



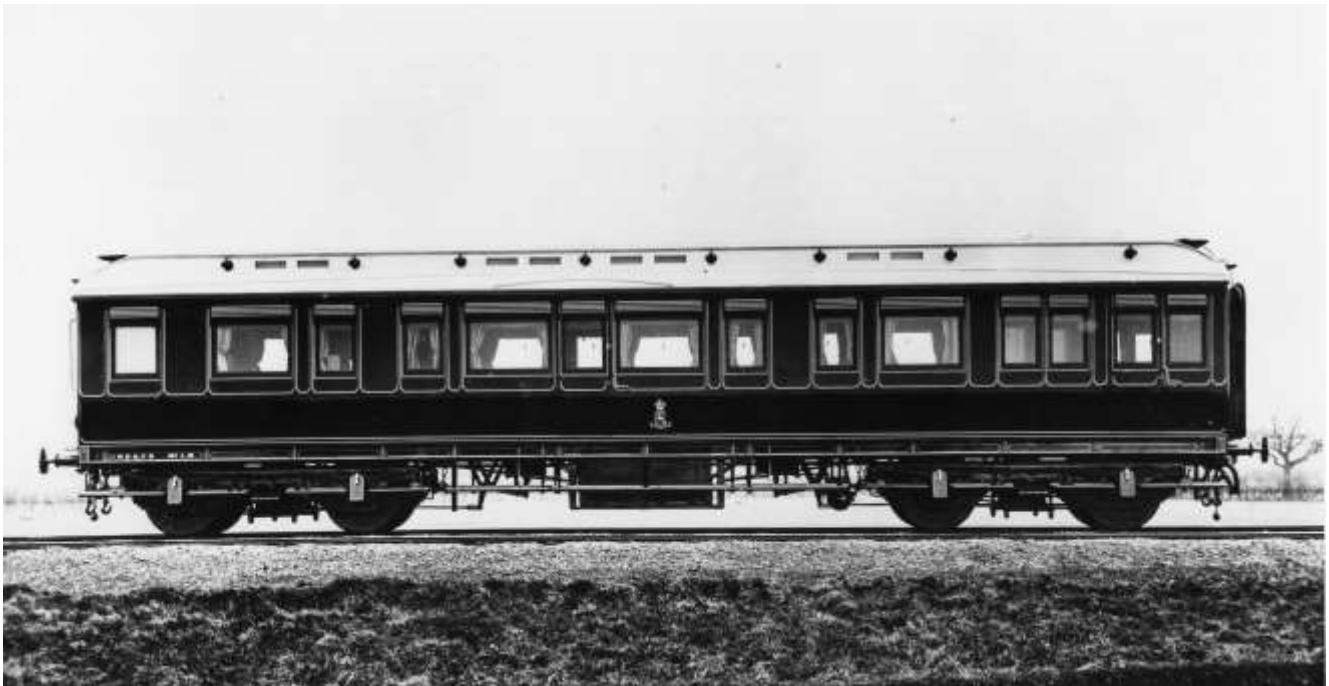
# PULLMAN CAR SERVICES

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

## Special Edition No.7

### South Eastern & Chatham Railway Royal Saloon 1R



1. ©D.Lindsay Collection.

The South Eastern and Chatham Railway (SE&CR) was formed on January 1<sup>st</sup> 1899, when the South Eastern Railway (SER) and London, Chatham and Dover Railway (LC&DR) formed a managing committee. It became part of Southern Railway in the 1923 grouping.

The SE&CR managing committee formed a Royal Train initially by placing an order in February 1902 with the Lancaster Railway Carriage & Wagon Company for a 'Royal Saloon' at a cost of £3,670.

In April 1902 the Lancaster Railway Carriage & Wagon Company became part of the Metropolitan - Amalgamated Railway Carriage & Wagon Company.

In June 1902 a further £500 was authorised for improved interior decorative work to the Saloon.

In the latter part of 1902, three existing coaches were converted for Royal Train use, these became No.225 Corridor First, 2301 Brake Saloon and 3493 Brake Saloon.

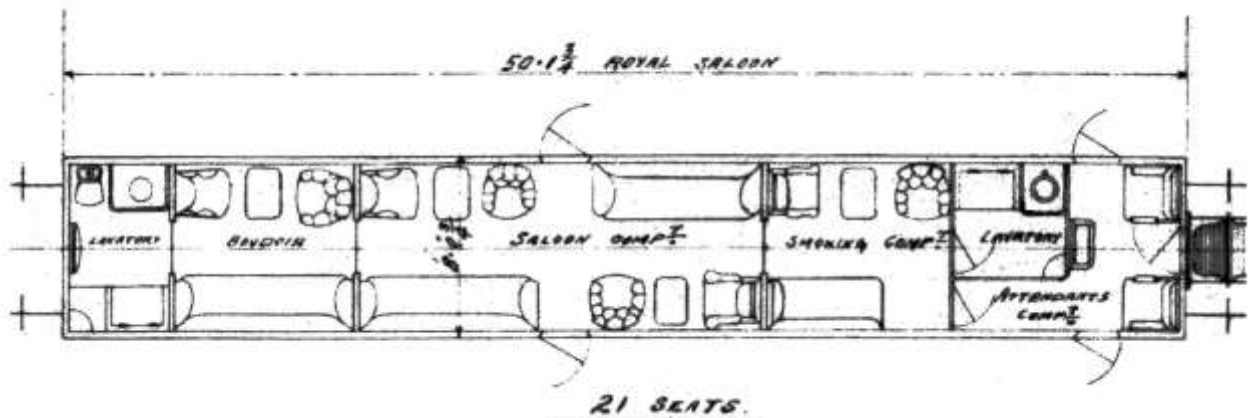
A further three new saloon coaches No.3514, 3785 and 3786 augmented the existing four coaches. The three Saloon coaches were normally kept as spare vehicles or as required for additional capacity use. The Royal Train was berthed at Ashford (Kent), when not required for duty.

This South Eastern and Chatham royal train was extensively employed throughout the reigns of Edward VII and George V. In addition, the train was also used to convey foreign royalties arriving at Dover to visit Britain.

### Royal Saloon 1R Details:

Vehicle: Kings Saloon.  
SE&CR Identity: No.1R.  
Builder: February 1902 - The Lancaster Railway Carriage & Wagon Company.  
April 1902 - Metropolitan Amalgamated Railway Carriage & Wagon Company at their Lancaster Works.  
Length: 53ft 10".  
Width: 8ft 0<sup>1</sup>/<sub>4</sub>".  
Roof: Clerestory.  
Bogies: 2 x 8ft Fox's pressed-steel.  
Wheels: 4 per bogie.  
Cost on Delivery: £4,170  
Delivered: March 1903.  
Steam Heating: March 1914 fitted with steam heating apparatus.

Like all passenger stock built by the South Eastern and Chatham Railway, the royal train was electrically lit throughout on Stone's system.



### 3. ©J.Greaves - SE&CR Society.

The SE&CR Royal train consisted of five bogie vehicles, with the Royal saloon located in the formation centre; one corridor compartment carriage (connected by gangway) for the use of the ladies and gentleman in waiting upon their Majesties; one saloon carriage for the railway officials, who always accompanied the train; and two composite first class carriages and brake vans.

1R was attached to 225, a corridor First. At each end of the train was a First Class composite Saloon Brake. (2301 & 3493). No brake vans on the standard train. The First class Saloon, next to but not connected to 1R, for the officials was 3514.

### **Royal Train Livery.**

The bodies of the carriages were generally of the standard type of the SE&CR rolling stock, except that the Royal saloon had a clerestory roof and bore the Royal monogram and crown on the lower panel of the body. The exterior painting of the Royal saloon was the Company's standard colour, crimson lake, picked out and fine lined in gold.

The Royal saloon and carriages had their underframes lined out in panels with incurved corners between the footboard brackets, these also being lined.

They carried the Company initials & their running numbers centrally on the solebars in a serified and shaded style. An early photograph of the Royal saloon it was noted that these were located at the LH end of the solebar, but were relocated to the centre. The Royal train was never repainted in the wartime (1939-1945) umber colour.

### **The Internal Layout.**



2. ©J.Greaves - SE&CR Society.

The Interior of SE&CR Royal Saloon 1R.

The saloon compartment furniture consisted of two large settees, one "Heysham" easy chair, one "Carlton" and two "Effingham" easy chairs, the whole being comfortably upholstered and covered with specially manufactured silk rep of reseda green.

The carpet was Wilton pile, in green, specially designed to be in keeping with the general decorations. Curtains were of reseda green silk, designed in harmony with the rest of the details and trimmed with fringe to match. Two small occasional mahogany tables were arranged in this compartment.

Three handsome electroliers, each carrying three lamps, were arranged in the clerestory roof and were in electro-gilt, together with the roof ventilator fittings and other metal work.

The boudoir compartment was finished in cabinet woods of a lighter character. All the framing below the cornice was of richly figured West India satinwood, cross-banding and stringing.

The roof was treated in the same way as the saloon compartment, the carving on the ceiling panels being in proportion to the size of the room, the furniture of which consisted of one large settee, one "Heysham" and one "Effingham" easy chair on suite, with a small occasional table.

Upholstery, carpets and curtains were similar to those in the saloon compartments. One electrolier with two lamps and two wall bracket lamps were provided in the compartment.

Choice mahogany was used in fitting the smoke room in the same style as the saloon compartment, the ceiling decoration being of like character.

The furniture consisted of one small settee, one "Carlton" and one "Effingham" easy chair, with an occasional table, the covering of the furniture being a specially dyed green Morocco leather. Carpet and curtains were the same as those in the saloon compartment.

The interior panelling of the toilette rooms was in harmony with the rest of the carriage. This being of Tynecastle tapestry, painted white and finished flat.

The attendants' compartment and the corridor leading to the smoke room were panelled and framed in mahogany and the ceiling was of Tynecastle tapestry, painted white and finished flat.

### **Royal Trains of the South Eastern and Chatham Railway.**

**1899-11-28** Wolferton GER - Port Victoria German Emperor + Empress GER loco & GER stock (Notice 112).

**1902-11-06** Port Victoria - Wolferton German Emperor + Empress no detail Possible return on 8<sup>th</sup> November (STNs at NRM).

**1909-03-05** Victoria - Dover K Edward VII loco E no19 no train detail (Brad SECR p42).

**1910-05-06** Death of KE VII at Sandringham following a series of heart attacks (TB).

**1910-05-11** Dover - Victoria Empress Marie Feodorovna of Russia. Bogie Brake Saloon 2301, Bogie Saloon 3514, **1R**, Bogie Corridor First 225, Bogie Brake Saloon 3493, 6wBV (30ST).

**1910-05-17** Dover - Victoria K Spain 6wBV, Bogie Saloon 3787, Bogie Half Saloon First 821, 6wBV (33ST).

**1910-05-17** Dover - Victoria K Greece Bogie Brake saloon 2301, Bogie Saloon 3524, **1R**, Bogie Saloon 3785, Bogie Corridor First 225, Bogie Brake Saloon 3493, 6wBV (32ST).

**1910-05-18** Folkestone - Victoria Duke De'Aosta 6wBV, Bogie First 3790, Bogie Half saloon First 822, 6wBV (35ST).

- 1910-05-18** Dover - Victoria Crown Prince of Roumania + 4 6wBV, Bogie Half saloon Firsts 21,900,953,960,945, 6wBV (35ST).
- 1910-05-18** Dover - Victoria K Portugal + 1 6wBV, Bogie Brake Saloon 2301, **1R**, Bogie Corridor First 225, 6wBV (35ST).
- 1910-05-18** Dover - Victoria Monsieur Pichon + 3 6wBV, Bogie Saloon 3512, **Pullman Cars Clementina & Sorrento**, Bogie Half Saloon 940, 6wBV (35ST).
- 1910-02-18** Port Victoria - Victoria Prince Henry of Netherlands BV, Bogie First or Composite, Saloons 174 & 175, Bogie First or Composite, BV (35ST).
- 1910-05-18** Dover - Victoria K Belgians + 1 6wBV, Bogie Saloon 3785, Bogie Saloon 3787, 6wBV(35ST).
- 1910-05-18** Dover - Victoria Prince Fushimi of Japan + 3 Bogie Brake Saloon 3493, Bogie Half Saloon First 939, Bogie Saloon 3514, Bogie Brake 3808. (35ST).
- 1910-05-19** Port Victoria - Victoria Bogie Brake Saloon 2301, Bogie Saloon 3514, **1R**, Bogie Corridor First 225, Bogie Brake Saloon 3493. (36ST).
- 1910-05-19** Dover Ad Pier - Victoria K Bulgaria + 1 Bogie Brake Saloon 3493, Bogie Corridor 1<sup>st</sup> 225, **1R**, 3514, Bogie brake saloon 2301. (36ST).
- 1910-05-19** Dover - Victoria Franz Ferdinand Austria + 1 6wBV, Bogie Half Saloon First 821, Bogie Saloons 3787, 3785, 3512, 6w BV (36ST).
- 1910-05-20** Victoria - Queenborough Archduke Francis Ferdinand of Austria Bogie Brake Saloon 3493, Bogie Corridor 1<sup>st</sup> 225, **1R**, Bogie Saloon 3514, Bogie brake saloon 2301.(39ST).
- 1910-05-20** Victoria - Dover Crown Prince of Roumania + 2. 6wBV, Bogie Half Saloons 821,822,939, 6wBV (39ST).
- 1911-05-15** Port Victoria - Victoria German Emperor and Empress 6wBV, Bogie Brake Saloon 2301, Bogie saloon 3514,**1R**, Bogie Saloon 3786, Bogie Corridor First 225, Bogie brake Saloon 3493. (26ST).
- 1911-06-28** Train 1 Victoria - Dover Admiralty Pier 3493,225,821,3514,3785,3513, 822, 2301, BV (Diagram).
- 1911-06-28** Train 2 Victoria - Dover PoW Pier BV,959,3512,3786,939,946,BV,BV (Diagram).
- 1912-10-29** Dover PoW Pier - Victoria Q Alexandra + Q Norway Bogie Brake Saloon 2301, Bogie Saloon 3514, **1R**, Bogie Corridor First 225, Bogie Brake Saloon 3493, 6wBV. (70ST).
- 1913-08-16** K Denmark Liverpool St - Dover v ELR E19 no train detail (Brad SECR p42).
- 1914-04-21** K&Q Victoria - Dover no train detail (silk TT in NRM).
- 1914-05-09** CX - Port Victoria outward. Prince of Wales. Bogie Brake Saloon 2301, Bogie Saloon 3514, **1R**, Bogie Saloon 3786, Bogie Corridor First 225, Bogie Brake Saloon 3493 (23ST).

- 1914-05-09** Port Victoria - Victoria return K&Q Denmark and Prince of Wales. Bogie Brake Saloon 2301, Bogie Saloon 3514, **1R**, Bogie Saloon 3786, Bogie Corridor First 225, Bogie Brake Saloon 3493 (23ST).
- 1916-01-24** Private Special Dover Ad Pier - CX BV, **Pullman Car**, BV (108TP).
- 1916-06-09** Private Special Fstone Hbr - CX BKV, **Pullman Regina**, BKV (679TP).
- 1916-06-10** Private Special CX - Fstone Hbr BV, **2 Pullman Cars**, BV (690TP).
- 1917-07-03** Private Special Victoria - Dover Ad Pier Bogie Brake Saloon 3493, Bogie Corridor First 225, **1R**, Bogie Saloon 3514, Bogie Brake Saloon 2301(189ST).
- 1918-05-23** Private Special Victoria - Sheerness - Gillingham - Chatham - Victoria Bogie Brake Saloon 2301, **1R**, Bogie Saloon 3786, Bogie Corridor First 225, Bogie Brake Saloon 3493 (reversed formation on return) (159ST).
- 1919-07-15** General Pershing Victoria - Dover Marine - Victoria Train in Up direction BKV 98, **Pullmans Glencoe and Scotia**, CBB 914 (168ST).
- 1919-11-08** Shah Persia Addison Road - Dover Marine 9 veh LNWR stock. (262ST).
- 1919-11-08** Private Spl Dover Marine - Addison Road 9 veh LNWR stock. (262ST).
- 1922-05-08** K GeorgeV Q Mary Victoria - Dover E1 179 no train detail (Brad SECR p106).
- 1922-05-13** K GeorgeV Q Mary Dover - Victoria D1 489 no train detail (Brad SECR p106).
- 1923-1947** The use of Royal Saloon No.7930 becomes restricted to use to the annual Derby Day and London to Portsmouth for Cowes yachting week.
- 1925-10** Royal Saloon 1R is renumbered to 7930 (S.R. Diag. 622) at Eastleigh carriage works along with the other Royal Train vehicles (2301, 3493, 3514, 3786 and 225).
- 1937-05-19** Royal Saloon No.7930 with four other Royal Train vehicles hauled by ex-LSWR class T9 No.716, form the Royal Train from London Victoria station to Cosham conveying King George VI, Queen Elizabeth and Princess Elizabeth for the Spithead Review (held on 20<sup>th</sup>).
- 1939-07-24** The final Royal Train use of Royal Saloon No.7930, conveying King George VI from Portsmouth to London.
- 1939-07 to 1947-09** Royal Saloon No.7930 stored.
- 1947-09** Royal Saloon No.7930 withdrawn.

## Royal Train Workings - Arthur Dansey Jones.

The following information has been supplied by Jim Greaves and is a summary of the surviving diaries of Arthur Dansey Jones.

AD Jones was the Outdoor Locomotive Carriage and Wagon Superintendent for the SECR from 1912 until 1923 and then the Locomotive Running Superintendent of the SR until retirement in 1936. One of his main tasks, certainly in 1913&18, was to accompany every Royal Train and he kept a very detailed diary. Unfortunately only those from 1905,1913,1918,1935 and 1936 survived and I was grateful to his great niece, Mrs Morwenna Akehurst, for allowing me to read them.

Unfortunately there is little detail with regard to the exact vehicles used on each occasion but we can assume that where he describes it as a 'Royal Train' then 1R would have been included in the formation.

### 1913.

- January 3<sup>rd</sup>.                    9.00 Mail to Dover with Cox and King and Queen of Norway with Prince Olaf. Saw them off. Lunch at SER Hotel Deal. Visited shed. 3.28 back to London.
- March 17<sup>th</sup>.                    HRH to Germany via 9pm ex CX.  
March 20<sup>th</sup>.                    Saw Lord Wilmington and suite off 11am ex Vic
- April 17<sup>th</sup>.                    Saw boat arrive with HRH Prince of Wales. Travelled to Vic on Royal train with Cox 5.15 arr 6.59.
- May 19<sup>th</sup>.                    Royal train 6.01pm. King George & Queen Mary, Vic to Port Vic via Blackfriars Jcn. Engines 516 & 156. Arr 7.14 Insp Daniel on Footplate. Chairman, GM, Tempest, Cox, Jones on train.  
King & Queen boarded Royal Yacht for Germany. Rtn 7.45 dining en route.  
*This journey was reported in the Telegraph and other newspapers as it was the occasion of the marriage of the daughter of the German Emperor. ADJ got his name in the paper as part of their Majesties Suite representing the SECR. He kept the cutting.*
- May 28<sup>th</sup>.                    Royal special 3.55 to Port Vic. Returned 5.45 to Vic with King & Queen, Chairman, Dent, Tempest, Cox, Jones. Arr 7.06
- May 29<sup>th</sup>.                    11am Vic Dover. Rtn 1<sup>st</sup> portion of boat train 3.05 picking up Duke Saxe Coburgh at Shorncliffe. Arr CX 4.55 Royal Special Russian Empress 11.25pm? to Vic arr 1.15.
- June 27<sup>th</sup>.                    Royal Special 10.01 M Poincare (seen off by King & PoWales). Arr PoW pier 11.44 President sailed in Pas de Calais. Rtn 12.15 3 Pullmans, 2 Bogies, 6 vans. Lunch on train.
- July 25<sup>th</sup>.                    Royal Special 10.50 Vic - Broadstairs one and half hours, 77 miles King & Queen & Princess Mary to see Henry & George at St Peters Court. Dent, Tempest, Cox, Jones travelled. Loco 504 + 3 coaches. Lunch at Granville. Left Bstairs 4.15 arr Vic 6.00.

July 26<sup>th</sup> 1.45 with Cox to Dover Pier. King & Queen Spain arr. Travelled by 5.20 to Vic. Loco 504 22 on ran to booked time.

August 1<sup>st</sup>. K&Q Spain Vic - Dover 10.55 for Paris. Travelled. Lunch at Lord Warden, rtn 2.06.

August 23<sup>rd</sup>. Royal Special 12.30 CX - Port Vic. Queen Alexandra, Princess Victoria, Empress Marie of Russia. Left for Norway on Royal Yacht. Ret per 4.15 to LB.

September 17<sup>th</sup>. Saw Dent re travelling with Special for King of Hellenes. No one required. 'I've put off going to Clifton (holiday) for that'.

December 9<sup>th</sup>. To Vic to see King & Queen Spain leave (with Mrs Pankhurst) by 11am train.

December 13<sup>th</sup>. King & Queen Norway left by 9.00am Mail.

### **1918.**

*Separate note in diary of Royal and Special trains March 7<sup>th</sup> to December 31<sup>st</sup>.*

*March 7<sup>th</sup>. K Deal.*

*March 28<sup>th</sup>. K Dover.*

*March 30<sup>th</sup>. K Dover.*

*April 30<sup>th</sup>. KQ Chatham.*

*May 23<sup>rd</sup>. K Sheerness.*

*August 5<sup>th</sup>. K Dover.*

*August 13<sup>th</sup>. K Dover.*

*August 30<sup>th</sup>. K St Leonards.*

*November 5<sup>th</sup>. Jap Prince Folkestone.*

*November 12<sup>th</sup>. Jap Prince Folkestone.*

*November 27<sup>th</sup>. K Dover.*

*December 1<sup>st</sup>. Foch & Clemenceau Dover.*

*December 4<sup>th</sup>. F & C Dove.*

*December 10<sup>th</sup>. K Dover.*

*December 20<sup>th</sup>. Haigh Dover.*

*December 26<sup>th</sup>. Wilson Dover.*

*December 31<sup>st</sup>. Wilson Dover.*

March 7<sup>th</sup>. 9.00 special King to Deal. 11.00 in Inspection saloon with Cox and Naval party to Dover. Back to Deal. Left with Kings train 4pm. Arrived Vic 6pm.

March 28<sup>th</sup>. Royal Train 9.40 to Dover with King and saw him off in HMS Kempenfelt.

March 30<sup>th</sup>. Fixed Pullman special to collect King arriving from Calais in Kempenfelt. Dept 4.39 arr Vic 6.25.



- April 30<sup>th</sup>. Royal train empties to Windsor 7.35am. Breakfast with GWR Supt Aldington. 9.30 Royal train King and Queen, P Mary, P George. Arrive Chatham 11.00 King inspects surviving marines from Zebrugge. Return 1.00pm to Windsor arr 2.30. Back to Vic in Royal empties arriving 4.50.
- May 23<sup>rd</sup>. 9.15 Royal Train Vic - Sheerness arr10.30. King to Swale Bridge. 1.15 with King to Gillingham. Lunch in siding at Newington. 4pm Chatham to Vic arr 4.53.
- July 11<sup>th</sup>. King and Queen of Belgians 2.15 Boat train ex CX. Seen off by our King and Queen. I was ill did not travel.
- August 5<sup>th</sup>. 9.40 Royal Train. King to France. Dent and Maunsell travelled.
- August 13<sup>th</sup>. 10.45 to Dover. Lunch at Birchington and then to Admiralty pier, Dover. King returns from Dunkirk. Grand sight as Wildfire came in with destroyers. Sea and Air escort. 5pm Royal train arr Vic 7.08 loco 515.
- August 30<sup>th</sup>. London Police strike. Stayed at CX hotel previous night. Vic 7.10am Royal Train empties with Cox to Windsor. Breakfast with GWR. 9.15 King and GWR officials to St Leonards, Lunch in Train. Dep 1.30 arr Windsor with King 3.45. Loco 175, 1000gals left at St Leonards. Loco ran a further 103 miles. Back in special to Paddington with Cox.
- November 5<sup>th</sup>. Lunch at Victoria with Lord Chilston, Dent, Wheeler. Then 1.55 Pullman with Japanese Prince. King saw him off. Arr Fstone 3.43. He left in INVICTA.
- November 19<sup>th</sup>. 8.35am Pullman special to Folkestone with Japanese prince + Prince Arthur. Returned 11.40 Loco 175 Driver Moore.
- November 20<sup>th</sup>. Princess Mary in boat train, engine failed at Paddock Wood.
- November 27<sup>th</sup>. Royal train 9.25 to Dover King, PoWales, Prince Albert. Lunch at Burlington.
- November 30<sup>th</sup>. Arranged Sunday special.
- December 1<sup>st</sup>. 9.35 Dover Pullman special. Dent + several other GMs. Foch, Clemenceau and others arrived in French destroyers Left 12.15 arr CX 2.10 Band , Guard of honour, reception and procession.
- December 4<sup>th</sup>. 8.10 Vic - Dover Pullman special Foch, Clemanceau etc. Left in Le Nord.
- December 10<sup>th</sup>. 1.30 Pullman special with Chairman and Dent. King + Prince Albert arr Dover. Royal train dept 4.30.
- December 19<sup>th</sup>. 8.30 Pullman special to Dover with Chairman, Dent, Tempest & Maunsell. Collected Haigh + Commanders . Arr CX 1.00 escorted by 12 aircraft. Great reception.
- December 26<sup>th</sup>. 10.00 special to Dover. Collected President Wilson. Dep 12.35 arr CX 2.30. Met by King & Queen. Drove away in State coaches. Brilliant sight.

December 31<sup>st</sup>. King & Queen saw off Wilson 9.18 special to Dover. Rtn to Vic by 1.25.

**1935.**

March 14<sup>th</sup>. 9.30 Eastbourne - Victoria with Queen. Returned 5.15.

March 28<sup>th</sup>. 8.45 Vic - Portsmouth with Duke of York. HMAS Australia arr 11.55 with Duke of Gloucester. Dep Portsmouth 1.22 arr Victoria 3.21 Prince of Wales on train. Met by King & Queen, Princess Mary & Duchess of York. Full state show.

July 15<sup>th</sup>. 3.45 Vic - Cosham. King, P of Wales, Dukes York and Kent. They drove to Royal yacht at Jetty.

July 17<sup>th</sup>. 3.45 left with Royal party arriving Victoria 5.45.

July 30<sup>th</sup>. 10.45 to Portsmouth with King, Queen, Duke and Duchess York arriving 12.48.

August 12<sup>th</sup>. 10am Portsmouth - Vic with King & Queen.

**1936.**

January 27<sup>th</sup>. 11am boat train to Dover. Left in special with French President 2.20. Arrived Victoria 3.55 (ref Kings funeral).

January 29<sup>th</sup>. French Special 9.35 to Dover, Cobb went in his place. Cobb also does specials on 2<sup>nd</sup> and 3<sup>rd</sup>.

*The information above with regard to Royal Workings is currently only that known, if you can advise of any amendments and additions, please forward to [t.bye@ntlworld.com](mailto:t.bye@ntlworld.com)*



4. ©Box Collection-NRM.

Approaching Havant Southern Royal Train with T9 No.716 - May 19th 1937.



5. ©Box Collection-NRM.

Haslemere Station Southern Royal Train with T9 No.716 - May 21st 1937.

In February 1948 the Royal saloon was seen at Littlehampton, still sporting SR olive green paint dating from the mid1930s, and on 21st July that year it was observed at the Pullman Car Company works at Preston Park undergoing its initial conversion into holiday accommodation, having been purchased privately by the Southern Region's Chief Operating Officer, Mr Sidney Smart.

There is some evidence which suggests that it was formally numbered 29 in the Southern's camping coach series at this time, despite not being available for lettings to the public. Relocated to Newhaven Harbour East Quay, Sussex as a private beach house.

### **The Royal Saloon Spittoon.**



6. ©D.Lindsay Collection.

With the spittoon cover in place.



7. ©D.Lindsay Collection.

With the cover removed.

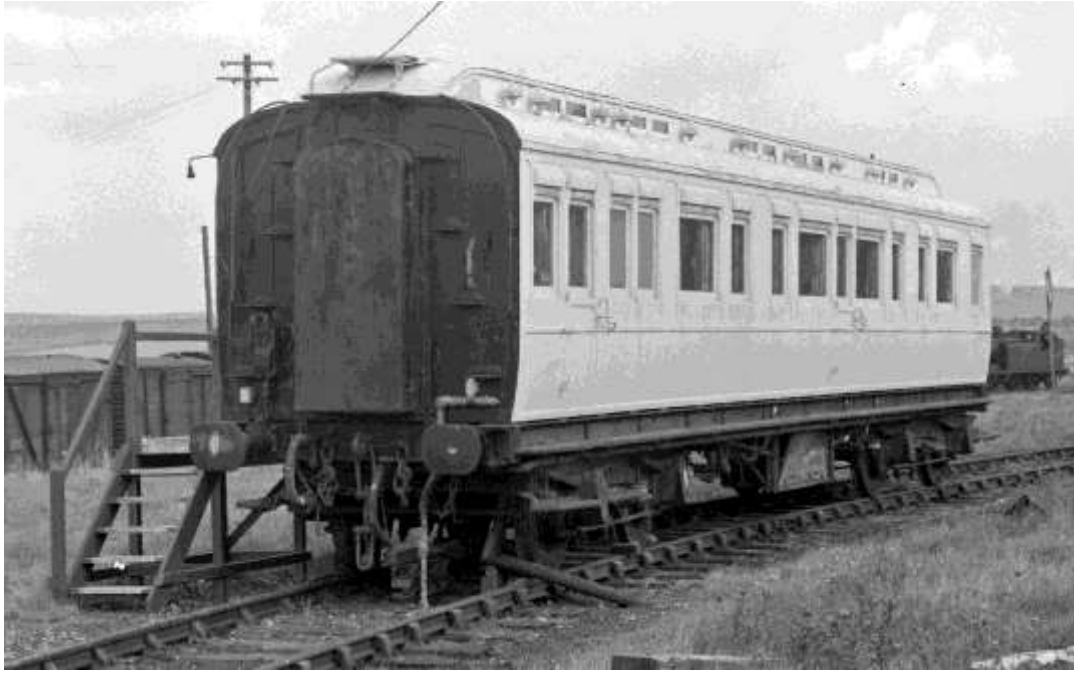


8. ©D.Lindsay Collection.

Above & Below the SE&CR Inscriptions.



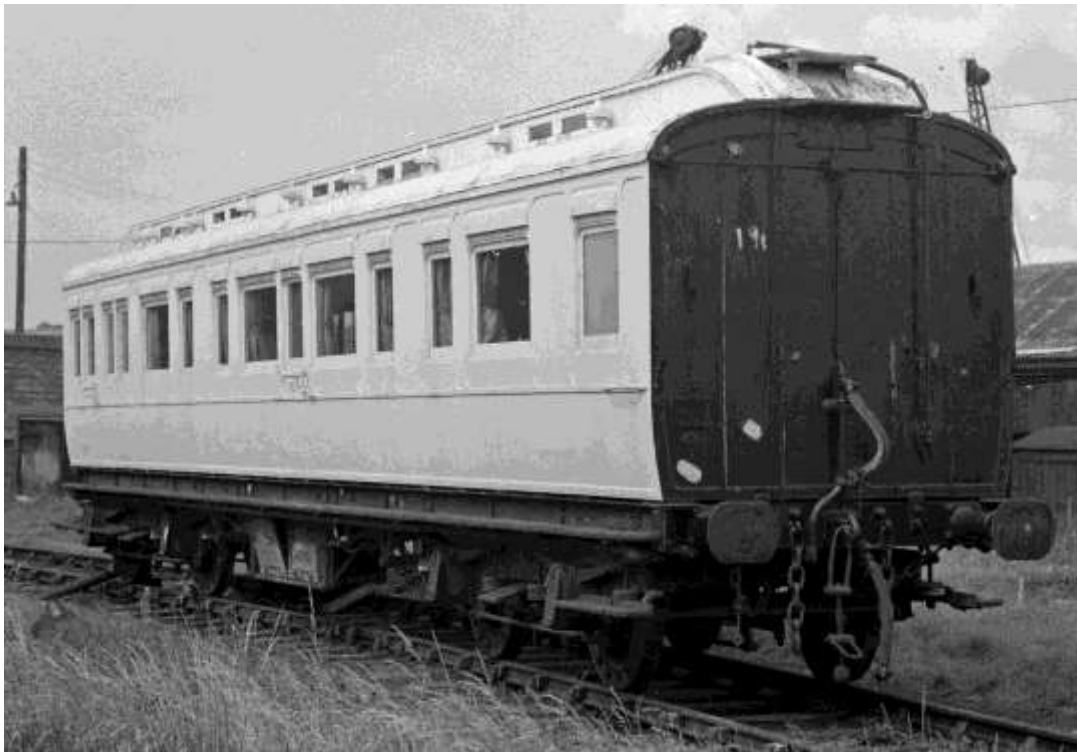
9. ©D.Lindsay Collection.



10. ©Ian Nolan.

Access and services end of Mr Smarts Saloon on August 17<sup>th</sup> 1961, in the cream livery at Newhaven.

In November 1958 noted as painted white with black ends and underframe, the paint dates 31/08/1928 and 01/04/1937 being still visible in white figures on the solebar.



11. ©Ian Nolan.

Mr Smarts Saloon on August 17<sup>th</sup> 1961, in the cream livery at Newhaven.

Reported as late 1962 the coach arrived at BR Lancing Carriage & Wagon Works for conversion to a Pullman Camping Coach. The description as a Pullman Camping Coach must be regarded as something of a misnomer, given that other than having been responsible for its re-conditioning, first at Preston Park and then at Lancing, the Pullman Car Company had no interest in the vehicle.



12. ©D.Lindsay Collection.

Interior Views prior to conversion to a Pullman Camping Coach.



13. ©D.Lindsay Collection.



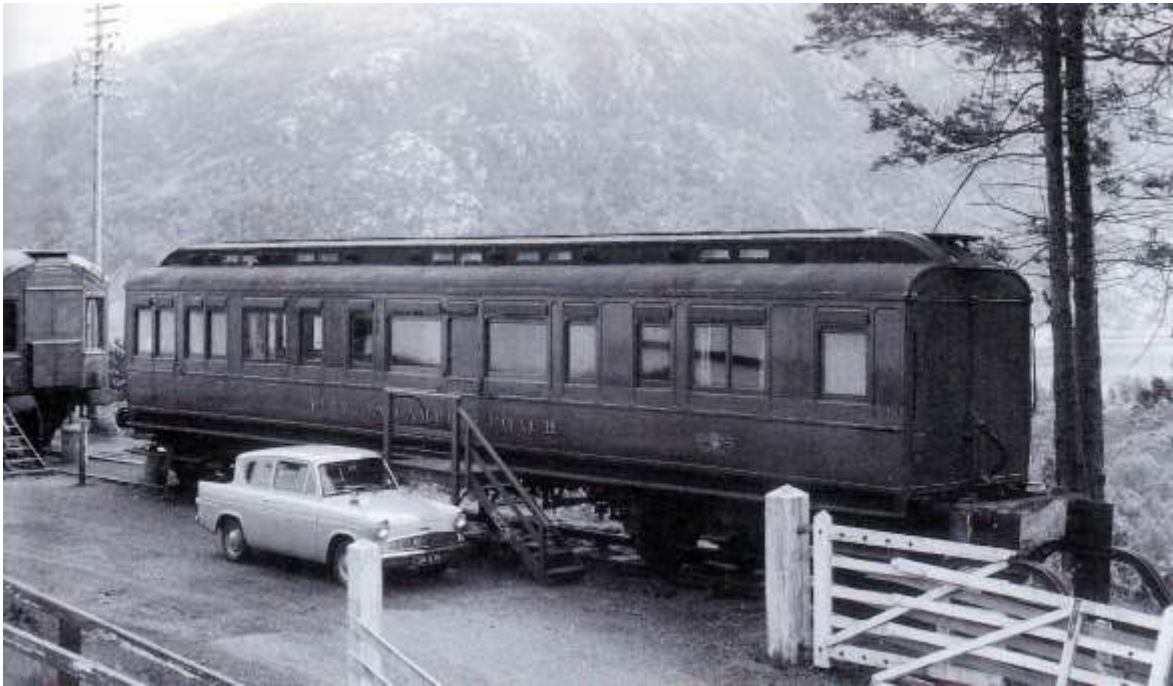
14. ©Ian Nolan.

**Pullman Camping Coaches at Hove on March 9<sup>th</sup> 1963.**

On completion of the conversion, in the livery applied to both the allocated Eastern and Scottish Region Pullman Camping Coaches livery of Blue with Gold Lining, the coach was allocated to the Scottish Region and also allocated the identity of BR Scottish Region Camp Coach 'SC51'.

The illustration above Ex-Royal saloon No.7930 now refurbished and allocated the identity Pullman Camping Coach SC51 and destined for Glenfinnan.

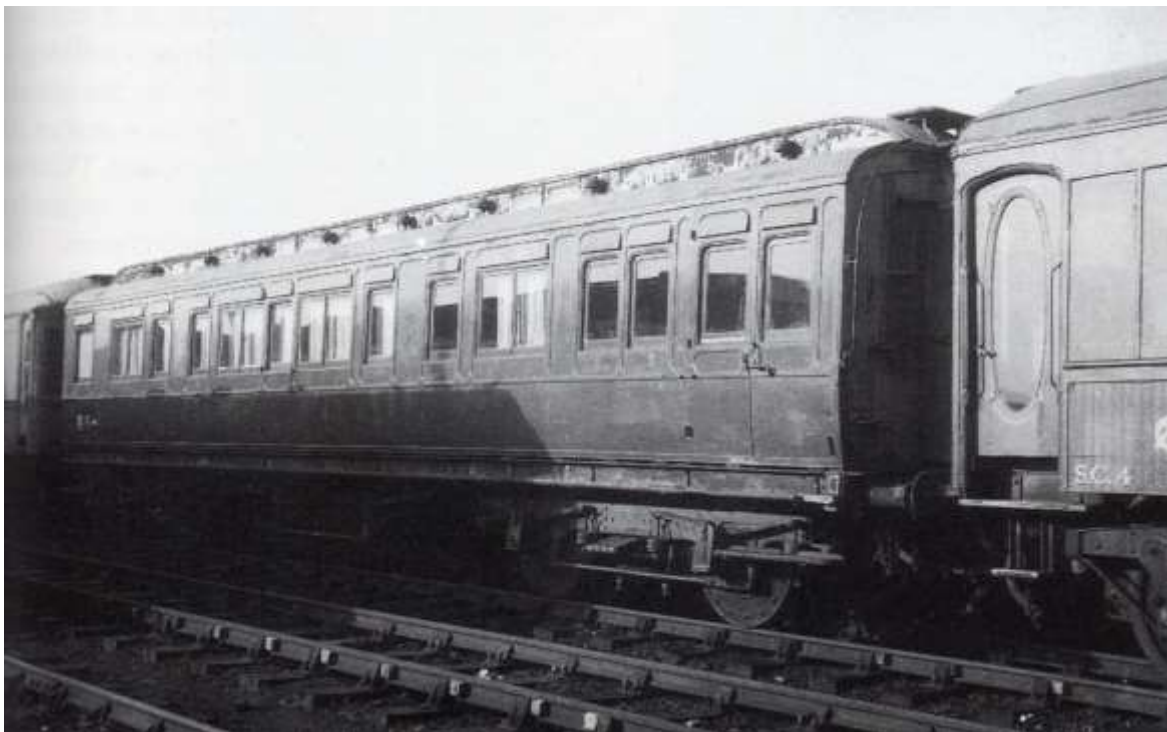




15. ©Hamish Stevenson.

**Pullman Camping Coaches No.SC51 and SC45 at Glenfinnan.**

1963 April to 1968. Located at Glenfinnan (Fort William to Mallaig line).  
1969. Taken out of service as a Pullman Camping Coach.  
1970. Noted at Cowlairs awaiting disposal.



16. ©W.S.Sellar.

**SC51 sandwiched between two Pullman Camping Coaches at Cowlairs in 1970 awaiting disposal.**

Currently the actual disposal from Cowlairs in 1970 is unknown.

### **Acknowledgements and Information Sources: -**

I wish to record my thanks to Jim Greaves of the South Eastern & Chatham Railway Society, Doug Lindsay and Ian Nolan for their assistance in both the supply of written text, photographs and proof reading which has greatly contributed in the production of this document.

### **Written Text: -**

British Railways Camping Coach Holidays - A tour of Britain in the 1950's & 1960's - Andrew McRae.  
Foxline Publishing 1998 - ISBN 1 870119 53 3.

Bogie Carriages of the South Eastern & Chatham Railway - D.Gould.

Railway Carriages in the British Isles - New Century - Hamilton Ellis.

Arthur Dansey Jones/Mrs Morwenna Akehurst.

### **Photograph Sources: -**

1. D.Lindsay Collection.
2. J.Greaves - SE&CR Society.
3. J.Greaves - SE&CR Society.
4. Box Collection-NRM.
5. Box Collection-NRM.
6. D.Lindsay Collection.
7. D.Lindsay Collection.
8. D.Lindsay Collection.
9. D.Lindsay Collection.
10. Ian Nolan.
11. Ian Nolan.
12. D.Lindsay Collection.
13. D.Lindsay Collection.
14. Ian Nolan.
15. Hamish Stevenson.
16. W.S.Sellar.

### **Additional Information: -**

J.Greaves - SE&CR Society.  
The late Peter Tangye.  
Pullman Car Services - Archive.  
D.Lindsay.

*The information detailed with regard to Royal Saloon 1R/7930 is currently that known, if you can advise of any amendments and additions, please forward to [t.bye@ntlworld.com](mailto:t.bye@ntlworld.com)*

All past editions of 'Coupé News', 'Pullman & CIWL News' and 'Special Editions' can readily be sourced at the **'Southern E-Group'** website: -

<http://www.semgonline.com/coach/coupe/index.html>

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