



PULLMAN CAR SERVICES

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

PULLMAN CAR HISTORY DIGEST



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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 cars 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 todate.

Note.

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

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 8'7 ¹ / ₂	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 8'7 ¹ / ₂	19F	31	(A)/G	1	
Regina	42	42	K 10/10	BRC&W	8	cut back	57'6 x 8'7 ¹ / ₂	19F	31	(A)/G	1	
Sapphire	43	43	P 10/10	BRC&W	8	cut back	57'6 x 8'7 ¹ / ₂	24F	31	(A)/G	1	
Palermo	44	44	P 10/10	BRC&W	8	cut back	57'6 x 8'7 ¹ / ₂	24F	31	(A)/G	1	
Shamrock	45	78	D 3/11	BRC&W	8	cut back	57'6 x 8'7 ¹ / ₂	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 8'8 ³ / ₄	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 8'8 ³ / ₄	28F	41	-/H	6/2A	"
Cosmo Bonsor	48	48	K 5/12	Cravens	8	cut back	57'6 x 8'7 ¹ / ₂	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 8'7 ¹ / ₂	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 8'7 ¹ / ₂	24F	31	(A)/G	1	" Charing Cross-Folkestone-Dover- Deal.
Seville	55	45	K 12/12	Cravens	8	cut back	57'6 x 8'7 ¹ / ₂	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,
Hibernia	51	51	K 1/14	Cravens	12	cut back	63'10 x 8'7	16F	40	-/(B)/H	4/2A	" all were used on the SE&CR during WW1 for VIP's and Military staff.
Orpheus	53	53	K 2/14	Cravens	12	cut back	63'10 x 8'7	16F	40	-/(B)/H	4/2A	" Apart from GLENCOE they were remodelled as Composite cars in 1933, with 12F+16T seating.
Scotia	54	54	P 1/14	Cravens	12	cut back	63'10 x 8'7	26F	40	-/(B)/H	4/2A	" Scotia remodelled from Parlour to Kitchen in 1914, then Composite in 1933.
Ruby	56	56	K 3/14	BRC&W	8	cut back	57'6 x 8'7 ¹ / ₂	19F	31	(A)/G	1	Built for SE&CR coastal express trains via the two main routes.
Mimosa	57	50	K 3/14	BRC&W	8	cut back	57'6 x 8'7 ¹ / ₂	19F	31	(A)/G	1	Victoria-Margate-Ramsgate and Charing Cross-Folkestone-Dover-Deal.
Daphne	58	58	K 3/14	BRC&W	8	cut back	57'6 x 8'7 ¹ / ₂	19F	31	(A)/G	1	" RUBY & DAPHNE were remodelled to Composite in 1933, MIMOSA in 1935, with 12F+14T seating.
Topaz	59	59	P 3/14	BRC&W	8	cut back	57'6 x 8'7 ¹ / ₂	24F	31	(A)/G	1	" TOPAZ remained as First class. Preserved at the NRM York.
Hawthorne	60	60	K 3/14	BRC&W	8	cut back	57'6 x 8'7 ¹ / ₂	19F	32	(A)/G	1	" HAWTHORNE was remodelled as Composite in 1933.

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.
Bonnie Jean	139	143	DC 6/22	MRC&W	8	elliptical	57'10 x 8'7	12F 18T	32 ^{1/2}	-	-	28	Both cars initially used on the Glasgow to Aviemore service.
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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<u>CAR No.50, 51, 52 & 53 - Four of the final six 12 Wheel Pullman Cars to be constructed.</u>														
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 ^{ds} 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.
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	Withdrawn January 9 th , 1941. 1945 sold to LNER for Departmental service No.900796. Allocated to North Eastern Region. Broken-up in 1968.
TC53	152	152	K	6/23	Clayton	12	cut back	63'10 x 8'7	32T	44	-/H	4/2A	35	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.

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. The car was located at the Wembley Works as a mobile canteen and rest area for employees.

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. Mahogany panelling with baskets of flowers marquetry in natural woods in upper part with satinwood. Inlaid pilasters and the cornice cross-banded with satinwood. Blue trellis carpet and biscuit colour with blue trellis moquette on chairs. Gilt fittings. 1924 November. Allocated to Southern Railway Continental Boat Expresses. 1928. Repairs undertaken at a cost £181.9s.2¹/₂d. 1930 July. By this date SAPPHO had been replaced on the Continental Boat Express by the 1928 refurbished ex-Continental Pullman cars. 1939-1945. Stored for the duration of the Second World War. 1958. Allocated to ECML Master Cutler/Sheffield Pullman. 1961. Allocated to the Western Region and also the Southern Region 'Bournemouth Belle'. 1963 September. Withdrawn. 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. 1936. Allocated to Southern Railway Eastern Section. 1947 May. Converted to Third-Class seating increased to 30 and allocated the identity of THIRD CLASS CAR NO.169. 1939-1945. Stored for the duration of the Second World War. 1940 September 24th. Damaged by enemy action. 1947 June. Allocated to the 'Devon Belle' service. 1951 June. Allocated to the 'Devon Belle' service. 1961. Allocated to the Western Region and also the Southern Region 'Bournemouth Belle'. 1963 September. Withdrawn. 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. 1928 October to 1929 January 31st 1930. Repair & Renovation at Preston Park £157 16 4¹/₂. 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. 1936. Transferred to the Southern Railway Central Section. 1939-1945. During much the Second War period both MEDUSA and VIKING were regularly used on the Imperial Airways Hurn airport service. 1940 October 8th. Damaged by enemy action. 1957. By 1957 aluminium sheeting applied to external body sides. 1958. Allocated to Eastern Region Master Cutler and Sheffield Pullman services. 1961. Allocated to the Western Region and also the Southern Region 'Bournemouth Belle'. 1963 September. Withdrawn. 1964 January. Sold to Taylor Bros, and moved by rail to their Manchester scrap yard and scrapped.</p>

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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.