



Pullman Car Services

Coupe News

Special Edition No.5

“The Quality of Service is Remembered Long After The Price is Forgotten”

THE GOLDEN ARROW



The Golden Arrow

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Cover Image: Pullman Car Services Photographic Archive.

The approach to Dover Marine station as the first post Second World War “Down” working of the Golden Arrow hauled by Merchant Navy Class Pacific No. 21C1 “Channel Packet” approaches Dover Marine Station.

THE GOLDEN ARROW

On May 15th, 1929, the inaugural run of the “Golden Arrow” was made. Departing London Victoria for Dover at 11.am. On arrival at Dover, the passengers transferred to the new ship “Canterbury” for the journey across the English Channel to Calais.

In July 1930, the train service was boosted by the replacement of the old cars for eight cars that had been reconstructed and renovated by the Pullman Car Company. The new cars consisted *LADY DALZIEL*, *PRINCESS ELIZABETH*, *ADRIAN*, *IBIS*, *LYDIA*, *PEARL*, *DIAMOND* and *ONYX*. Alas, the economic depression of late 1929, did not help the new service with passenger numbers reduced that by May 1931, the train formation had been reduced.

The summer timetable of 1932, saw the addition to the train formation of Southern Railway second class carriages. By 1939, the number of Pullman cars within the train formation had dwindled to four first class cars. Second class Pullman cars would not return to the train formation until 1946.

September 3rd, 1939, the outbreak of World War Two all boat train services were suspended. The greater majority of Pullman cars were placed into storage for the war period.

The Golden Arrow - Post War Operations 1946 - 1951.

The “Golden Arrow” service recommenced in the Spring of 1946.

The formation consisted of ten pre-war cars that had been refurbished and overhauled, and the addition of a new concept for Pullman in the UK a Bar Car for serving drinks during the journey.

The formation required only nine cars with the tenth car *SAPPHO* (kitchen) being kept in reserve. The nine cars consisted, first class cars *LADY DALZIEL* (guards parlour), *ONYX* (parlour), *NIOBE* (parlour), *CECELIA* (kitchen), *ADRIAN* (kitchen). For the first time the addition of second class Pullman cars within the train formation was made consisting, *Car No.193* (parlour), *Car No.194* (parlour), *Car No.154* (guard parlour).

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In addition the all new *TRIANON BAR* was available for use by both first and second class passengers.

All the cars were finished in the standard Pullman livery of umber and cream with lining, but in addition huge arrows and 'Golden Arrow / Fleche d'Or' signs were painted on the car sides.

Eventually the painted signage was replaced by removable signs by use of spring clips.

The second class cars were added to the formation in 1946, but only operated for about one year.

May 4th, 1947 the cars were withdrawn (153, 193 & 194), and replaced by first class cars

ZENOBIA (kitchen), *CHLORIA* (kitchen) and *MONTANA* (guard's parlour).

Post war Europe saw the expansion of air travel, this was more attractive, and again affected passenger loadings of the "Golden Arrow". In October 1949, second class Pullman cars formed part of the formation and would remain so until May 1965, when second class Pullman cars were withdrawn from the formation. From this date the train formation consisted of four first class Pullman cars (1951/2 build) and ordinary second class BR coaches.

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The Golden Arrow Operations 1951 - 1972.



Image: Pullman Car Services Photographic Archive.

The approach to Dover Marine station on June 12th, 1961. E5015 Arrives with the first down electric working of the “Golden Arrow”

1951, brought the Festival of Britain, much of which centred on areas of London. Also the “Golden Arrow” was to see the introduction of seven new cars and three refurbished cars to the train trains formation. A further three new cars were introduced in 1952 to the formation.

Originally the news cars were to have been built for service on the LNER, work commenced on the new cars in 1938, but the out break of the Second World War brought a halt to construction work. All the cars have Gresley bogies, which gives away their LNER heritage.

On cessation of hostilities in 1945, the Pullman Car Company set about the restoration of services as soon as possible, but to do so, meant the cars many of which had been stored since 1939, had to be taken through the works to bring them back to Pullman standard.

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In 1949 work finally re-commenced on the new cars at Birmingham Railway Carriage & Wagon workshops at Smethwick.

The new cars consisted *CYGNUS* (parlour), *HERCULES* (parlour), *PERSEUS* (parlour), *PEGASUS THE TRIANON BAR (III)* (parlour / bar car), *AQUILA* (kitchen), *ORION* (kitchen), *CARINA* (kitchen). In addition to the new cars, three older cars were rebuilt and refurbished *MINERVA* (brake parlour), *CAR No.35* (parlour) and *CAR No.208* (brake parlour).

The new train formation body sides differed with the installation of a rectangular shape with rounded corners windows to the toilets and pantries. In the past these had been oval. The interiors no longer had marquetry paneling but each differed in paneling used. The new cars entered operational service on June 11th, 1951.

The next date of history for the "Golden Arrow" was the introduction of the third rail electrification in Kent. The final steam hauled run was undertaken on June 11th, 1961. As of the 12th until withdrawal in 1972, electric traction was the norm for haulage.



Image: Brian McCombe.

The Golden Arrow between Polhill & Dunton Green.

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On January 1st, 1963 The Pullman Car Company interests were integrated with those of the British Transport Hotels Co.Ltd. And so began the breaking up of the Pullman services.

December 1963, PEGASUS – TRIANON BAR (III) was withdrawn from the “Golden Arrow”, the car was transferred to the London Midland Region, for use as the Night Cap Bar on the overnight sleeper service to Scotland from Euston.



Image: Brian McCombe.

The Golden Arrow passing Polhill.

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May 30th, 1965, all second class Pullman cars withdrawn from the formation, and replaced by ordinary second class coaches, only four first class Pullman cars remain in the formation.

March 6th, 1967, Pullman Division of BR merged into BR Catering.



Image: Brian McCombe.

c1970 the Golden Arrow passing Polhill.

July 1967, The “Golden Arrow” stabling moved to Clapham Junction from Stewarts Lane.

Late 1967, the new corporate livery of BR blue and grey reversed was firstly applied to CAR No.208, which also had the interior refitted to first class seating, but the car’s original name was not re-instated.

Alas the reverse livery as applied to the East Coast Mk1 Pullmans did not look well on the older Pullman cars, so the Golden Arrow reverted to the corporate BR livery of Blue & Grey livery.

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With the livery change came the loss of the individual car names, now replaced with "GOLDEN ARROW" at the location body side at which the car name was located. The only identity given to each car was the Pullman Schedule Number with the prefix of "S". Car *PERSEUS* became S301, under the new identity scheme. Seating within the cars was also amended from 1 x 1 to 2 x 1.



S208S (LEONA) in Reverse British Rail's Corporate Pullman livery in 1968 & 1969.



Both Images: Keith Gunner.

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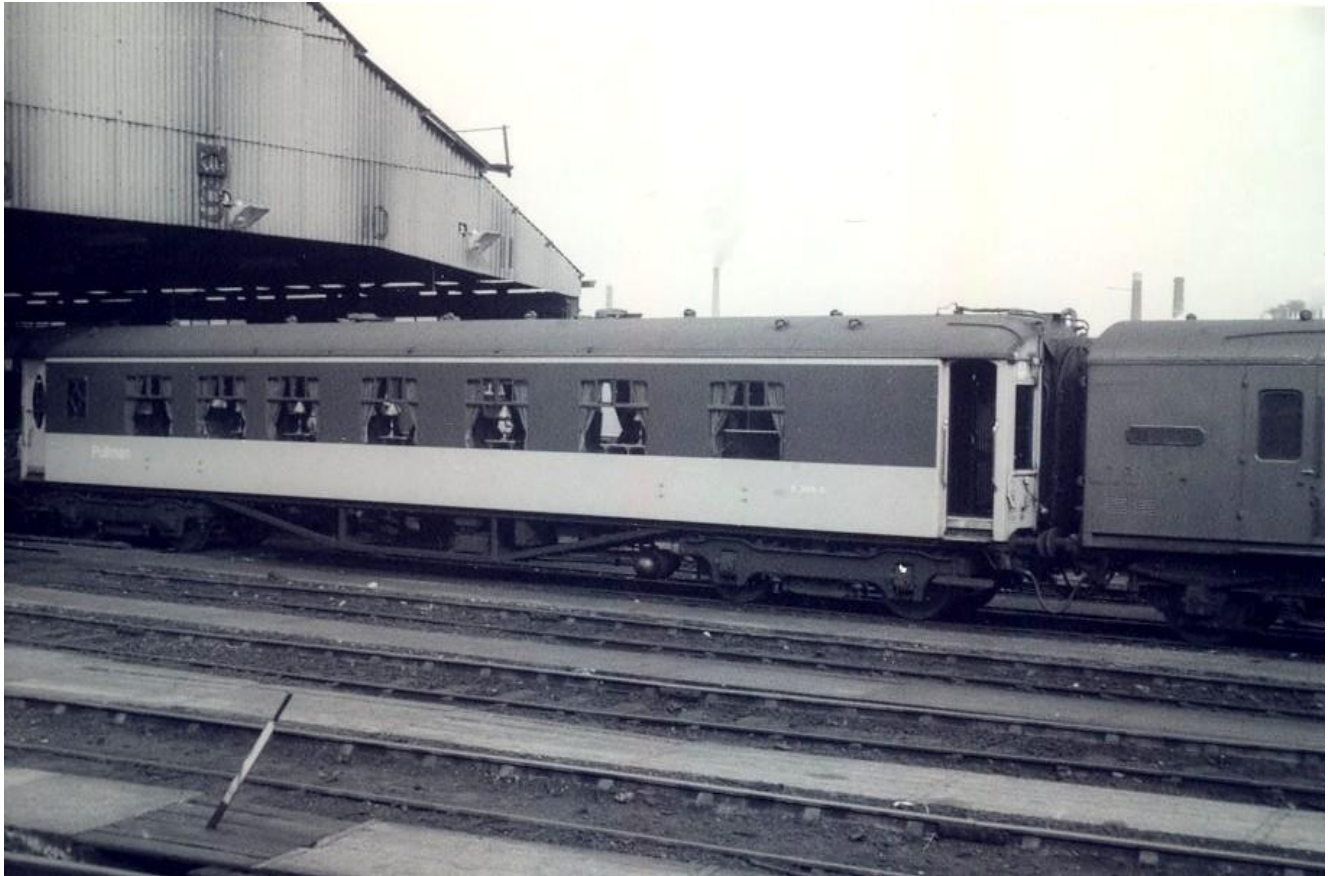


Image: Keith Gunner.

S308S (CYGNUS) in Reverse British Rail's Corporate Pullman livery in 1969.

The Demise of the Golden Arrow.

It fell upon the Golden Arrow service to bring the curtain down on Pullman services on the Southern Region of British Rail.

The end came on September 30th, 1972 when the final "Golden Arrow" service consisting of E5013 hauling S302, 306, 307 & 308 & BR Mk1 stock. departed London Victoria station for Dover marine Station.

Recording the events of that day Alec Hasenson who wrote a detailed history of the Golden Arrow entitled "The Golden Arrow" and published by Howard Baker Book. sbn 09 304810 6.

Alec has been kind enough to contribute his reminiscences of the final journey.

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Image: Alec Hasenson

The Final “Down” working with E5013 the headboard and flags following fitting.

The Last Ride on the Golden Arrow – A.Hasenson.

I was never of an age to travel on the Golden Arrow before the war, and when the service was resumed in April 1946 I was at first unaware of the uniqueness of Pullman services.

Only in 1948 came the realisation of what was on offer. That year my father took me with him on a business trip to Greece.

Naturally it was London to Dover on the Golden Arrow.

Currency restrictions were extremely tight and I shared my father’s allowance, having none of my own.

Customs at Dover opened anything and everything that might remotely have concealed so much as the odd ten shilling note. It was a relief to get on to the quayside.

Once on board our cross-Channel steamer we felt special, pampered in a way we were still quite unused to, whilst at Calais it was being in another world.

A small, temporary maritime station, flavoured with the smell of Gauloise cigarettes.

The Fleche D’Or, as in England, was all-Pullman, and the run down to Paris pure delight.

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Image: Alec Hasenson.

Pre-departure at London Victoria.

That was then. In the years since, these luxury services on both sides of the Channel saw the number of Pullman cars in the 'Arrow' and the corresponding French 'Fleche' services gradually whittled down, until in 1972 there were only four such cars still running in the rake between Victoria and Dover and none at all between Calais and Paris, the last Pullman still running on the service there having already been taken off in June 1969.

It was bad news all round, made worse when it was announced that the Golden Arrow service would cease altogether, and that September 30th 1972 would be the last day of operation.

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A mad scramble ensued to be seated in a Pullman on that last journey, and indeed it was a memorable occasion.

Pulled by a third rail electric locomotive rather than a steam locomotive (Steam had been withdrawn in July 1967 on the Southern region), we set off from Victoria in style, with cheers and bangs to see us off.

The composition of the final “down” train from Victoria was as follows in order of formation, from front to rear:

Locomotive E5013

S86731 General Utility Van

S4376 Open Second

S4065 Open Second

S25934 Corridor Second

25944 Corridor Second

35023 Corridor Brake Second

3773 Open Second

Pullman car S306S (ex Orion)

Pullman car S302S (ex Phoenix)

Pullman car S307S (ex Carina)

Pullman car S308S (ex Cygnus)



Image: Alec Hasenson.

Dover Marine Station following arrival.

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The same formation made up the final “up” working to Victoria from Dover Marine, with



Image: Alec Hasenson.

The on-board crew toast the final service with a glass of champagne at Dover Marine Station.

At Dover the *Maid of Orleans* was waiting to take us to Calais, the more usual ship, the *Invicta*, having been withdrawn a mere seven weeks before. However, she had become an elderly veteran, having served in both war and peace, and her days of glory were over.

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Image: Alec Hasenson.

The Maid of Orleans awaits departure for Calais.

It was fortunate for us that the weather was kind both ways, and we enjoyed the sea trip. Calais provided lunch and time to photograph the town itself as well as some of the trains at Calais Maritime, arriving and departing, or just stationary at the platform, scenes now gone forever.

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It was diesel locomotive haulage that now hauled the Calais-Paris expresses, steam haulage on the Fleche d'Or, having made its final run on January 11, 1969, whilst the famous name itself was dropped by the SNCF a mere four months later. The loco hauling the train to Paris on 30th September 1972 was No. 72036.



Image: Alec Hasenson.

Prior to departure for Paris from Calais Maritime SNCF Locomotive No. 72036.

Having completed our visiting and shopping in the time allowed in this interesting corner of France, the return home that day went without a hitch, the cameramen who had accompanied us all the way from Victoria to Dover and Calais still with us. Once more the *Maid of Orleans* took us back to Dover, from whence the very last “up” Golden Arrow working brought us safely to Victoria station. Our arrival however, was muted this time and no one came to cheer. The onlookers were just tired commuters. Why should they care? But then, what did they know? For us though it was surely the end of an era. The Pullman cars were taken back empty stock to Clapham carriage sidings, and then eventually to Brighton for disposal.

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The GOLDEN ARROW – Formations 1947 to 1972.

The South Western Appendices to the CWN did not specify the "Golden Arrow" Cars in some issues whereas the Central/South Eastern ones did.

Below the details of the allocated cars from 1947 to 1972 but it should be noted that not all the allocated cars were used on any given day and indeed other cars were used as short term replacements (especially as a replacement for the "Trianon Bar" when either Myrtle or Grosvenor were used). (G.Woods 2005).

16/6/47 Adrian, Cecelia, Chloria, Lady Dalziel, Montana, Niobe, Onyx, Sappho, Trianon (5), Zenobia.

6/10/47 Adrian, Cecelia, Chloria, Lady Dalziel, Montana, Niobe, Onyx, Sappho, Trianon, Zenobia.

31/5/48. Adrian, Cecelia, Chloria, Lady Dalziel, Montana, Niobe, Onyx, Sappho, Trianon, Zenobia.

27/9/48 Adrian, Cecelia, Chloria, Flora, Juno, Montana, Onyx, Sappho, Trianon, Zenobia.

23/5/49. Adrian, Cecelia, Chloria, Flora, Juno, Montana, Onyx, Sappho, Trianon, Zenobia.

26/9/49. Adrian, Cecelia, Chloria, Flora, Juno, Montana, Onyx, Sappho, Trianon, Zenobia, Car No. 99 (Second Class 38 seats), Car No. 294 (Second Class 36 seats).

5/6/50. Adrian, Cecelia, Chloria, Flora, Juno, Montana, Onyx, Sappho, Trianon, Zenobia, Car No. 99 (Second Class 38 seats), Car No. 294 (Second Class 36 seats).

25/9/50. Adrian, Cecelia, Chloria, Flora, Juno, Montana, Onyx, Sappho, Trianon, Zenobia, Car No. 99 (Second Class 38 seats), Car No. 294 (Second Class 36 seats).

18/6/51. Aquila, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Zena, Car No. 34 (Third Class 42 seats), Car No. 35 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

10/9/51. Aquila, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Zena, Car No. 34 (Third Class 42 seats), Car No. 35 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

30/6/52. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Zena, Car No. 34 (Third Class 42 seats), Car No. 35 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

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15/9/52. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Zena, Car No. 34 (Third Class 42 seats), Car No. 35 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

8/6/53. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Third Class 42 seats), Car No. 35 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

21/9/53. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Third Class 42 seats), Car No. 35 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

14/6/54. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Third Class 42 seats), Car No. 35 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

20/9/54. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Third Class 42 seats), Car No. 35 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

13/6/55. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

19/9/55. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Third Class 42 seats), Car No. 36 (Third Class 42 seats), Car No. 208 (Third Class 36 seats).

11/6/56. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

17/9/56. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

17/6/57. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

16/9/57. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

9/6/58. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

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15/9/58. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

15/6/59. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

2/11/59. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

13/6/60. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

12/9/60. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

12/6/61. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

11/9/61. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

18/6/62. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

7/6/63. Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

15/6/64. Aquila, Carina, Hercules, Isle of Thanet, Minerva, Orion, Perseus, Phoenix, Car No. 34 (Second Class 42 seats), Car No. 36 (Second Class 42 seats), Car No. 208 (Second Class 36 seats).

14/6/65. Aquila, Carina, Isle of Thanet, Minerva, Orion, Phoenix, Car No. 208 (Second Class 36 seats).

13/6/66. Aquila, Carina, Cygnus, Isle of Thanet, Minerva, Orion, Phoenix, Car No. 208 (Second Class 36 seats).

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10/7/67. Carina, Cygnus, Orion, Perseus, Phoenix, Car No. 208 (Second Class 36 seats).

6/5/68.

Carina (307) to be converted to 2 X 1 Seating (seating increased from 22 to 28).
Cygnus (308) to be converted to 2 X 1 Seating (seating increased from 26 to 32).
Orion (306) to be converted to 2 X 1 Seating (seating increased from 22 to 28)
Perseus (301) to be converted to 2 X 1 Seating (seating increased from 26 to 32)
Phoenix (302) to be converted to 2 X 1 Seating (seating increased from 26 to 32)
Car No. 208 (Reclassified First Class 36 seats)

5/5/69. 301, 302, 306, 307, 308.

4/5/70. 301, 302, 306, 307, 308.

3/5/71. 301, 302, 306, 307, 308.

1/5/72. 301, 302, 306, 307, 308.



Copyright Keith Gunner
Image: Keith Gunner.

CARINA at Clapham Carriage Sidings July 12th 1967.

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Both Images: Keith Gunner.

Above - "Nightcap Bar" (PEGASUS) at Wolverton Works on June 20th 1976.

Below – PERSEUS at Clapham carriage Sidings on August 31st 1968.



Copyright Keith Gunner

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The Golden Arrow Traction Change.

June 15th 1959.

Phase 1 of the Kent Coast electrification scheme completed.
Gillingham to Ramsgate and also Dover via Canterbury East.

June 11th 1961.

Rebuilt Bulleid West Country Class Pacific No.34100 APPLEDORE hauled the final steam working of the "Golden Arrow".
Ending 32 years of steam locomotive haulage.

June 12th 1961.

Phase 2 of the Kent Coast electrification scheme completed.
Sevenoaks to Folkestone, Dover, Deal and Ramsgate together also with the branches from Paddock Wood to Maidstone West, and Folkestone Junction down to the Harbour.

June 12th 1961.

Class 71 No.E5015 (later rebuilt to Class 74 No.74001), hauled the first electric "Golden Arrow", routed Victoria, Folkestone and Dover, via Sevenoaks, Tonbridge and Ashford.

June 18th 1961.

The summer timetable commences and the "Golden Arrow" service was accelerated. The "Down" service to 82 minutes, and the "Up" service to 85 minutes.

June 18th 1962.

Final phase of electrification completed between Maidstone East and Paddock Wood, and Maidstone East and Ashford.

Note: The "Golden Arrow" and "Night Ferry" services were trialed with diesel electric haulage for a week.

No.10202 in February 1954, and No.10203 in March 1955.

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Image: George Moon.

The withdrawn Golden Arrow Pullman Cars await disposal at Brighton.

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The Maid of Orleans.

She was a steel twin screw turbine steamer built and engined by Denny's of Dumbarton in 1949 for the British Transport Commission, launched September 17th. Her capacity was 1,400 passengers and also 25-30 cars during the winter time (crane loaded into the hold).

She was the first vessel built for the Short Sea Routes to be fitted with a Denny Brown stabiliser, and arrived at Dover from the builders in June 1949, on the 22nd making a cruise for press, port and railway representatives between Dungeness and South Foreland Lights.

The next day she began her working career, making her maiden voyage that day from Folkestone to Boulogne.

Although this was her usual route, she acted also as 'Golden Arrow' relief ship during the winter time, sailing between Dover and Calais.

When the *Invicta* was withdrawn in August 1972 her place was taken by the *Maid of Orleans* for the rest of the season.

The *Maid* was withdrawn in September 1975, the last traditional passenger ferry to operate out of Dover and Folkestone.

She made her last trip from Boulogne to Dover on September 28, 1975, after which she was laid up for a while at Newhaven until purchased by Spanish shipbreakers, leaving the Sussex port under tow for Spain on November 6th 1975.



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