



PULLMAN CAR SERVICES-ARCHIVE

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

PCS-A - Special Edition No.24. Steam Locomotive Operators Association BR Mk1 Pullman Cars.



Pullman Car Services-Archive - PCS-A - Special Edition No.24 - Steam Locomotive Operators Association BR Mk1 Pullman Cars - Issue 1 - November 2023

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Cover Photograph - May 9th, 1981 - A4 No. 60009 Union of South Africa with the SLOA North Briton - © Currently Unknown.



© Alan Vacani/PCS-A.

Metropolitan-Cammell Builders Plate - Lot Number allocated to all 44 Pullman Cars.

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BR Mk1 Pullman Cars as sold to the Steam Locomotive Operators Association.

The sale of eight BR Mk 1 Pullman Cars to the Steam Locomotive Operators Association (SLOA) was concluded on March 3rd, 1981. The reported cost of £20,000 and at the time of the sale the cars still contained asbestos insulation.

The sale detailed the following Pullman cars: -

No: Car Type:

347	Parlour Second.
348	Parlour Second.
349	Parlour Second.
350	Parlour Second.
351	Parlour Second.
352	Parlour Second.
353	Parlour Second.
354	Hadrian Bar.

In addition to the eight Pullman cars, two BR Mk1 Brake Vehicles (BCK) were hired from British Rail as end coaches to the Pullman rake for both train Guard and hand brake use.

The full rake was based at Carlisle Upperby Depot (with maintenance contract).

All the Pullman cars and the two Brake Vehicles retained their BR Grey/Blue liveries.



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The first revenue earning trip of the rake was undertaken on May 2nd, 1981, on the 'Cumbrian Mountain- Express'.

Date:	Locomotive:	Formation/Consist:
06/06/1982.	40035	BCK PSP PSP PSP PSP 99354 PS FO FO BCK
12/06/1982.	40106	BCK PSP PSP PSP PSP 99354 PS FO FO BCK
13/06/1982.	40009	BCK FO FO Pul 99354 PSP PSP PSP PSP BCK
20/06/1982.	40168	BCK PSP PSP Pul Pul Pul Pul FO M3119 BCK408

The Pullman Cars detailed above retain the BR Pullman livery of Grey & Blue.

A notable date of February 12th, 1982, when CAR No.335 Kitchen Second still in Pullman umber & cream was moved from Fort William to Carlisle Upperby. CAR No.335 was withdrawn from Pullman service in 1969 and became a Departmental Vehicle for the CCE West Highland Line.

The Pullman Cars detailed below have been repainted into Pullman UMBER & Cream.

Date:	Locomotive:	Formation/Consist:
15/05/1983.	47556	FO FO FO PSP PSP 335 PSP PSP 355 FO
05/06/1983.	25256 25285	356 347 PSP PSP 335 PSP PS ? ? ?
26/06/1983.	25276/25199	356 347 PSP PSP 335 PSP Pul FO FO FO

In the summer of 1983, all nine Pullman cars were sold by SLOA to W. McAlpine.

The sale was reported to be with regard to the removal and decontamination of the asbestos insulation at a cost of £400,000.

The nine Pullman cars return to mainline operation in 1984 under the name 'Pullman Rail'.



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Date: Locomotive: Formation/Consist:

13/12/1986. 33209/33202 129 347 348 1693 350 351 1690 352 353 356

Circa 1990. The operation was rebranded from Pullman Rail to Flying Scotsman Services Limited (FSSL) and detailed as 'BN91' Set.

Autumn of 1993. FSSL announce that the nine Pullman cars will be withdrawn for overhaul and return to main line use on completion.

1995 February 4th. The Swanage Railway complete agreement of a two-year contract with Waterman Railways for CAR No.335 now identified as LINNETTE and CAR No.353 identified as MELISANDE.

It was also reported that CAR No.348 will join the two cars and will be allocated the name ISUELT.

1995 September. CAR No.347 & CAR No.350 noted at Ferme Park and CAR No.352 & CAR No.354 noted at Crewe Carriage Shed stored.
CAR No.349 noted on the Kent & East Sussex Railway, ex St.Leonards Depot following an external repaint.

1996. Dr Tony Marchington forms Flying Scotsman Railways Limited (FSRL).

1996. FSRL acquire CAR No.337 from Great Central Railway.

1997 January. FSRL advise all nine Mk1 Pullman cars will be fully refurbished to work with the restored A3 No60103 'Flying Scotsman' on completion in 1998.

1997 February. All nine Mk1 Pullman cars owned by Carriage & Traction Company Limited have been acquired by Flying Scotsman Steam Railways – Limited.



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Recorded Locations.

1997 February Locations.

No:	Car Type:	Location:
335	Kitchen Second	Swanage Railway (LINNETTE).
337	Kitchen Second	Steamtown Railway Centre, Carnforth.
347	Parlour Second	Crewe Carriage Shed.
348	Parlour Second	Swanage Railway (ISUELTY).
349*	Parlour Second	Kent & East Sussex Railway.
350	Parlour Second	Crewe Carriage Shed.
351**	Parlour Second	Crewe Carriage Shed.
352	Parlour Second	Crewe Carriage Shed.
353	Parlour Second	Swanage Railway (MELISANDE).
354	Hadrian Bar	Crewe Carriage Shed.

*1998 January, CAR No.349 departed the Kent & East Sussex Railway.

**2005, CAR No.351 sold to the Mid Hants Railway.



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2009 Locations.

No:	Car Type:	Location:
335	Kitchen Second	Swanage Railway (LINNETTE).
337	Kitchen Second	Steamtown Railway Centre, Carnforth.
347	Parlour Second	Swanage Railway.
348	Parlour Second	WCR - Maroon livery with no branding - 99348.
349	Parlour Second	Tyseley.
350	Parlour Second	WCR - Maroon livery with no branding - 99350.
351	Parlour Second	Mid Hants Railway
352	Parlour Second	WCR Maroon livery with no branding - 99352.
353	Parlour Second	Tyseley.
354	Hadrian Bar	

2010 January, CAR No.347 sold to West Coast Railways and moved by rail from Swanage via Eastleigh to Carnforth.



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2014 Locations.

No:	Car Type:	Location:
335	Kitchen Second	Vintage Trains, Tyseley.
347	Parlour Second	WCR - Maroon livery with no branding - 99347.
348	Parlour Second	WCR - Maroon livery with no branding - 99348.
349	Parlour Second	Vintage Trains, Tyseley.
350	Parlour Second	WCR Maroon livery with no branding - 99350.
351	Parlour Second	Mid Hants Railway.
352	Parlour Second	WCR - Pullman livery and named AMETHYST.
353	Parlour Second	Vintage Trains, Tyseley.
354	Hadrian Bar	WCR.



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2016 Locations.

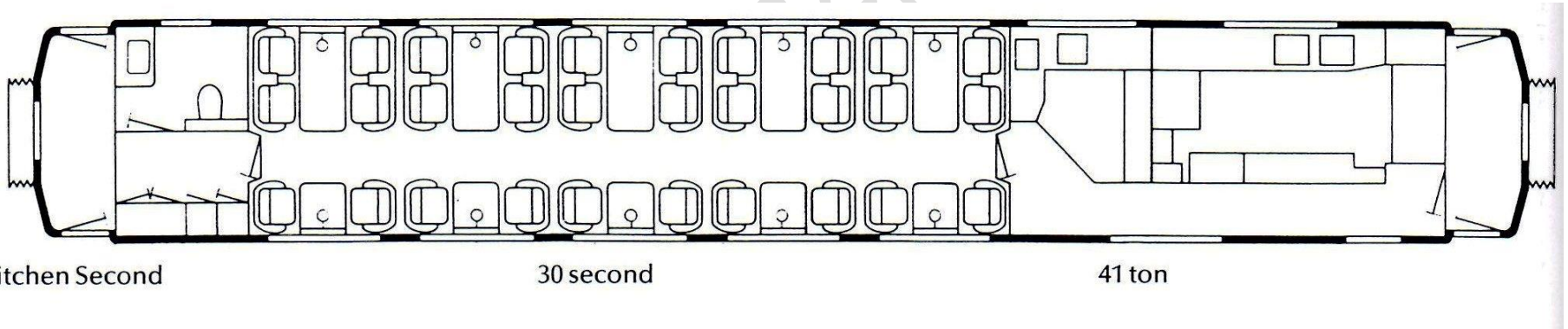
No:	Car Type:	Location:
335	Kitchen Second	Vintage Trains, Tyseley.
347	Parlour Second	WCR - Maroon livery with no branding - 99347.
348	Parlour Second	WCR - Maroon livery with no branding - 99348.
349	Parlour Second	Vintage Trains, Tyseley.
350	Parlour Second	WCR - Maroon livery with no branding -99350.
351	Parlour Second	WCR - Pullman livery and named SAPPHIRE.
352	Parlour Second	WCR - Pullman livery and named AMETHYST.
353	Parlour Second	Vintage Trains, Tyseley.
354	Hadrian Bar	WCR - Pullman livery.



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Kitchen Second.



Pullman Kitchen Second
332-346

©British Railways - Mark 1 Coaches - Keith Parkin - THMRS.



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April 23rd, 1983 - CAR No.335 - St Pancras Station.

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Lot No:	Diagram No:	Year:	PCCo 1960 Schedule No:	Car Name or Number:	Type of Car:	Class:	Seating:	Heating:	Brakes:	Bogies:
3281		1960	335	335	Kitchen	2nd	30	Dual	Vacuum	Commonwealth

8 x Wheel - 64' 6" L Over Vestibule Ends - 57' 9¹/₂" Over Body Ends - 9' 0" W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - 41¹/₂ Ton Tare.

1960. Replaced CAR No.105 on East Coast Mainline Operations.

1971 August. Late afternoon at Wareham Station. A green class 47 with full yellow ends hammered through in the up direction with an excursion train returning from Weymouth. The train consisted of both maroon and blue/grey Mk1s with umber and cream Car No.335 in the middle acting as a buffet car.

1971 September. Reported on loan to BR (W) as a buffet car for some excursion traffic.

1972 June. Noted being used in the York - Inverness Motorail set, still in umber & cream.

1973 September 23rd. Noted at York within the formation of the "Inverness - York Motorail" still in umber & cream livery.

1974 Remains within the formation of the "Inverness - York Motorail" still in umber & cream livery.

1975 Remains within the formation of the "Inverness - York Motorail" still in umber & cream livery.

1976 June 5th. Noted condemned at Glasgow Cowlairs (possible typo error for 05/01/77), then carded to McWilliams, Shettleston.

1982 February. Noted at Fort William as CCE Departmental Vehicle DB975584.

1982 February 12th. Moved from Fort William to Carlisle.

1982 Summer. Purchased by Steam Locomotive Operators Association (SLOA). Kitchen area converted to a Boutique.

1988. Within the formation hauled by Class A4 'Mallard'.

1988 - 1989. Noted a number of times travelling within Steam Hauled charters over the Settle to Carlisle Line.

1990 December 16th. St Pancras Station for filming of "Shining Through". Station disguised as 'Zurich HB', all stock used had the platform side (Platform 2) of each painted green.

Formation included CAR No.347, 348, 349, 350. Locomotive No.44932 was disguised as 919 138.

As a backdrop between Platforms 2 & 3, locomotive No.80080 with Pullman Cars 335 & 354.

1995 February 4th. Noted at Swanage Railway with the name 'LINNETTE' in place of CAR No.335.

1995 February 4th. Noted at Swanage Railway with CAR No.348 (ISUELT) and CAR No.353 (MELISANDE).

1996. Reported as sold to Dr Marchington (Owner of the 'A3' Flying Scotsman & 'A4' Bittern).

2005 January. West Coast Railways, Carnforth. Restored to main line operation.

2006 January. Vintage Trains, Tyseley Locomotive Works, Birmingham. Livery UMBER & Cream, with no Pullman branding.

2006-2023 Vintage Trains, Tyseley.



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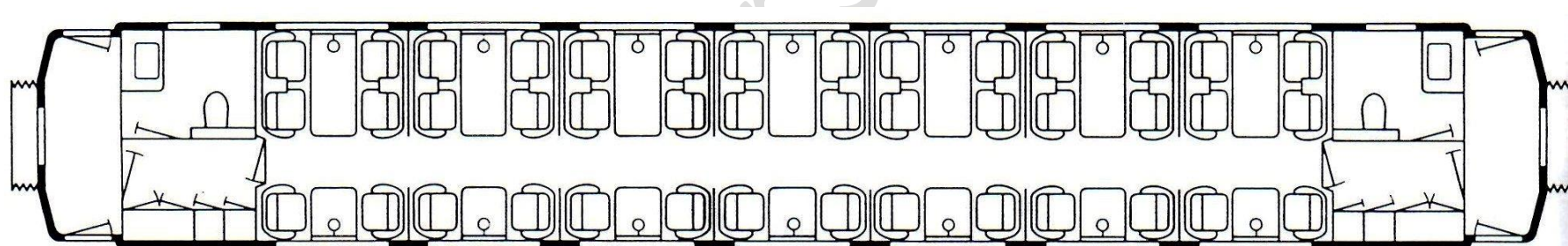
Lot No:	Diagram No:	Year:	PCCo 1960 Schedule No:	Car Name or Number:	Type of Car:	Class:	Seating:	Heating:	Brakes:	Bogies:
3281		1961	337	337	Kitchen	2nd	30	Dual	Vacuum	Commonwealth
<p>8 x Wheel - 64' 6" L Over Vestibule Ends - 57' 9¹/₂" Over Body Ends - 9' 0" W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - 41¹/₂ Ton Tare.</p> <p>1971 September. Reported on loan to BR (W) as a buffet car for some excursion traffic. 1972 April 14th. Noted condemned at Connington. 1972 August. Stored at Wolverton. Mid 1973 to Mid-1974. Stored at Northampton. 1974 September 5th. Noted at Rugby. 1976 November 27th. Noted condemned at Mitcheldever. 1977 January. Noted at Micheldever Sidings. 1978 Noted at Salisbury for conversion to exhibition coach. The conversion was not undertaken, the car was relocated to store at Basingstoke 1981 Purchased by a member of the Nene Valley Railway. 1984 Stored inside Wansford Tunnel no restoration work undertaken since arrival in 1981 or in the foreseeable future. 1991 February 3rd. Noted on Great Central Railway. 1994 Noted on Great Central Railway. 1995 August. Reported as for sale, no longer required by the Great Central Railway. 1996 Reported as sold to Flying Scotsman Railway Limited (Dr Marchington the owner of the 'A3' Flying Scotsman & 'A4' Bittern). 2000 July. Noted at Carnforth. 2005 January. West Coast Railways, Carnforth in store. 2016 Sold to 'Belmond' and converted for main line operations within the 'Royal Scotsman' as 'SPA STATEROOM'. 2016-2023 Belmond.</p>										



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Pullman Parlour Second (Later Open First FO).



Pullman Parlour Second
(later Open First FO)
347-353

42 second

38 ton

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April 23rd, 1983 - CAR No.347 - St Pancras Station.

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Lot No:	Diagram No:	Year:	PCCo 1960 Schedule No:	Car Name or Number:	Type of Car:	Class:	Seating:	Heating:	Brakes:	Bogies:
3281		1960	347	347	Parlour	2nd	42	Dual	Vacuum	Commonwealth

8 x Wheel - 64' 6" L Over Vestibule Ends - 57' 9¹/₂" Over Body Ends - 9' 0" W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - ? Ton Tare.

1971 September. Converted to ordinary First Open (FO) at York.

1978 March 27th. Noted at Craigentenny with CAR No.352.

1980 Used by British Rail for Football Specials etc.

1981 January withdrawn.

1981 Purchased by the Steam Locomotive Operators Association.

1990 December 16th. St Pancras Station for filming of "Shining Through". Station disguised as 'Zurich HB'; all stock used had the platform side (Platform 2) of each painted green.

Formation included CAR No.348, 349, 350. Locomotive No.44932 was disguised as 919 138.

As a backdrop between Platforms 2 & 3, locomotive No.80080 with Pullman Cars 335 & 354.

1995 February 4th. Noted at Swanage Railway with CAR No.348 (ISUULT) and CAR No.353 (MELISANDE).

1996 Reported as sold to Dr Marchington (Owner of the 'A3' Flying Scotsman & 'A4' Bittern).

2005 January. Swanage Railway.

2010 January. West Coast Railway, Carnforth. Livery all over maroon, with no Pullman branding.

2021 May 5th. Noted in Pullman Umber & Cream with lining, CoA, and the name 'DIAMOND'.

2021-2023 West Coast Railway, Carnforth.



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No Date - CAR No. 348 - Marylebone Station.

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Lot No:	Diagram No:	Year:	PCCo 1960 Schedule No:	Car Name or Number:	Type of Car:	Class:	Seating:	Heating:	Brakes:	Bogies:
3281		1961	348	348	Parlour	2nd	42	Dual	Vacuum	Commonwealth

8 x Wheel - 64' 6" L Over Vestibule Ends - 57' 9¹/₂" Over Body Ends - 9' 0" W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - ? Ton Tare.

1962 Transferred to BR Western Region for use within the Blue Pullman Standby Train.

1965 March 31st. Noted within the 'Talisman' with cars THRUSH, AMBER, & ARIES.

1971 September 26th. Noted as ordinary FO (First Open).

1980 May 2nd. Noted at Liverpool Street Station within the 'Hook of Holland Boat Train' to Harwich Parkeston Quay as BR First Open in BR Blue & Grey livery.

1980 Used by British Rail for Football Specials etc.

1981 Purchased by the Steam Locomotive Operators Association.

1990 December 16th. St Pancras Station for filming of "Shining Through". Station disguised as 'Zurich HB', all stock used had the platform side (Platform 2) of each painted green.

Formation included CAR No.347, 349, 350. Locomotive No.44932 was disguised as 919 138.

As a backdrop between Platforms 2 & 3, locomotive No.80080 with Pullman Cars 335 & 354.

1995 February 4th. Noted at Swanage Railway with the name 'ISUOLT' in place of CAR No.348.

1995 February 4th. Noted at Swanage Railway with CAR No.335 (LINNETTE), and CAR No.353 (MELISANDE).

1996 Reported as sold to Dr Marchington (Owner of the 'A3' Flying Scotsman & 'A4' Bittern).

2005 January. West Coast Railway, Carnforth.

2010 January. West Coast Railway, Carnforth. Livery all over maroon, with no Pullman branding.

2016 August. West Coast Railway, Carnforth. Livery Pullman Standard and named TOPAZ (II).

2016-2023 West Coast Railway, Carnforth.



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No Date - CAR No. 348 - Marylebone Station.



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Lot No:	Diagram No:	Year:	PCCo 1960 Schedule No:	Car Name or Number:	Type of Car:	Class:	Seating:	Heating:	Brakes:	Bogies:
3281		1961	349	349	Parlour	2nd	42	Dual	Vacuum	Commonwealth

8 x Wheel - 64' 6" L Over Vestibule Ends - 57' 9 1/2" Over Body Ends - 9' 0" W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - ? Ton Tare.

1962 Transferred to BR Western Region for use within the Blue Pullman Standby Train.

1970 September 26th. Noted as ordinary First Open.

1975 Noted for work on London to Norwich service, re-furbished to First Open.

1980 Purchased by the Steam Locomotive Operators Association.

1990 December 16th. St Pancras Station for filming of "Shining Through". Station disguised as 'Zurich HB', all stock used had the platform side (Platform 2) of each painted green.

Formation included CAR No.347, 348, 350. Locomotive No.44932 was disguised as 919 138.

As a backdrop between Platforms 2 & 3, locomotive No.80080 with Pullman Cars 335 & 354.

1995 October. Leased to the Kent & East Sussex Railway. Prior to arrival restoration work undertaken at St. Leonards Depot, Hastings. The lease being to cover the restoration of Pullman Car BARBARA.

1996. Reported as sold to Dr Marchington (Owner of the 'A3' Flying Scotsman & 'A4' Bittern).

2005 January. K&ESR.

2006 Vintage Trains, Tyseley Locomotive Works, Birmingham. Restored to main line operation, livery umber & Cream, with no Pullman branding.

2010 January. Vintage Trains, Tyseley Locomotive Works, Birmingham. Livery umber & Cream, with no Pullman branding.

2010-2023 Vintage Trains, Tyseley.



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No Date - BR Mk1 Pullman Parlour Second Class CAR No.350 at London St Pancras Station.

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Lot No:	Diagram No:	Year:	PCCo 1960 Schedule No:	Car Name or Number:	Type of Car:	Class:	Seating:	Heating:	Brakes:	Bogies:
3281		1961	350	350	Parlour	2nd	42	Dual	Vacuum	Commonwealth

8 x Wheel - 64' 6" L Over Vestibule Ends - 57' 9¹/₂" Over Body Ends - 9' 0" W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - ? Ton Tare.

1962 Transferred to BR Western Region for use within the Blue Pullman Standby Train.

1969 April 29th. Noted on the rear of the 10.05 Bradford to Paignton train, and the 'Devonian' at Newton Abbott the next day.

1971 September. Converted to ordinary First Open (FO) at York.

1975 Noted for work on London to Norwich service, re-furbished to First Open.

1980 Used by British Rail for Football Specials etc.

1980 Purchased by the Steam Locomotive Operators Association.

1990 December 16th. St Pancras Station for filming of "Shining Through". Station disguised as 'Zurich HB', all stock used had the platform side (Platform 2) of each painted green.

Formation included CAR No.347, 348, 349. Locomotive No.44932 was disguised as 919 138.

As a backdrop between Platforms 2 & 3, locomotive No.80080 with Pullman Cars 335 & 354.

1996 Reported as sold to Dr Marchington (Owner of the 'A3' Flying Scotsman & 'A4' Bittern).

1997 January 1st. Noted at Crewe Carriage Sidings.

2004 Vintage Trains, Tyseley Locomotive Works, Birmingham.

2007 In store at Vintage Trains, Tyseley - Pending movement to Midsomer Norton Station with CAR No. 352.

2008 West Coast Railway, Carnforth.

2010 January. West Coast Railway, Carnforth. Livery all over maroon, with no Pullman branding.

2017 March. Exterior livery Pullman Umber & Cream with lining and allocated by West Coast Railway the name of TANZANITE.

2017-2023 West Coast Railway, Carnforth.



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No Date - BR Mk1 Pullman Parlour Second Class CAR No.351 at London St Pancras Station.



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3281		1961	351	351	Parlour	2nd	42	Dual	Vacuum	Commonwealth

8 x Wheel - 64' 6" L Over Vestibule Ends - 57' 9¹/₂" Over Body Ends - 9' 0" W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - ? Ton Tare.

1962 Transferred to BR Western Region for use within the Blue Pullman Standby Train.

1969 December 13th. Noted in Grey/Blue reversed livery in the Yorkshire Pullman.

1970 October. Noted within the Yorkshire Pullman.

1975. Noted for work on London to Norwich service, re-furbished to First Open.

1980. Used by British Rail for Football Specials etc.

1980. Purchased by the Steam Locomotive Operators Association.

1996. Reported as sold to Dr Marchington (Owner of the 'A3' Flying Scotsman & 'A4' Bittern).

1997 January 1st. Noted at Crewe Carriage Sidings.

2004 Vintage Trains, Tyseley Locomotive Works, Birmingham.

2005. Sold to the Mid Hants Railway.

2010 January. Mid Hants Railway.

2015 West Coast Railway Company, Carnforth. Restored to main line operation, livery all over maroon, with no Pullman branding.

2016 Livery Pullman Standard and named SAPPHIRE (II).

2016-2023 West Coast Railway, Carnforth.



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No Date - CAR No. 352 - Marylebone Station.



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Lot No:	Diagram No:	Year:	PCCo 1960 Schedule No:	Car Name or Number:	Type of Car:	Class:	Seating:	Heating:	Brakes:	Bogies:
3281		1961	352	352	Parlour	2nd	42	Dual	Vacuum	Commonwealth

8 x Wheel - 64' 6"L Over Vestibule Ends - 57' 9¹/₂" Over Body Ends - 9' 0"W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - ? Ton Tare.

1962 Transferred to BR Western Region for use within the Blue Pullman Standby Train.

1964 August 25th & 26th. Noted within the formation of the Birmingham Pullman standby train.

1965 May. Noted within the "Western Region" Blue Pullman standby train with CAR No.333.

1970 Noted in Grey/Blue reversed livery in the Yorkshire Pullman.

1971 Noted running as ordinary First Open (FO).

1975. Noted for work on London to Norwich service, re-furbished to First Open.

1978 March 27th. Noted at Craigentenny with CAR No.347.

1980. Used by British Rail for Football Specials etc.

1980. Purchased by the Steam Locomotive Operators Association.

1994. Moved to Bashford Hall, Crewe.

1996. Reported as sold to Dr Marchington (Owner of the 'A3' Flying Scotsman & 'A4' Bittern).

1997 January 1st. Noted at Crewe Carriage Sidings.

2004 January. Vintage Trains, Tyseley Locomotive Works, Birmingham.

2007 In store at Vintage Trains, Tyseley - Pending movement to Midsomer Norton Station with CAR No. 350.

2009 January. West Coast Railway, Carnforth. Restored to main line operation, Livery all over maroon, with no Pullman branding.

2012 West Coast Railway, Carnforth. Livery Pullman Standard and named AMETHYST (II).

2012-2023 West Coast Railway, Carnforth.



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No Date - CAR No. 352 - Marylebone Station.



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Lot No:	Diagram No:	Year:	PCCo 1960 Schedule No:	Car Name or Number:	Type of Car:	Class:	Seating:	Heating:	Brakes:	Bogies:
3281		1961	353	353	Parlour	2nd	42	Dual	Vacuum	Commonwealth

8 x Wheel - 64' 6" L Over Vestibule Ends - 57' 9¹/₂" Over Body Ends - 9' 0" W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - ? Ton Tare.

1970 April. Released from York works as ordinary First Open (FO) in the corporate BR Blue/Grey livery.

1975. Noted for work on London to Norwich service, re-furbished to First Open.

1978 March 27th. Noted at Craigentenny with CAR No.347.

1980. Used by British Rail for Football Specials etc.

1980. Purchased by the Steam Locomotive Operators Association.

1994. Moved to Bashford Hall, Crewe.

1995 February 4th. Noted at Swanage Railway with the name 'MELISANDE' in place of CAR No.353.

1995 February 4th. Noted at Swanage Railway with CAR No.335 (LINNETTE) & CAR No.348 (ISUULT).

1996. Reported as sold to Dr Marchington (Owner of the 'A3' Flying Scotsman & 'A4' Bittern).

2004 January. West Coast Railways, Carnforth.

2005 Vintage Trains, Tyseley Locomotive Works, Birmingham. Restored for main line operation, Livery umber & Cream, with no Pullman branding.

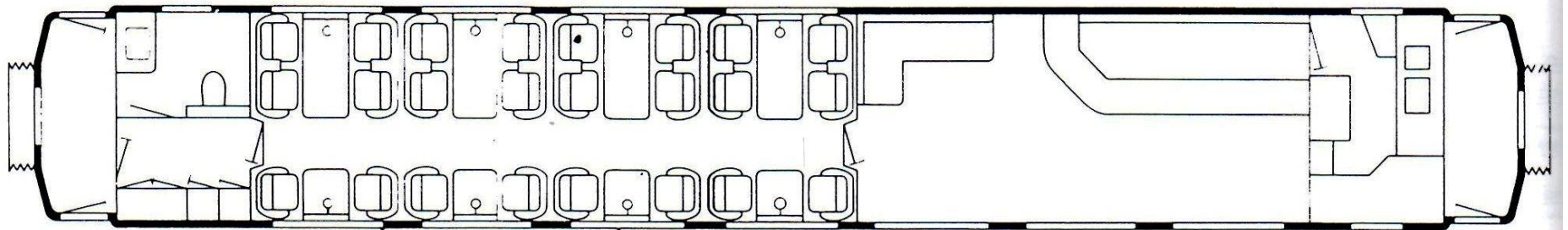
2005-2023 Vintage Trains, Tyseley.



PULLMAN CAR SERVICES-ARCHIVE

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Pullman Bar Second "HADRIAN BAR" / "NIGHT CAP BAR".



Pullman Bar Second
354

24 second

38.5 ton

©British Railways - Mark 1 Coaches - Keith Parkin - THMRS.



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August 8th, 1986, The Hadrian Bar at St Pancras - Note the 'PR' (Pullman Rail) insignia on the corridor connection cover.

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"Information is for sharing and not gathering dust and then lost forever".

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Lot No:	Diagram No:	Year:	PCCo 1960 Schedule No:	Car Name or Number:	Type of Car:	Class:	Seating:	Heating:	Brakes:	Bogies:
3281		1961	354	THE HADRIAN BAR	Bar		24 & Stools	Dual	Vacuum	Commonwealth

8 x Wheel - 64' 6" L Over Vestibule Ends - 57' 9¹/₂" Over Body Ends - 9' 0" W - 46' 6" Bogie Centres - 8' 6" Bogie Wheelbase - ? Ton Tare.

Second car to be allocated the name THE HADRIAN BAR - Original car S/No.214 – Originally CAR No.59 of 1925 – In 1948 remodelled and allocated the name THE HADRIAN BAR – Sold to the Southern Region on April 25th, 1961 – Repainted into SR Green and given the identity of S7879S for use on Southampton Boat Trains.

1969 Removed with all second-class cars from the Tees Tyne Pullman service.

1969 June. Transferred to BR Midland Region for use on night sleeper operation.

1969 August 16th. Noted at Derby Works, still in Umber & Cream.

1969 October. Noted repainted into corporate BR Blue/Grey livery with red cant rail band, lettered Nightcap Bar, and numbered M354E October 1969 (paint date 10-10-69).

1970 October 18th. Noted Wolverton transferred to LMR 18/10/70.

Allocated within the formation of the 'Night Limited' all-sleeper London - Glasgow.

1980 Used by British Rail for Football Specials etc.

1980 Purchased by the Steam Locomotive Operators Association.

1990 December 16th. St Pancras Station for filming of "Shining Through". Station disguised as 'Zurich HB', all stock used had the platform side (Platform 2) of each painted green.

Formation included CAR No.348, 349 350. Locomotive No.44932 was disguised as 919 138.

As a backdrop between Platforms 2 & 3, locomotive No.80080 with Pullman Cars 335 & 354.

1994 Moved to Bashford Hall, Crewe.

1996 Reported as sold to Dr Marchington (Owner of the 'A3' Flying Scotsman & 'A4' Bittern).

1997 January 1st. Noted at Crewe Carriage Sidings.

2004 West Coast Railways, Carnforth.

2005 December 10th. Returns to main line operation.

2005-2023 West Coast Railway, Carnforth.



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The information detailed within this document being as currently known to the date of publication. In the event of further information being made known, this document will be updated and re-issued.

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