



PULLMAN CAR SERVICES

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

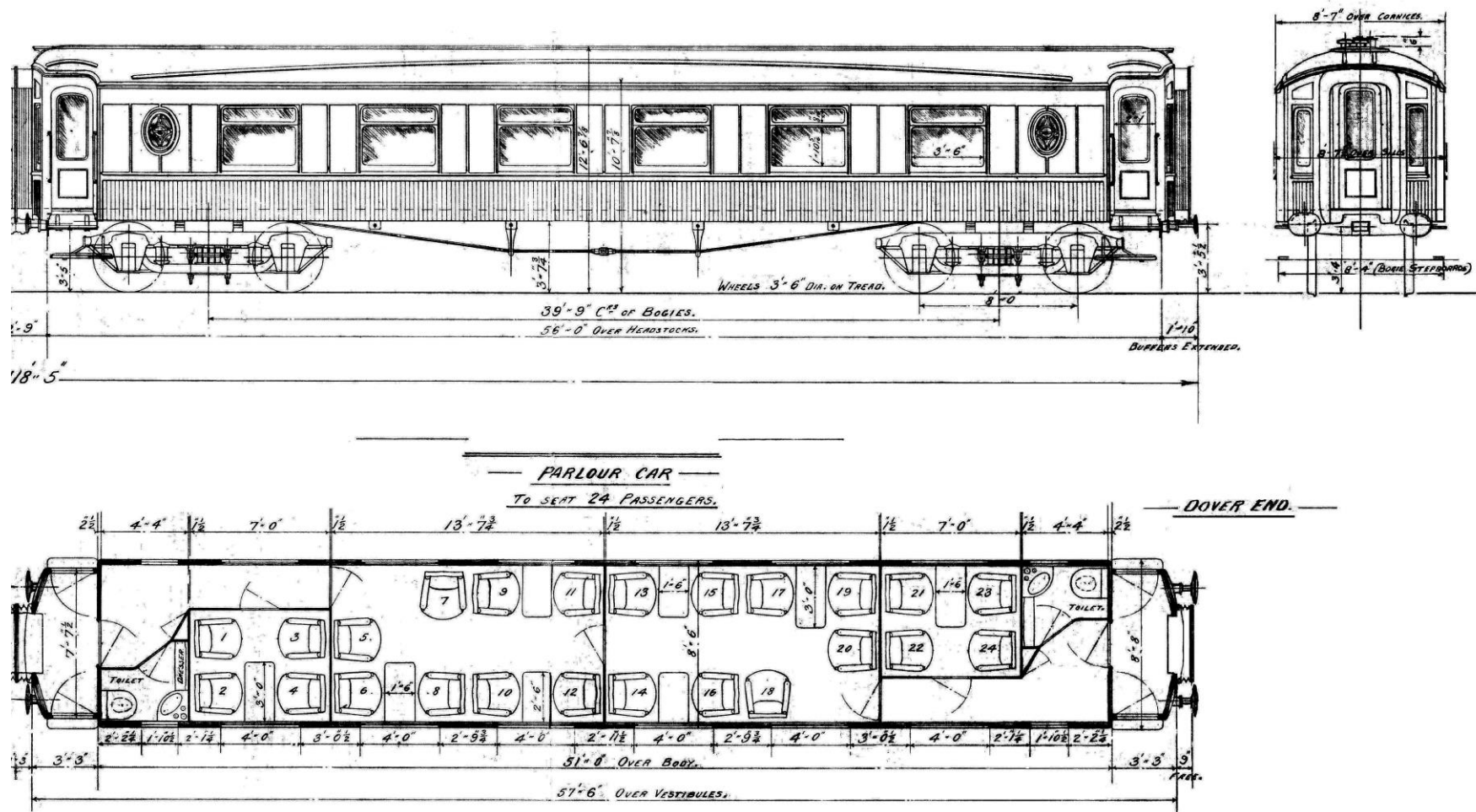
Pullman Identity:	SAPPHIRE.
Type of Car:	Parlour First Class.
Into Service:	October 1910.
Builder:	Birmingham Carriage & Wagon Company, Limited, Smethwick, Birmingham.
Pre 1960 Schedule No:	43.
Post 1960 Schedule No:	43.
Tare:	31t.
Seats:	24 (layout 1 x 1) = 2 x Saloon 16 & 2 x Coupe 4.
Bogies:	2 x 4 wheels.
Brake:	Vacuum.
Length (over Vestibules):	57' - 6".
Extreme Width:	8' - 7 ¹ / ₂ ".
Roof:	Ellongated.
¹ Type 1932 List:	'A' 1921 to 1930 / 'G' from 1932.
² Route Restriction (SR):	1.

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

² Entries such as (I) indicate that the car concerned would have been Restriction(I) had it been allocated to the S.R. when the latters scheme of Route Restrictions was compiled.

Internal marquetry interior was Nigerian Pear Tree panels with English Holly banding and floral details.

Built for service on the South Eastern & Chatham Railway and delivery livery being Crimson Lake with Gold Lining.



©J.Greaves/SE&CR Society.

SAPHIRE as constructed in 1910 as First Class Parlour Car.

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SAPPHIRE TIMELINE.

1924 January.	Rebuilt as First Class Kitchen car seating reduced to 16.
1928.	Repair costs of £314.18.8 ¹ / ₂ .
1936 December 2 nd .	Noted with eight Southern Railway coaches passing Stafford on a Football Charter, Charlton Athletic vs Bolton.
1937 April.	Refurbished.
1942 to 1947.	NAAFI No.37. (Painted overall in an olive drab livery, traces of the paint found during 1985 restoration work).
1947 December 23 rd .	Noted at Clapham Junction. Sapphire & Savona (both on Ocean Liner set).
1948 March 19 th .	Noted at Waterloo Station with RMS Queen Elizabeth Boat Train. Pullman car consist Ruby, Fingall, Ursula, Clementina and Sapphire.
September 1951.	Completion of refurbishment.
1953 June 12 th & 13 th .	Lingfield Park race train working.
1953 June 15 th .	Coronation Review of the Fleet at Spithead. Part of the formation of train 'E' for the English Electric Company part of 230 guests. 7.45 am Waterloo to Southampton.
1953 June 16 th .	Return working 1.53 am Southampton to Waterloo.
1953 June 16 th .	Part of a Boat train 'Andes' working 9.53 am Southampton to Waterloo.



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September 21st, 1951 SAPHIRE stands outside the Pullman Car Company Workshops at Preston Park, Brighton.

Following completion of refurbishment.

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SAPPHIRE & PALMYRA within a 'Boat Train' formation.

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1960.	Withdrawn from service.
1960.	Sold to British Railways for conversion to a Pullman Camping Coach. Drawing No.P-149. Allocated the identity of No.BR(S) P51.
	Heating: Electric.
	Kitchen: 5' 10".
	Living Room: 13' 0".
	Sleeping Compartment 1: 11' 6".
	Sleeping Compartment 2: 9' 9½".
	Sleeping Compartment 3: 9' 9½".
1960 to 1964.	Located at Bosham Station siding.



©G.Moon Collection.

July 15th, 1961 BR(S) P51 in situ for holidaymakers at Bosham Station Siding.

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1964 November.

On display at Waterloo Station.

1965 to 1967.

Located at Sandling Jctn.



©D.Lindsay Collection.

Sandling Junction with P51 in the company of P40 (CAR No.11) & P41 (CAR No.41).

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1972 to 1984.

Purchased by Esmond Lewis-Evans and relocated to the Ashford Steam Centre.



©M.Allen.

P51 at Isfield awaiting movement by road haulage to Allen Industries North Woolwich Workshops in London.



©M.Allen.

P51 on arrival at Allen Industries North Woolwich Workshops in London, prior to the body lift.

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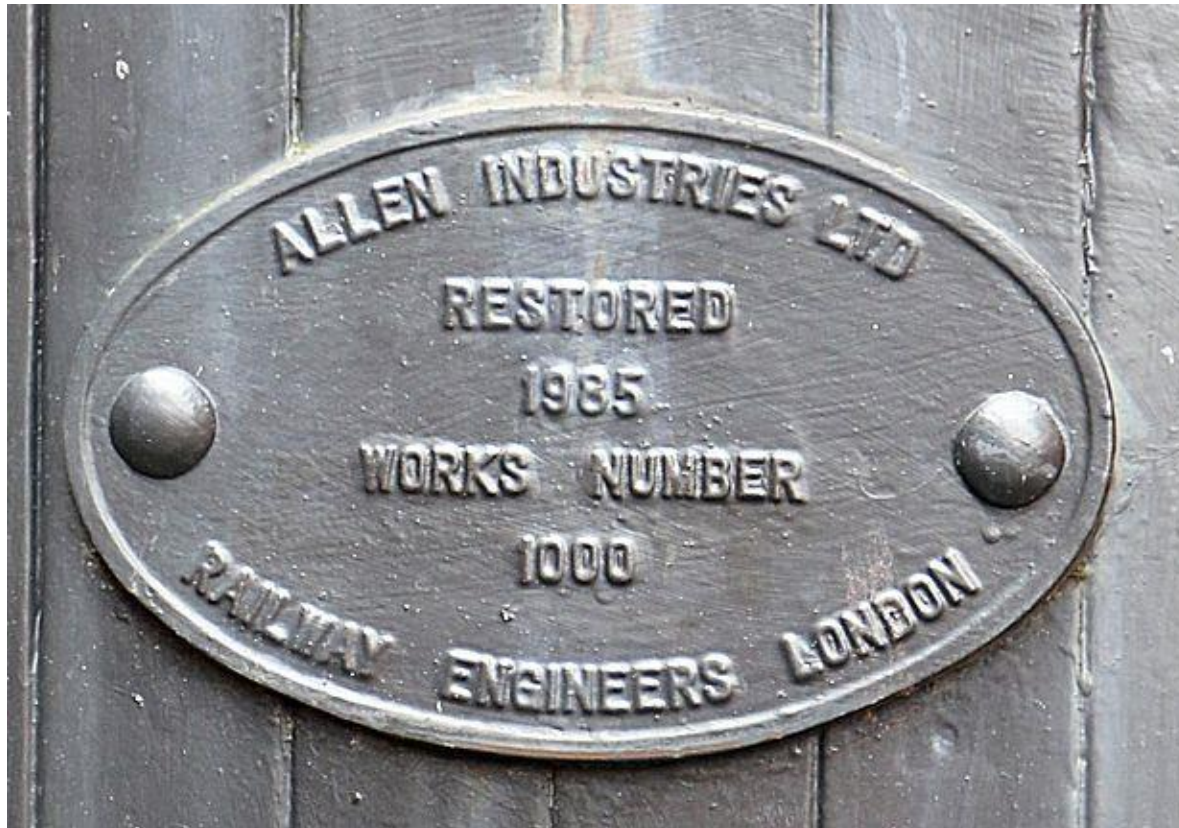
1985 to 1987.

Purchased by David Milham and relocated to the Lavender Line at Isfield

1985

Moved by road haulage to Allen Industries Ltd., North Woolwich Workshops in London.

Restoration work undertaken, and externally restored to a version of the SE&CR Pullman Lake livery and the identity of SAPPHIRE returned to the cars bodysides. On completion the car is returned to the Lavender Line at Isfield.



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SAPPHIRE 1985 restoration plaque.

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1987.

For Sale.

1988 July.

Following sale to D.Lewthwaite SAPPHIRE moved by road haulage to Seaburn.
The car is joined at the site by fellow Pullman cars ROSALIND and PADUA, all three cars repainted into lined Pullman umber and cream livery. The reported cost of the complex on completion £1m.



©T.Bye.

May 28th, 1989 and the completion of the exterior of SAPPHIRE is near.

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©T.Bye.

May 28th, 1989 the ongoing work on the interior of SAPPHIRE.

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1989 July to 1992 May.

The 'Puffin' Billy Hotel & Restaurant'.



©PCS-Archive.

The Interior of SAPHIRE.

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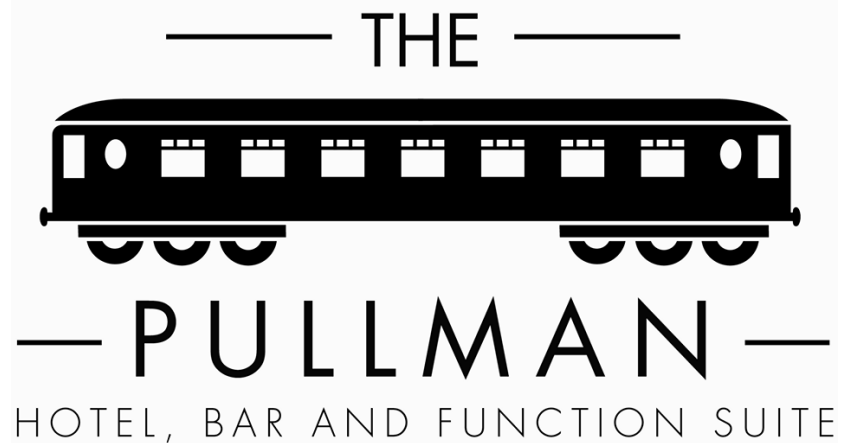
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1992 May.	Complex purchased and renamed to the 'Pullman Lodge Hotel & Restaurant'.
2002 September.	Externally PADUA & ROSALIND in umber and cream but no Pullman or Car name COA and lining.
2007 March.	Complex purchased by Wylam Leisure Group for a 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.
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 12th.

Pullman car SAPPHIRE recovered and transported by Moveright International Transport to Chesterfield for restoration.



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SAPPHIRE awaits collection.
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Fotography By Fuller

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SAPPHIRE preparation for loading.
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Fotography By Fuller

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SAPPPHIRE safely loaded and preparing to depart for Barrow Hill Roundhouse (Rampart workshops).

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2017 June 6th.

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



©A.Larkins.

June 10th, 2017 SAPHIRE at the East Kent Railway Shepherdswell site.

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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.

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M.Allen.

D.Lindsay.

D.Jones.

G.Child.

G.Moon.

R.Martin.

S.Greaves/SE&CR Society.

J.Howard-Turner.

P.Cartwright.

P.Fuller.

A.Goodman.

Moveright International Limited.

K.Simm Sunderland City Council.

Sunderland Echo.

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