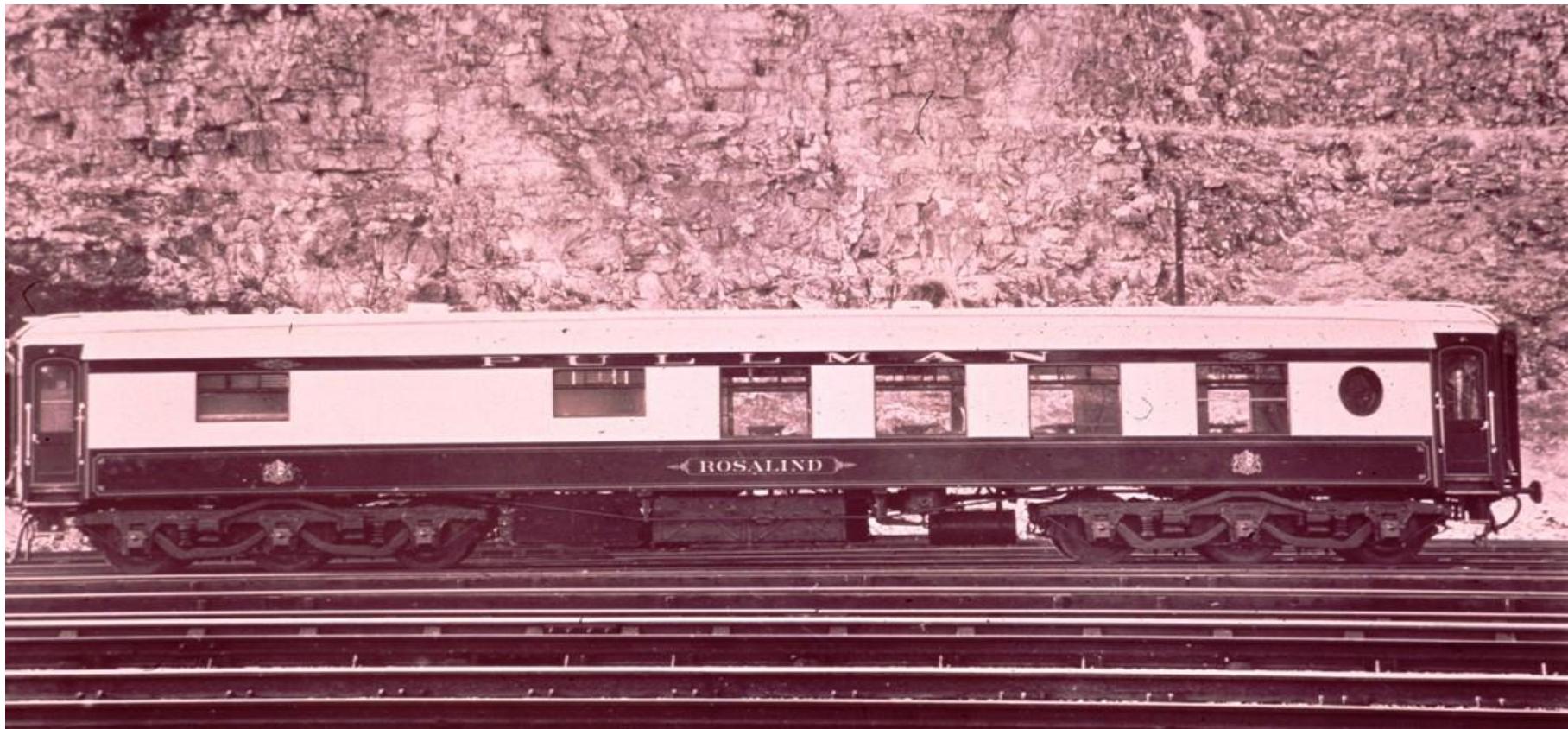




PULLMAN CAR SERVICES

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



©D.Lindsay.

ROSALIND (With Modified Kitchen) outside the Pullman Car Company Workshop at Preston Park, Brighton in 1958.

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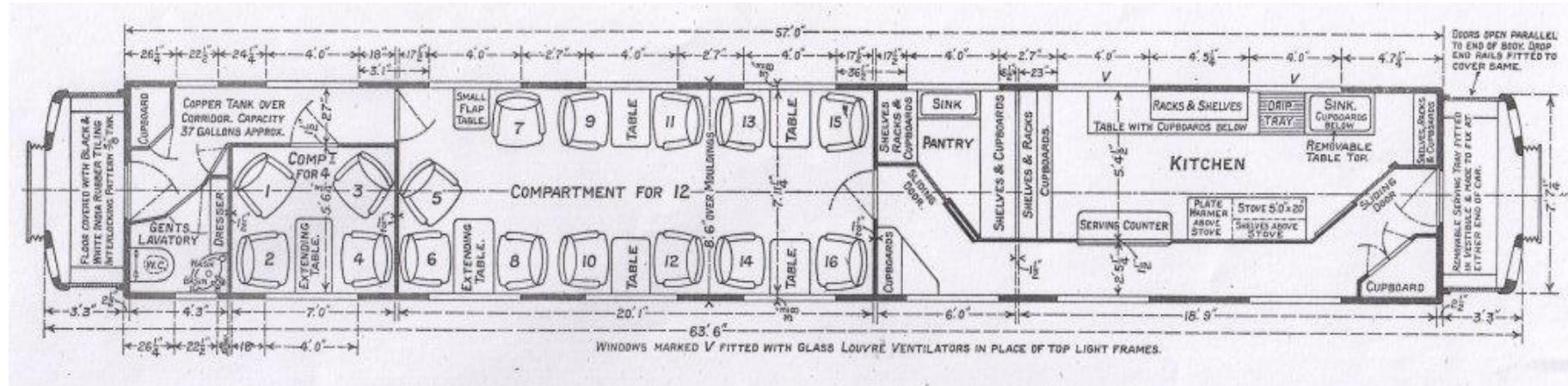
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Pullman Identity:	ROSALIND.
Type of Car:	Kitchen First Class.
Into Service:	January 1921.
Builder:	Birmingham Carriage & Wagon Company, Limited, Smethwick, Birmingham.
Pre 1960 Schedule No:	102.
Post 1960 Schedule No:	102.
Tare:	43t.
Seats:	16 (layout 1 x 1) = Saloon 12 & Coupe 4.
Bogies:	2 x 6 wheels.
Brake:	Vacuum.
Length (over Vestibules):	63' 6".
Extreme Width:	8' 7".
Roof:	Elongated.
¹Type 1932 List:	'B' 1921 to 1930 / 'H' from 1930.
²Route 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 mahogany panelling. Hepplewhite style. Green morocco leather covered armchairs. Green Wilton carpet.
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©The Railway Gazette.

1921 Seating Plan ROSALIND.

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 being 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). The cars allocated name being located in the normal position of mid lower panel on both sides.

The car has one large compartment to seat twelve passengers and one small compartment to seat four passengers, also a lavatory compartment at one end.

The remainder of the space is allotted to the kitchen section and pantry, these being equipped in the most complete manner with cooking stove, sinks, cupboards, racks, & cupboards.

Full advantage has been taken of the available space, the arrangement of the kitchen compartment as one in which much designing skill has been exhibited, a remark which applies equally well to the rest of the cars.



©R.Martin Collection/Pullman Profile No.1 - The 12-Wheel Cars - Antony M Ford.
Original Saloon Interior.



©R.Martin Collection/Pullman Profile No.1 - The 12-Wheel Cars - Antony M Ford.
Original Saloon Interior.

ROSALIND TIMELINE.

1921. South Eastern & Chatham Railways Dover & Folkestone Continental Boat Train Services.

1924. Allocated to the South Eastern & Chatham Railway Continental Express.

1927. Noted still operational on the Eastern Section of the Southern Railway.

1930. Kitchen modified, two kitchen/pantry windows and replacement seats at P.C.C., Works at Longhedge, London. Cost £268.3.10.

1932. Re-Classified to 'H' type.

1942 - 1945. Allocated to NAAFI operations as mobile catering car and the identity of 'NAAFI 18'.

Circa 1950. External body plated.

1950 September 25th. Allocated to the formation of the Bournemouth Belle.

1951 September 9th. Allocated to the formation of the Bournemouth Belle.

1952 June 30th. Allocated to the formation of the Bournemouth Belle.

1953 September 21st. Allocated to the formation of the Bournemouth Belle.

1954 June 14th. Allocated to the formation of the Bournemouth Belle.



©G.Moon Collection.

ROSALIND pre-external body plating.

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1954 September 20th. Allocated to the formation of the Bournemouth Belle.

1955 June 13th. Allocated to the formation of the Bournemouth Belle.

1956 September 17th. Allocated to the formation of the Bournemouth Belle.

1957 March to May. Allocated to the formation of the Bournemouth Belle.

1958 June 9th. Allocated to the formation of the Bournemouth Belle.



©A.Ford - Pullman Profile No.1 - The 12-Wheel Cars - Antony M Ford.
Saloon Interior 1958.

1959. Noted within the formation of the Bournemouth Belle.

1960 October. Withdrawn.

1960 October 30th. Noted at Eardley Road Sidings attached to Pullman car HIBERNIA.
Sold to British Railways £1,276 for conversion to a Pullman Camping Coach.
Drawing No.P-138. Allocated the identity of No.BR(S) P47.

Heating: Electric.
Kitchen: 10' 0".
Living Room: 14' 9".
Sleeping Compartment 1: 11' 4¹/₂"
Sleeping Compartment 2: 9' 11³/₄"
Sleeping Compartment 3: 9' 11³/₄".

1961 March. To be located at Exton (Devon).

1961 April 7th. Noted at Exmouth Goods Yard, awaiting movement to Exton.

1961 December 2nd. Noted with P53 (ex-FLORENCE) within the 3.15 p.m. Exmouth to Exmouth Junction Sidings, enroute to Eastleigh C&W.

1962 - 1966. Located at Exton.

1967. Pullman Camping Coaches operations withdrawn.



©S.P.Derek.

April 7th, 1961, P47 (ROSALIND) at Exmouth Goods Yard awaiting further movement to EXTON.

1967 - 1972. Departmental Service and allocated the identity of DW150431.

1970 April 4th. Noted at Radyr in Departmental service.

1972 March 30th. Noted at Cardiff in Departmental service.



©Currently Unknown.

ROSALIND & PADUA in Departmental Use.

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.



©T.Bye.

May 1975, Left to Right P47 (ROSALIND) and P59 (PADUA) at Steamtown Carnforth.

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©D.Rodgers.

November 26th, 1977, Class A3 No.4472 'Flying Scotsman' with Pullman cars ZENA & ROSALIND enroute Carnforth to York.

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1977 November 26th. Hauled by A3 Pacific No.4472 'Flying Scotsman' from Carnforth to York with Pullman car ZENA.

1977 November 28th to 30th. In the company of fellow Pullman cars ZENA and TOPAZ, CYGNUS and PERSEUS noted at York station east end bay platforms, for parts in the filming of 'Agatha'.

1977 December 3rd. Hauled by A3 Pacific No.4472 'Flying Scotsman' which was also towing No.850 'Lord Nelson' from York to Carnforth with Pullman cars ZENA, PERSEUS and CYGNUS.
This working is of historical note, as ROSALIND was the last working of a 12 wheel Pullman car on British Rail.
With regard to CYGNUS & PERSEUS the cars were on a movement following purchase by the Venice Simplon Orient-Express from the North Yorkshire Moors Railway to Carnforth and restoration to the British Pullman train operation of the Venice Simplon Orient - Express (Formerly BELMOND).

1980 - 1988. Purchased by Venice Simplon Orient - Express (Formerly 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.

1982 July 12th. Noted on Lakeside & Haverthwaite Railway in light blue with gold beading for the filming of 'Wagner'.
The movement from and back to Carnforth was undertaken by road haulage.

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.

September 11th, 1988, ROSALIND undergoing restoration following arrival at Seaburn.

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©T.Bye.

April 2nd, 1989, Aluminium sheeting fitting to the roof areas of ROSALIND.



©T.Bye.

August 23rd, 1989, ROSALIND Restored.

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©T.Bye.

The interior of ROSALIND in a Third Class Parlour car configuration.

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1989 July - 1992 May. The 'Puffin' Billy Hotel & Restaurant'.

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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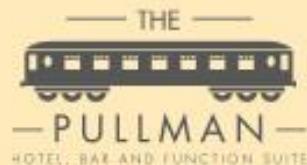
2011. 'Pullman Lodge Hotel & Restaurant' Closed.

2012 August. Freehold purchased by Sunderland City Council for £1.6m.

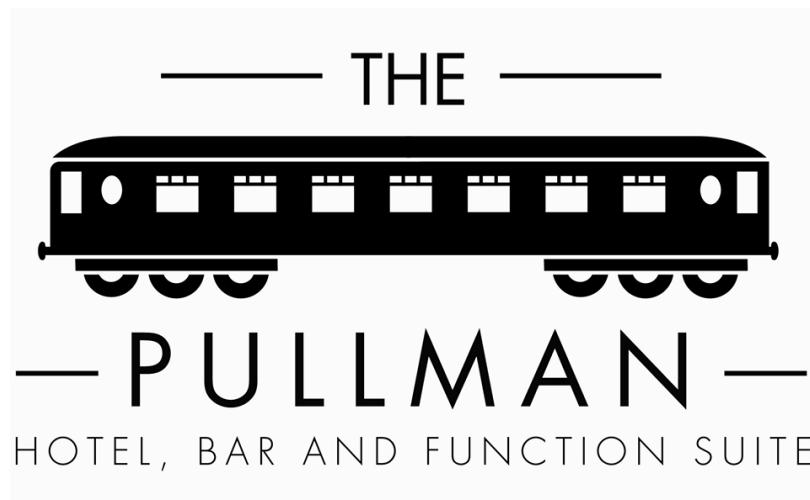
2013 August. Rosalind Leisure (Rosalind Leisure Ltd - Founded August 12th 2013) take over the venue on a five-year lease from owners Sunderland City Council. Scheduled to reopen in November.

ARE YOU READY TO BOARD? OPENING FRIDAY 6TH DECEMBER 2013

 /PLATFORM5BAR



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 ROSALIND recovered & transported by Moveright International Transport to Barrow Hill Roundhouse (Rampart Workshops) for restoration.



Photography By Fuller

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Left to Right, ROSALIND and SAPPHIRE Await loading.

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Photography By Fuller

©P.Fuller.

ROSALIND being loaded.

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Photography By Fuller

©P.Fuller.

ROSALIND safely loaded.

2017 June 6th.

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



©A.Larkins.

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.

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

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T.Bye.

A.M.Ford.

A.Larkins.

M.Allen.

S.P.Derek.

D.Lindsay.

D.Jones.

G.Child.

G.Moon.

R.Martin.

J.Howard-Turner.

D.Rodgers.

P.Fuller.

A.Goodman.

Moveright International Limited.

K.Simm Sunderland City Council.

Sunderland Echo.

Goggle Earth.

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