, CECILIA, CHLORIA, MEDUSA and ROSAMUND are returned to the Southern Region. Four second class Pullman cars are converted to first class and allocated names.

Parlour WYE	Ex CAR No.35.
Parlour AVON	Ex CAR No.66.
Kitchen	THAMES Ex CAR No.61.
Kitchen	SEVERN Ex CAR No.60.

The train formation will consist Brake 2nd, Kitchen 2nd, Kitchen 1st, Parlour 1st, Kitchen 1st, Kitchen 2nd, Brake 2nd.

1964 August. The 'Standby Formation' now includes transferred BR Mk1 Second Class cars from the Eastern Region. (No further workings of cars WYE, AVON, THAMES & SEVERN have been currently identified from this date).
No Actual Date. Transferred to the Southern Region Western Section and allocated to The 'Bournemouth Belle' service until the service was withdrawn on July 9th, 1967.
1967 July. Withdrawn.
1968 October 4th. The following withdrawn stock were moved from Micheldever to Feltham Pullmans Cars No. 34, 61, 303 and 6-PAN TSK and 4-COR TCK.
The Pullman cars were then forwarded to Bird, Long Marston.
The two EMU cars were moved onward to Chart Leacon Depot.
1968 October 7th. Departs Clapham Junction to Birds at Long Marston.
1969 March 31st. Noted at Birds Long Marston.

Running Name or Number	Schedule No. Pre1960/Post	Type Service Date	Builder	Wheels	Roof Style	Dimensions Length x Width	Seating	Weight Tare	SECR Type	Route Restriction	Newsletter Edition	Notes
CAR No. 62 THIRD CLASS	214/217	Buffet. 1925.	MC&W Co	8	ELL	63'-10" x 8'-7"	36	40t	K	-	84	<p>1925 May. Entered service on the Great Northern section of the London North Eastern Railway (LNER) "Harrogate and Edinburgh Pullman".</p> <p>1928 May 1st. Allocated to the Great Northern Section of the LNER.</p> <p>July 1928. Withdrawn from allocation to the the Great Northern Section of the LNER.</p> <p>1929. Conversion to a RESTAURANT CAR at the Pullman Car Company Preston Park Works, Brighton. Total cost £74 17s 4d.</p> <p>1929 July. Transferred from London North Eastern Region to the Great Eastern Railway service. Second class dining car on Harwich boat trains</p> <p>Circa 1936. Reverted to original nomenclature of Third Class.</p> <p>World War Two. The London North Eastern Railway pressed int service CAR No. 62 and identified as '494' and became an Open First.</p> <p>Circa 1946. Remodeled at the Pullman Car Company Workshops at Preston Park to Brake Parlour for allocation on the London North Eastern Railway.</p> <p>1950. Noted within the formation of the 'Tees Tyne Pullman'.</p> <p>1956. Table lamps of the 'A' type installed.</p> <p>No Atual Date. Transferred to the Southern Region Western Section and allocated to the 'Bournemouth Belle service</p> <p>1966 July. Withdrawn.</p>

Information Sources.

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

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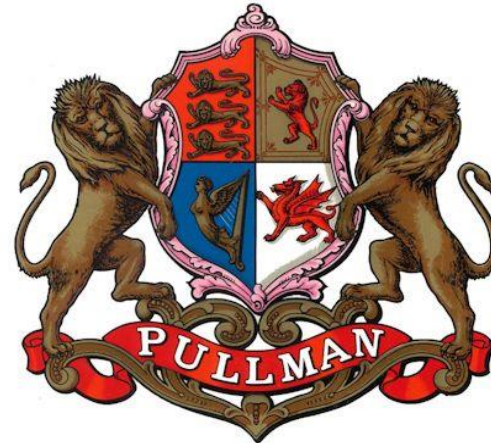
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