



PULLMAN CAR SERVICES

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



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PADUA as photographed by BRC&W Co Ltd, on completion prior to delivery.

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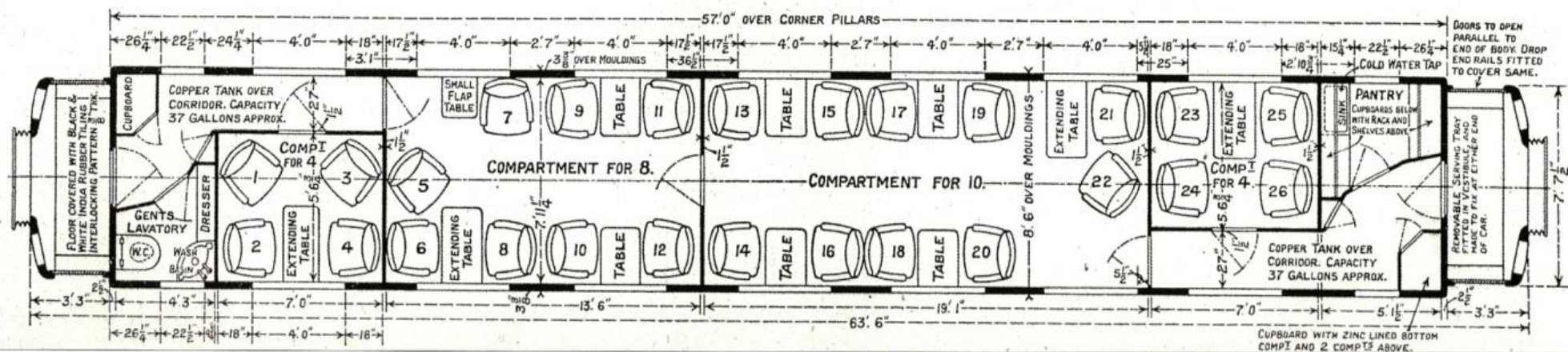
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Pullman Identity: PADUA.
Type of Car: Parlour First Class.
Into Service: October 1920.
Builder: Birmingham Carriage & Wagon Company, Limited, Smethwick, Birmingham.
Pre 1960 Schedule No: 99.
Post 1960 Schedule No: 99.
Tare: 40t.
Seats: 26 (layout 1 x 1) = 2 x Saloon 8 & 10 & 2 x Coupe 4 = 8.
 On conversion to Second class in 1946, seating increased to 38 (layout 2 x 1) = 2 x Saloon 11 x 15 & 2 x Coupe 6 = 12.
 1947 seating reduced to 36.
Bogies: 2 x 6 wheels.
Brake: Vacuum.
Length (over Vestibules): 63' 6".
Extreme Width: 8' 7".
Roof: Ellongated.
¹**Type 1932 List:** 'B' 1921 to 1932 / 'H' from 1932.
²**Route Restriction (SR):** 4/2A.
Table Lamps Type: 'D' Type.
Cost: £4,700.

¹ Entries such as B/H indicate that the car was originally (old) type B, and was re-classified as Type H about 1932.

² Entries such as 4/2A indicates that the car concerned was not originally given a S.R. Route Restriction because it was not originally allocated to the S.R.; and that it was given Restriction 2A on being transferred to the S.R.

Interior: The car is decorated in inlaid mahogany in the Sheraton style, the carpets and upholstery being light green.



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Seating Plan PADUA - 1920.

One car of an order placed in 1919 for a total of twelve cars (Six Parlour First & six Kitchen First) for use on the South Eastern & Chatham Railways Dover & Folkestone Continental Boat Train Services.

Six cars (PADUA (PF), PORTIA (KF), CALAIS (PF), MILAN (PF), PALMYRA (KF) & ROSALIND (KF), were constructed by the Birmingham Railway Carriage & Wagon Company Limited at its Smethwick Works.

The remaining six cars CADIZ (PF), SUNBEAM (PF), SYLVIA (PF), MALAGA (KF), NEPTUNE (KF) & MONACO (KF) were constructed by the Pullman Car Company at its Longhedge Works in South London.

The livery applied by the Pullman Car Company was as applied to the South Eastern & Chatham Railways operational Pullman cars of Crimson Lake (as applied presently to Pullman car TOPAZ within the National Collection at the NRM York).

Allocated the name located in the normal location for car name and numbers mid lower panel on both sides.

PADUA TIMELINE.

- 1921 February 1st. PADUA attached to the 10.54 a.m. London Victoria station to Dover boat train for specially invited guests of the Pullman Car Company presided over by the Chairman Mr Davidson Dalziel.
- 1921 to 1939. Regularly used in the London to Dover boat trains and potentially within the formations of Kent coast services.
- 1923 May. PADUA & PALMYRA within the Royal train formation conveying King George V and Queen Mary from London Victoria to Dover Marine.
- 1927-1928. Operating within the Eastern Section of the Southern Railway and retaining the SE&CR Crimson livery.
- 1944 February 28th. Noted stored at Horsted Keynes in the company of cars SYLVIA, CADIZ & SUNBEAM.
1946. Noted at the Southern Railways Lancing Carriage & Wagons Works.
1947. Allocated to the 'Bournemouth Belle'.
1948. Remodelled to Third Class Parlour CAR No.99. One toilet compartment removed to allow the installation of a 'Guard's compartment' and allocated to the 'Golden Arrow' and fitted with type 'F' tablelamps, seating increased to 36.
1950. Allocated to the 'Golden Arrow' service.



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CAR No.99 with 'Bournemouth Belle' roof boards.

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1951.

Reclassified to 'Third Class'.

1952 October 5th & 19th.

Within the all Pullman train formation RCTS Brighton Works Centenary.
The formation consisting of CAR No.99, 61, 98, 17, 35, 31, 60 & 208.



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CAR No.99.

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1951 to 1961.	During this period of time allocated to the 'Bournemouth Belle' service.
1961	Withdrawn.
	Sold to British Railways £1,276 for conversion to a Pullman Camping Coach. Drawing No.P-154, and allocated the identity of No.BR(S) P59.
	Heating: Electric.
	Kitchen: 6' 6".
	Living Room: 12' 5".
	Sleeping Compartment 1: 11' 7".
	Sleeping Compartment 2: 12' 9 ¹ / ₂ ".
	Sleeping Compartment 3: 12' 9 ¹ / ₂ ".
1963.	Allocated to Littleham.
1967.	Pullman Camping Coaches operations withdrawn.
1969.	Departmental Service and allocated the identity of DW150430 at Severn Tunnel Junction.
Early 1970's.	Noted at Llantrisant & Radyr.
1972 March 30 th .	Noted at Cardiff.



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Early 1970s, DW150430 (PADUA) at Radyr.

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1972 December.

Condemned.

1973 - 1980.

Owned by Flying Scotsman Enterprises.

1973 - 1974.

Located to the High Dyke branch (BR Eastern Region).

On the closure of the Market Overton quarries, the site was taken over by John Gretton (later Lord) and Bill McAlpine (later Sir). The line was to become a working base for their locomotives 'Pendennis Castle' and 'Flying Scotsman', along with many other locomotives and a lot of rolling stock.

When the other quarries served by the High Dyke branch closed the ex British steel lines were taken over by the Buckminster Trust Estate, with the aim of developing a preservation centre and steam railway.

There was a fully equipped workshop at Sewstern, and it was also hoped to develop a quarrying museum, together with some of the machinery. It was intended to run trains at least from High Dyke, and possibly even Grantham through to Sewstern and beyond. The High Dyke branch would have been taken over and the main line connection maintained.

When it was clear that the cost of a connection at Highdyke was far too high it was decided to relay the line from Paines siding to Saxby junction, near Melton Mowbray to provide a running line and access to BR.

The collection of locomotives and stock which included three Pullman cars PADUA, ROSALIND and ZENA, and were acquired by various interested parties, but sadly the scheme came to nothing for a combination of reasons, not simply on grounds of the set up cost, and the stock was then dispersed and the remaining track lifted.

1974 - 1988.

Located at Steamtown Carnforth.



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May 1975, P59 (PADUA) at Steamtown Carnforth.

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1980 - 1988.

Purchased by Venice Simplon Orient - Express (Latterly BELMOND) for potential restoration to the British Pullman fleet. Due to the stringent Safety & Fire Standards for operation of British Rail restoration is not commenced.

1988 July.

Following sale to D.Lewthwaite both ROSALIND and PADUA were moved by road haulage to Seaburn. The two cars were joined at the site by fellow Pullman car SAPPHIRE. The reported cost of the complex on completion £1m.



©T.Bye.

August 8th, 1988, the restoration of PADUA following arrival at Seaburn.



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April 2nd, 1989, the ongoing restoration of PADUA.

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1989 July - 1992 May.

The 'Puffin' Billy Hotel & Restaurant'.



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August 23rd, 1989, External restoration complete of PADUA.

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The internal saloon layout of PADUA.

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- 1992 May. Complex purchased and renamed to the 'Pullman Lodge Hotel & Restaurant'.
- 2002 September. Externally PADUA & ROSALIND in umber and cream but no Pullman or Car name COA and lining.
- 2007 March. Complex purchased by Wylam Leisure Group for a reported £1.7m.
- 2007 August. Wylam Leisure place all three Pullman cars (SAPPHIRE, PADUA & ROSALIND) on Ebay at a reserve of £15k each. The reserve price was not met, and all three cars were withdrawn from auction.



©Goggle 2016.

'The Pullman' with both ROSALIND & PADUA.

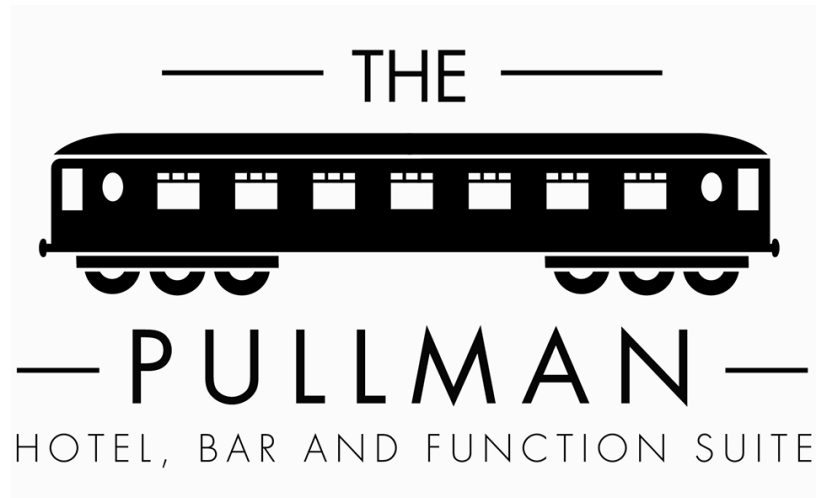
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2011. 'Pullman Lodge Hotel & Restaurant' Closed.
- 2012 August. Freehold purchased by Sunderland City Council for £1.6m.
- 2013 August. Rosalind Leisure (Rosalind Leisure Ltd - Founded August 12th, 2013) take over the venue on a five-year lease from owners Sunderland City Council. Scheduled to reopen in November.



- 2013 December 6th. Reopens as 'The Pullman', the Pullman cars remain closed for restoration work.



- 2014 May. The Pullman cars re-open as Tea Rooms.
- 2014 December. Rosalind Leisure closes The Pullman.
- 2015 March. Signal Box Hotel Limited re-opens The Pullman.
- 2016 February. Signal Box Hotel Limited insolvent and forced into liquidation.
- 2016 February. Pullman Lodge Hotel Limited formed to continue operations.
- 2016 November 12th. 'The Pullman' closes for the final time.
- 2016 November. All three Pullman cars put up for disposal by Sunderland City Council.
- 2017 March 11th. Pullman car PADUA recovered & transported by Moveright International Transport to Barrow Hill Roundhouse (Rampart Workshops) for restoration.



Fotography By Fuller

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PADUA being prepared for movement.

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PADUA being loaded.

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PADUA loaded and sheeted for onward movement to Barrow Hill Roundhouse (Rampart workshops).

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2017 June 6th.

Arrives at the East Kent Railway, Shepherdswell, Kent from Barrow Hill.



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June 10th, 2017, ROSALIND & PADUA at the East Kent Railway.

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2017 June.

The information contained within this document is to the best of my ability correct and up-to-date.

The ownership of the car has yet to be advised and also future location and intended use.

With regard to any future information relating to this car, this will be added to the document and the 'Issue' number increased prior to publication.

Any information and/or 'jpg' images on this car may be forwarded to t.bye@ntlworld.com for inclusion at any time.

Information Sources: -

My sincere thanks to the following authors, publishers and individuals, for without their assistance this document would not have been possible.

The Railway Gazette - February 4th 1921.

Pullman in Europe - G.Behrend 1962 - ISBN Not registered.

Pullman Profile No.1 - The 12-Wheel Cars - Antony M Ford - ISBN 978-1-906419-00-4 - Noodle Books.

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M.Allen.

S.P.Derek.

D.Lindsay.

D.Jones.

G.Child.

G.Moon.

R.Martin.

J.Howard-Turner.

P.Cartwright.

P.Fuller.

A.Goodman.

Moveright International Limited.

K.Simm Sunderland City Council.

Sunderland Echo.

Goggle Earth.

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