



PULLMAN CAR SERVICES-ARCHIVE

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

SOUTHERN RAILWAY GANGWAYED BOGIE LUGGAGE VAN S2464.



T.Bye - Pullman Car Services-Archive.

Cover Photograph - G.Plumb.

Battle of Britain Pacific No.34051 'Winston Churchill' hauling the funeral train passing Feltham.

1. 1905 to 1961.

Starting its working life on the London & South Western Railway as Third Class Brake coach in October 1905, and formed part of a four coach set.

Between 1927 and 1928 many of the four coach sets were converted into three coach 'DC' electric units and two coach trailer sets.

The coach bodies were mounted on new longer 62 foot underframes, the original L&SWR underframes of 49 foot and 51 foot were not scrapped.

In April 1928 authorisation was given to Ashford works to undertake the construction of fifty 'GANGWAYED BOGIE LUGGAGE VAN'S' (GBL).

Construction commenced in March 1930 through to October 1930.

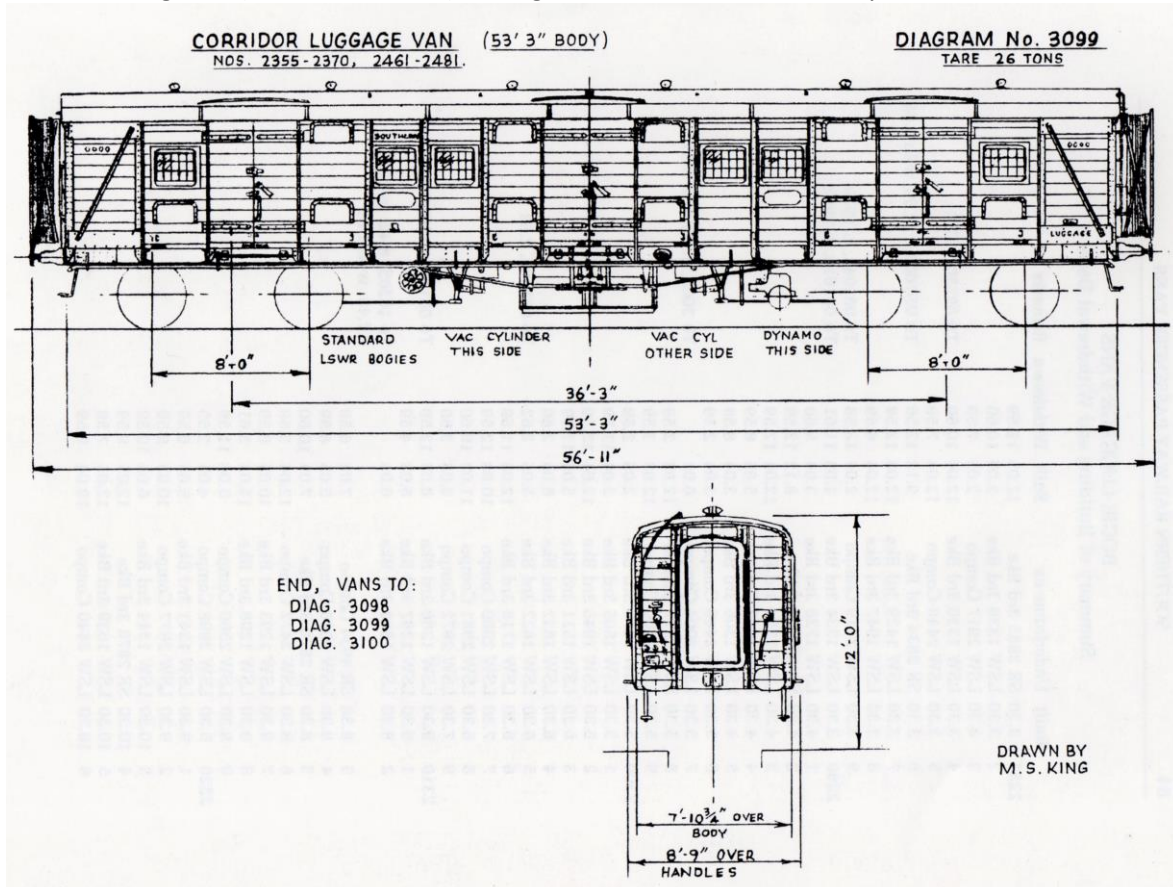
The GBL's were allocated the numbers 2281 to 2330.

Authorisation was given in April 1929 for Ashford works to construct a further forty GBL's.

Construction commenced in November 1930 through to May 1931 with the allocation of numbers No.2331 to 2370.

This was followed by a further thirty GBL's being authorised for Ashford works to construct in April 1930, with construction commencing in July 1931 through to September 1931.

The first twenty one (No.2461 to 2481) to diagram number 3099 were fifty three feet three inches long and the remaining nine (No.2482 to 2490) to diagram number 3098 were fifty one feet three inches long.



Drawing - ©M.S.King.

As with the previous two construction batches of timber planking with outside steel frames, effectively a stretched version of the four wheel Southern Railway luggage vans.

Fitted with three sets of double doors and six fixed windows on each body side. British standard scissor-type gangways were fitted, with adaptors to enable each to be coupled to Pullman-gangwayed coaching stock. The original bogies were retained but with coil springs fitted.

The tare weights for the three build's varied from 25 to 27 tons.

The GBL's were mainly to be found on the Western section, but could also be found on the Eastern section of the Southern Railway. Allocated to boat train traffic and this included the premier Golden Arrow all Pullman car services, at other times they were used to carry all types of goods and produce.

In 1939, in response to a request from the Ministry of Health the Southern Railway made up three Casualty Evacuation Trains (CET). Each train consisted of two ex-South Eastern railway corridor brake composite coaches and ten stretcher vans. In addition to the three Southern Railway CET the remaining three Railway Companies had a further thirty one CET's. GBL S2464 formed part of the Southern Railway 'CET No.33', finally returning to use as a GBL in November 1945.

In 1945 the centre doors on each side of GBL S2464 were fitted with 'drop lights' as per diagram number 3097.

Under British Railways ownership the classification was changed from Gangwayed Bogie Luggage Van (GBL), to Corridor Parcels & Miscellaneous Van (CorPMV).

Withdrawal from operational service for the CorPMV fleet commenced in 1959 through to 1960. Twelve CorPMV's survived to be used in pidgeon traffic service and CorPMV S2464 being one of the twelve. Final withdrawal for CorPMV S2464 came in November 1961.

2. 1962 to 1965.

Between November 1961 and July 1962 CorPMV S2464 joined other withdrawn stock at Worthy Down. At the age of 88 in June of 1962, Sir Winston Churchill suffered a fall whilst in the Hotel de Paris in Monte Carlo. Sir Winston suffered a broken hip in the fall, which required two operations.

On July 3rd 1962 at Worthy Down, (Worthy Down was on the erstwhile Didcot, Newbury & Southampton line, but the carriage storage that took place there was not at the station. This was on the former WW2 spur that had once linked the SR and GWR between Winchester Junction and Worthy Down. One end of this (the SR end) was severed in 1950 leaving a long siding - 1 mile or so long - trailing back from Worthy Down. Vehicles were stored here pending works visit or scrapping).

A BR Rolling Stock Inspector undertook an inspection of twenty four vans and selected CorPMV S2464 26 Tons, Restriction "0", 53' body as the best of a poor lot requiring the least amount of repair to make it presentable, the canvas covered roof is in a reasonably good condition, the body panels are reasonably good and the decalite floor in good order. The underframe headstocks are thin and bent behind the buffers and the bogies are fairly good. It will, of course, require lifting and painting inside and out. The gangway diaphragms are perished but the frames and scissors are fairly sound. All the cells and dynamo are intact and appear in good condition. The main steam and vacuum pipes require testing, the lagging from the former is adrift in places.

Last Paint date: September 1956, Crimson Lake Livery.

Body - Panels reasonably sound.
Exterior paint bad - peeling off.
Interior paint bad - peeling off.

Floor - Decalite good condition.

Gangways - BS(A) - diaphragms perished.
Scissors, face plates sound.
metal extension frame - slight buckle at bottom corners.

Underframes - Steel Headstocks bent behind the four side buffers.
Solebar flanges are thin.
Wood main members, sound and dry.

Bogies - Press Steel - reasonably good.
Wheels 9" X 4" Steel Disc, Tyres 2¾" profile good.

Mountings - Either side screw brake operative.
2 vacuum cylinders, main pipe and steam pipes require testing.
22" oval face buffers, gedge draw gear.

Since berthing 11 of the 16 door and fixed lights have been broken and wiring exposed.
Berthing position at Worthy Down Winchester Junction end, line broken No Entry or Exit.

6586 BCK Set 26	2370 Cor-PMV	2476 Cor-PMV
1254 SK Loose	2352 Cor-PMV	2488 Cor-PMV n
1204 SK Loose	2329 Cor-PMV	2331 Cor-PMV
1921 SK Loose	2350 Cor-PMV	2344 Cor-PMV
1247 SK Set 432	2472 Cor-PMV	2290 Cor-PMV
1840 SK Loose	2354 Cor-PMV	2464 Cor-PMV
1250 SK Set 201	2282 Cor-PMV	Followed by 12
7842 Rest. Sal. Loose	2482 Cor-PMV	Electric and 10
3730 BSK Set 201	2308 Cor-PMV	Steam, Nos.:
6569 BCK Set 28	2465 Cor-PMV	3732 BSK Set 179
1315 SO Set 432	2305 Cor-PMV	1248 SK Set 269
5637 CK Set 270	2337 Cor-PMV	5691 CK Set 269
5646 CK Set 270	2349 Cor-PMV	1806 SK Set 269
1226 SK Set 270	2347 Cor-PMV	1228 SK Loose
830 SK Set 205	2358 Cor-PMV	1269 SK Loose
1123 SK Set 205	2356 Cor-PMV	7231 First Set 442
3230 BSK) Set 398	4066 BSK Loose	1399 SO Set 107
5144 CK) No Inter	2487 Cor-PMV	1128 SK Set 207
3227 BSK) Buffers	2333 Cor-PMV	3725 BSK Set 207

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next column

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CorPMV S2464 was moved and as identified by a paint date of July 1962, was subsequently painted into the then Pullman Livery of Umber and Cream. Sir Winston recovered after a prolonged period, which led to CorPMV S2464 going into storage at Stewarts Lane until January 1965. Strict instructions being given that the vehicle was not to be used under any circumstance what's so ever, until authorised. A further paint date of 20-1-65 on the vehicle then gave away its intended use to Stewarts Lane and Pullman staff.

On Monday January 11th 1965, Sir Winston Churchill suffered a stroke, news of this latest setback to his health, finally broke on January 15th. The worlds press arrived outside the Hyde Park Gate, London home. But, by the 19th the presence of the press outside the cul-de-sac home, brought a request from the family that they withdraw from outside the house.

Within an hour all press and television had withdrawn to the top of Hyde Park Gate.

On Sunday January 24th at 08.30, a statement was given to the worlds press and television, it read; "Shortly after 8.0 this morning, Sunday, January 24th, Sir Winston Churchill died at his London home".

And so began the detailed planning for a State funeral, which seven years earlier Her Majesty the Queen had offered the Churchill family, in honour of Sir Winston's efforts during the dark days of 1939 to 1945.

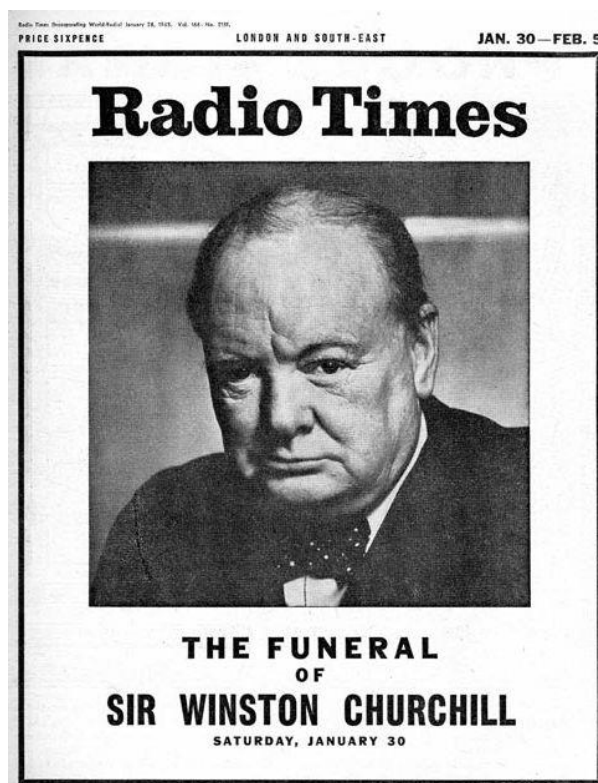
After two days at 28, Hyde Park Gate, the Churchill family gave up the body of Sir Winston to the state for the lying-in-state and funeral.

At 21.00 Sir Winston's body was escorted from his home to Westminster Hall and the three days allocated for lying-in-state. During this period over 320,000 people passed the catafalque.

On Saturday January 30th the lead line coffin was placed on a gun carriage, and at 9.45 the funeral procession set off for St.Pauls Cathedral and the state funeral.

The coffin was embarked, after the service, at Tower Pier in the Port of London Authority launch "HAVENGORE", for the journey to Festival Pier. Carried from the launch to a motor hearse for the short journey to platform 11 at Waterloo station, and transfer to the train.

3. Saturday January 30th 1965.



BR Class 4 Standard 2-6-4 tank locomotive No.80143 leads the empty stock formation, attached to the locomotive the train consists of Pullman cars, 'ISLE OF THANET', 'PERSEUS', 'LYDIA', 'CARINA', Pullman Liveried CorPMV S2464 and 'CAR No.208'.

Coupled at the rear was a further BR Class 4 Standard 2-6-4 tank locomotive No.80137, which assisted with the movement.

80143 was detached from the formation on arrival at the 'Up Main Through Inner Home Signal No.WB101' located outside Waterloo Station.

80137 now propels the formation to the designated stop point within platform 11 at just after mid-day and remains attached to the formation for train heating purposes until just before 34051 arrival.

Battle of Britain class Pacific No.34051 'WINSTON CHURCHILL' having worked light engine from Nine Elms Depot, backs down onto the train formation at 1 pm, couples-up and then awaited with its train for the arrival of the funeral party, and the coffin of the late 'Statesman' Sir Winston Churchill.

Also at this time platform 9 and 10, were closed to the general public and services from 12.35 to 13.40.

The train in platform 11 was ready to receive the Flag-draped coffin, with a wooden ramp fitted to the end set of doors of CorPMV S2464 (nearest to Pullman car 'CARINA'), allowing the coffin to be carried from the motor hearse, by the bearer party of eight men and Regimental Sergeant Major from Sir Winston Churchill's old Regiment, the 'Queen's Royal Irish Hussars'.

The Train formation was allocated as follows;

'CAR No.208' (Brake Leading) the bearer party.

'CorPMV S2464'.

'CARINA' (Kitchen Trailing) } Both cars allocated for the main party of 20 to 25, who will arrive at 13.00.

'LYDIA' (Kitchen Trailing) }

'PERSEUS' (Large Saloon Leading) allocated to the first party of 17 to 20, who would arrive at 12.45.

'ISLE OF THANET' (Brake Trailing) Allocated for the use of up to 12 Railway Officers and the train guard.

The Footplate crew of 34051 'Winston Churchill';

Driver: A.W.Hurley.

Fireman: J.C.Lester.

Pilot Driver: P.Talbot (Reading spur to Handborough).

Chief Inspector: W. Neale.

Train Guards;

Southern Region: Guard W.H.Horwill.

Western Region: Guard H.F.Simmons.



©B.Stephenson.

January 30th 1965 the empty stock with CorPMV S2464 at Clapham Junction.



©Press Association.

Waterloo Station, standing at the vestibule door of Pullman car CARINA, L/Att. C.Lade (I/C).



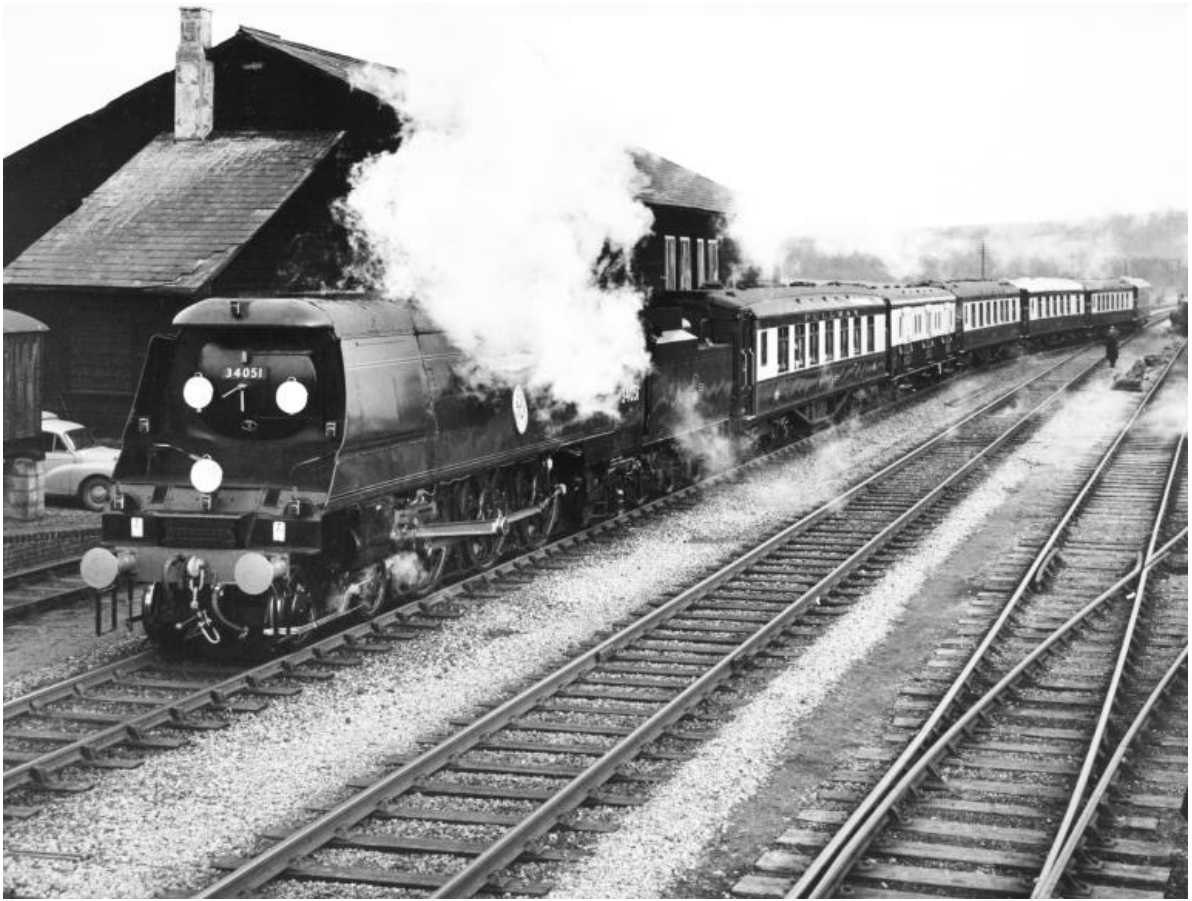
©G.Plumb.

The funeral train passing Feltham.



©M.Morant.

The funeral train passing Wentworth.



©NRM.

The funeral train arriving at Handborough Station.



©?

D1015 Western Champion waits on departure from Handborough Station for London Paddington.

British Transport Hotels Ltd. Pullman Division Staff Circular.

BRITISH TRANSPORT HOTELS LTD.
PULLMAN DIVISION

STRICTLY CONFIDENTIAL

26th January, 1965

TO STAFF LISTED BELOW

In connection with the private funeral of Sir Winston Churchill on Saturday 30th January, a special train will run from Waterloo to Handborough to convey the cortege and mourners for the interment at Blaydon.

Timings: - Stewarts Lane – Waterloo

Waterloo dep. 1.28pm to Handborough 3.23pm arr.

Handborough dep. 4.20pm to Paddington 5.35pm arr.

Formation: -

Engine

Car 208 BL

Corridor Van

Carina KT

Lydia KT

Perseus P

Isle of Thanet BT

Arrangements -

The bearer party of 10.OR's, a WO and Officer will travel in Car 208.

The cortege will be placed in the corridor van.

At 12.45pm the first party of between 17/20 will arrive and be seated in Perseus, and at 1.0pm the main party of 20/25 will arrive and be seated in cars Carina and Lydia. A maximum of 12 Railway officers will be seated in Isle of Thanet.

CATERING ARRANGEMENTS.

1. Bearer party and Railway Officers.

These parties will take a plated cold lunch consisting of:

Ham and Tongue with Salad

Fruit Salad & Cream

Coffee

The ham, tongue and salad is to be plated and made ready in the cars, also the fruit salad.

An Attendant to look after the exclusive use of the bearers and Railway Officers to prevent excessive movement of Attendants through the cars,

The coffee will be made in urns - these are being provided by Mr. Whiddon, and must be returned to Victoria without fail after the event.

2. Main Party.

The following lunch at 22/6d. per head to be served on leaving Waterloo.

Prawn Cocktail

Chicken Supreme Panee au Beurre

Asparagus Tips. Green Garden Peas

Peach Melba or Cheese Tray

Coffee

Notes on Menu.

Best quality supplies to be available. Prawns will be frozen variety with the cocktail sauce made on the train. The Chatham Rooms are providing chickens which will be prepared on the train - egg and bread crumbed and cooked in butter. Best quality canned peach halves. The ice cream and fresh rolls to be collected on the Saturday morning. The usual roll basket to be offered.

RETURN JOURNEY.

All members of the party returning from Handborough (number at present unknown) are to be offered Afternoon Tea: -

Egg or Tomato Sandwiches

Toasted Teacake or Toast

White & Brown Bread and Butter

Biscuits Cake

Preserves

Pot of Tea (Indian or China)

BAR STOCK.

The standard bar stock cover is required. Requests have been made for wines and champagne to be available, and in good supply. Fruit juice and soft drinks also to be offered. The bearer party to have moderate supply.

EQUIPMENT.

Mr. Griffiths has this in hand - all silver to be in first class condition.

MOVEMENT OF STORES AND EQUIPMENT.

A van has been ordered to be at Platform 16 Stores at Victoria at 9.00 on Friday 29th January to convey stores to Stewarts Lane Ice Cream etc, to be collected on the Saturday.

CHARGES.

Lunch	- Bearers and Railway Officers.	13/6d. per head.
Lunch	- Main Party.	22/6d. per head.
Bar Stock		Normal tariff all to account.
Afternoon Tea		4/- per head.
Car Hire		15 guineas per car.

Separate bills to be issued for Bearers, Railway Officers and Mourners.
Account to be submitted to General Manager, Waterloo, ref: D.295. ST.

Staff to Work the Special.

L/Att. C.Lade (I/C)
L/Att. C.Castle
L/Att. A.Viney
L/Att. C.Barnett
L/Att. W.Bean
L/Att. V.Franklin
L/Att. M.Haffenden
Chef. T.Harding
Chef. C.Harris

THIS SPECIAL BEARS AN IMMENSE AMOUNT OF WORLD WIDE PRESTIGE and will be seen at Waterloo by millions on Television. PLEASE GIVE THIS EVERY CARE AND SPECIAL ATTENTION.

Signed S G Johnson

for E.J.Morris Manager

The train departed London Waterloo at 13.28, for Handborough, with a booked arrival at 15.23.

At Churchill's request, he was buried in the family plot at St Martin's Church, Bladon, near Woodstock, not far from his birthplace at Blenheim Palace.

On arrival at Handborough 34051 'Winston Churchill' was uncoupled from the train, and then returned to the Southern Region light engine.

The funeral party re-joined the train, with a Western Region Diesel-Hydraulic type 4 locomotive No.1015 'WESTERN CHAMPION' at the London end of the train.

Departing Handborough at 16.20 for London's Paddington station with a booked arrival of 17.35.

The empty Pullman train departed Paddington station and returned to Clapham carriage sidings. So ended the 34 year career of CorPMV 'S2464' on British Railways.

The current location (May 2017) of the train formation.

34051 Winston Churchill	- NRM York.
CAR No.208	- (Grounded Body) - Glenlo Abbey Abbey Hotel, Galway, Ireland.
S2464	- NRM York.
CARINA	- (Awaiting Restoration) - Bluebell Railway.
LYDIA	- Private Owner - West Somerset Railway..
PERSEUS	- (Restored & Operational) - Belmond British Pullman.
ISLE OF THANET	- Private Owner (Stored at Carnforth).
80137	- Withdrawn 31/10/1965 - Cut up 31/01/1966.
80143	- Withdrawn 09/07/1967 - Cut up 30/11/1967.

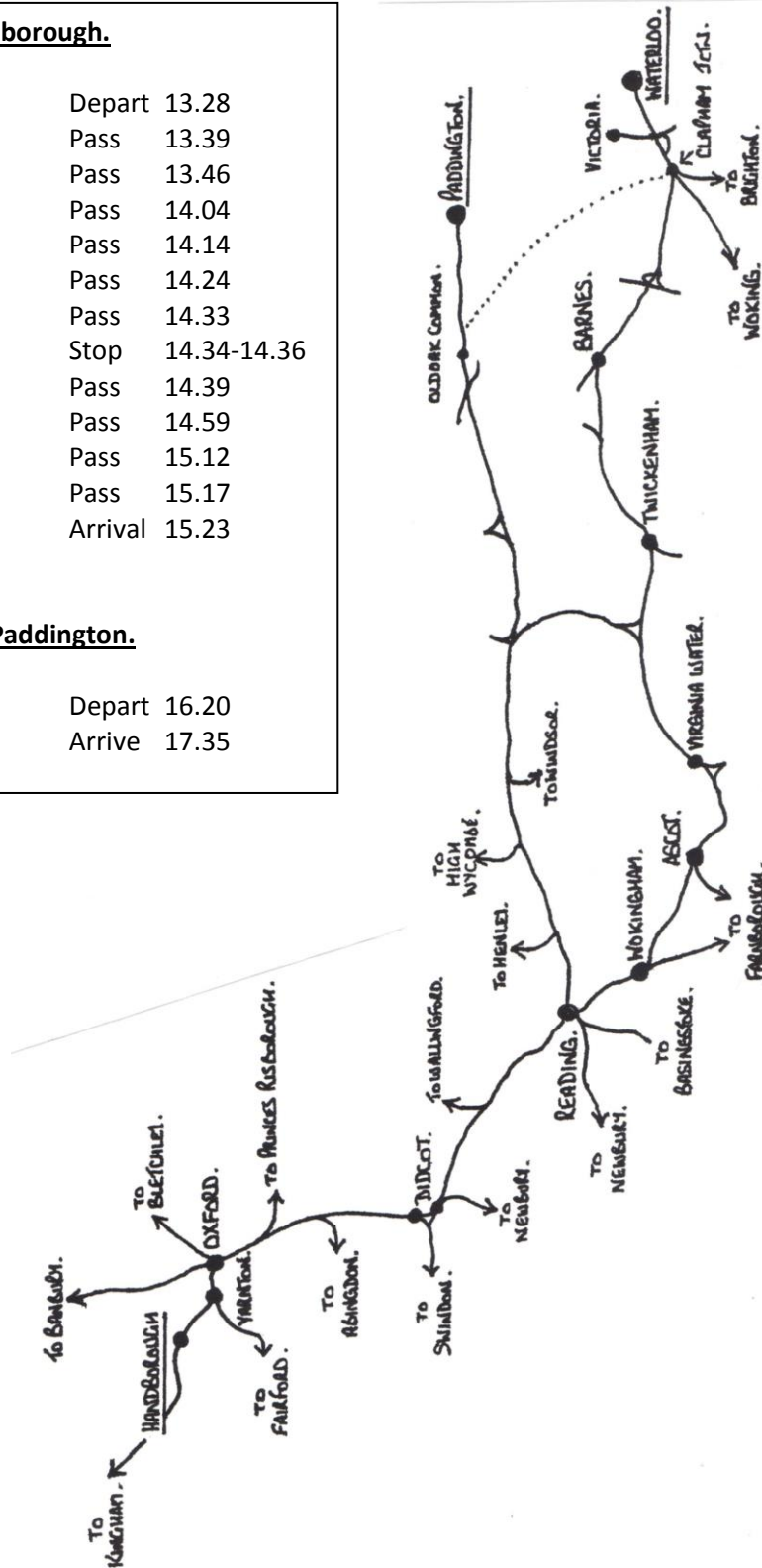
The Funeral Train Routes.

Waterloo to Handborough.

Waterloo	Depart	13.28
Barnes	Pass	13.39
Twickenham	Pass	13.46
Virginia Water	Pass	14.04
Ascot	Pass	14.14
Wokingham	Pass	14.24
Reading Spur	Pass	14.33
Reading East	Stop	14.34-14.36
Reading General	Pass	14.39
Didcot East	Pass	14.59
Oxford	Pass	15.12
Yarnton	Pass	15.17
Handborough	Arrival	15.23

Handborough to Paddington.

Handborough	Depart	16.20
Paddington	Arrive	17.35



A further trip was in store for CorPMV S2464 and this would not be to the scrap yard, this would see the transportation by sea to the sunny and warmer climate of California on the West Coast of America.

4. 1965-1996 The missing years.

CorPMV S2464 was purchased by the City Industry in Los Angeles, United States of America for £350. City of Industries Councilman Darius Johnson, advised the plan for the vehicle was to install it within a museum as a future attraction of a proposed new park.
(Alas, Darius Johnson passed away before his plan came to fruition).

In October 1965 CorPMV S2464 was moved from storage in Battersea to the Royal Victoria Dock, on Wednesday October 27th CorPMV S2464 which still contained the draped catafalque, was craned aboard the Royal Main Lines vessel Dongedyk. RML Dongedyk sailed for Los Angeles on Thursday October 28th. RML Dongedyk docked in Los Angeles on November 27th 1965.



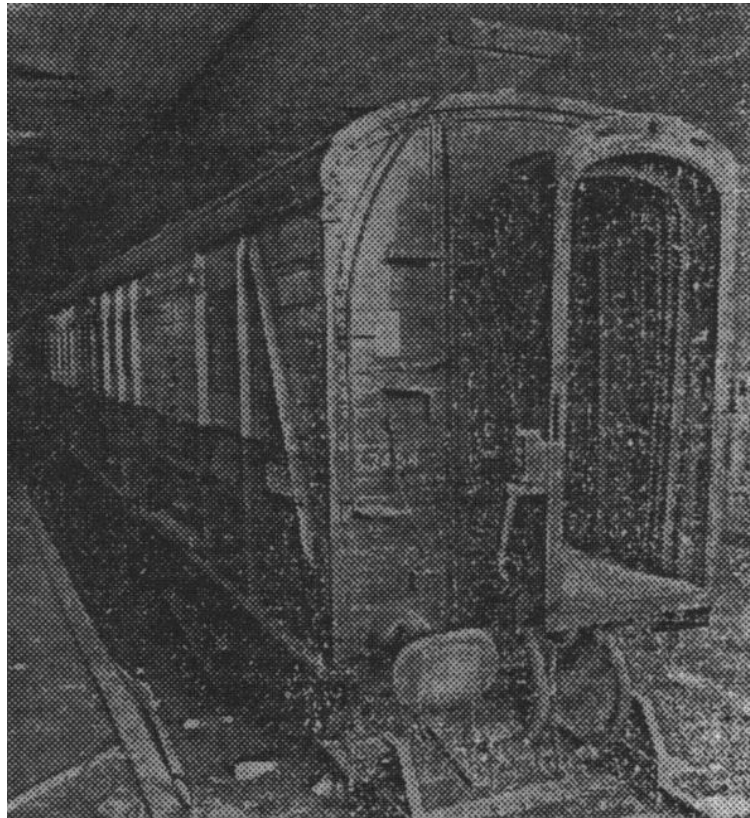
©?

October 27th 1965 the Royal Victoria Dock, London. CorPMV S2464 being craned into RMS Donedyk.

After unloading it was identified it could not be moved by rail operation, due to the braking system not being compatible to the American Railroad system. The vehicle was placed in store with 'Crescent Wharf & Warehouse Co' and remained in store until 1979.

Metro Los Angeles Times CC Part 11 - Monday October 17th 1977.

"Postscript: Churchill Funeral Car Still Gathering Dust" - by Jack Jones.



"It's still here, and is long as they keep paying the rent, we won't bother them," said the manager of a San Pedro warehouse where Sir Winston Churchill's railroad funeral coach has been in dusty storage for 12 years (1965 to 1977).

"They" is the City of Industry, which bought the historic car for \$980-its scrap value-from British Railways after the late prime minister's funeral in 1965.

The Plan, envisioned by the-and-now City of Industry Councilman Durius Johnson, was to convert the railroad coach into a museum as the feature attraction of a proposed new park.

But there were problems as soon as the car arrived aboard a Dutch freighter on November 27th 1965. It turned out the car could not be moved on local tracks. No one seems to remember clearly why, but apparently it had something to do with defective brakes.

So the newly acquired British trinket was stored with Crescent Wharf and Warehouse Co. across from San Pedro's Berth 60, where it has collected grime and clutters of trash while various plans for its future came and went.

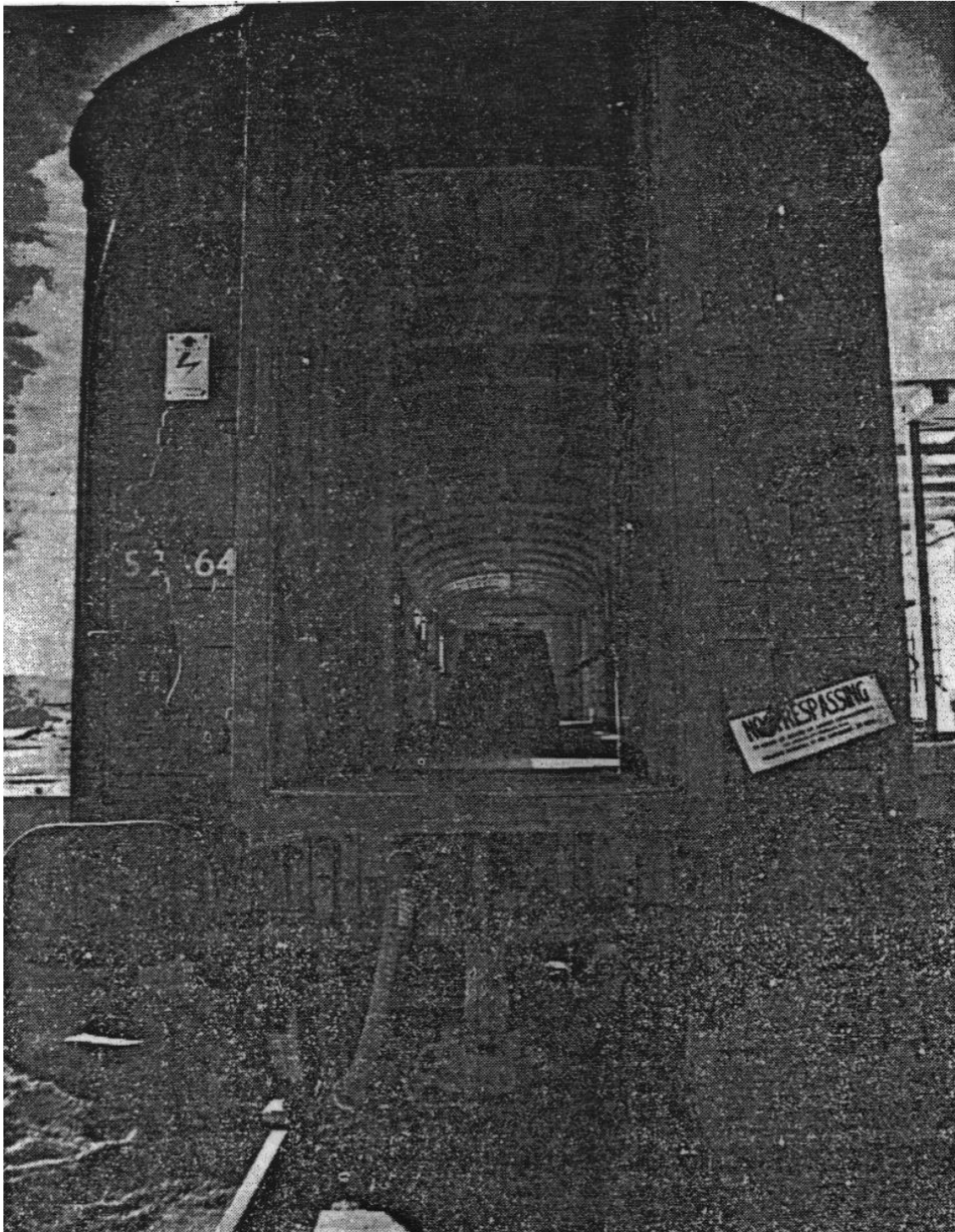
Meanwhile, work proceeds on the Industry Hills Golf Course and Clubhouse, where, Johnson says the coach will be put on display. "That should be sometime next year" (1978), he said. "It's a big project and has taken a lot of time."

He said it would be "quite a development," with a large clubhouse and exhibit display building. Construction of the conference and exhibit center was financed through a bond sale.

"We'll be very glad to get this matter closed out and the car on display," conceded Johnson, who guessed that the old Churchill funeral car probably will need a bit of paint and refurbishing by then.

When the day finally arrives, it will not be welcomed by those derelicts who occasionally managed to slip into the warehouse to drink wine and sleep around the empty bier in the musty old car.

A further press cutting which I am currently unable to date or identify from which publication it came. As the article refers to 14 years storage (1965-1979) and the photograph details at the bottom right as 'Tribune Photo Michael Goulding'.



©Tribune Photo by Michael Goulding.

As can be clearly seen 'Draped Catafalque' remains in situ.

The text to accompany the photograph:

DREAM COME TRUE – The City of Industry purchased Sir Winston Churchill’s funeral coach 14 years ago to put it on display. That dream came true this week when the coach was transported to the Industry Hills Park from a warehouse in San Pedro, where it had been stored. The 26-ton railroad car will be refurbished before it is opened to the public.

CorPMV S2464 was moved to its then location at Industry Hills, Sheraton Resort & Conference Centre, One Industry Hills Parkway, City of Industry, near Los Angeles, California in 1979.

A representation of an English railway station being constructed around CorPMV S2464 and allocated the identity of St. Andrews Station.

©T.Bye.

The next date of importance, Wednesday 30th November 1983, (The 109th Anniversary of - Sir Winston Churchill's birth at Blenheim Palace, Oxfordshire) as detailed within: -

San Gabriel Valley Tribune - December 1st 1983 and entitled "Industry Ceremony Remembers 'Winnie'" by Mark Adams Staff Writer.

Remembered for his political tenacity in the days before World War II, Sir Winston Churchill was honoured on the 109th anniversary of the birth by Industry civic leaders on Wednesday November 30th. The funeral car in which the English statesman was transported during his "last mile," from London's Waterloo Station to Blaydon, now rests at the Industry Hills & Sheraton Resort in Industry. The president of the British American Chamber of Commerce presented a plaque to Industry City Manager Bob Baker, commending the city for its efforts in preserving the historic coach and accompanying memories of Churchill, prime minister of England until 1955.

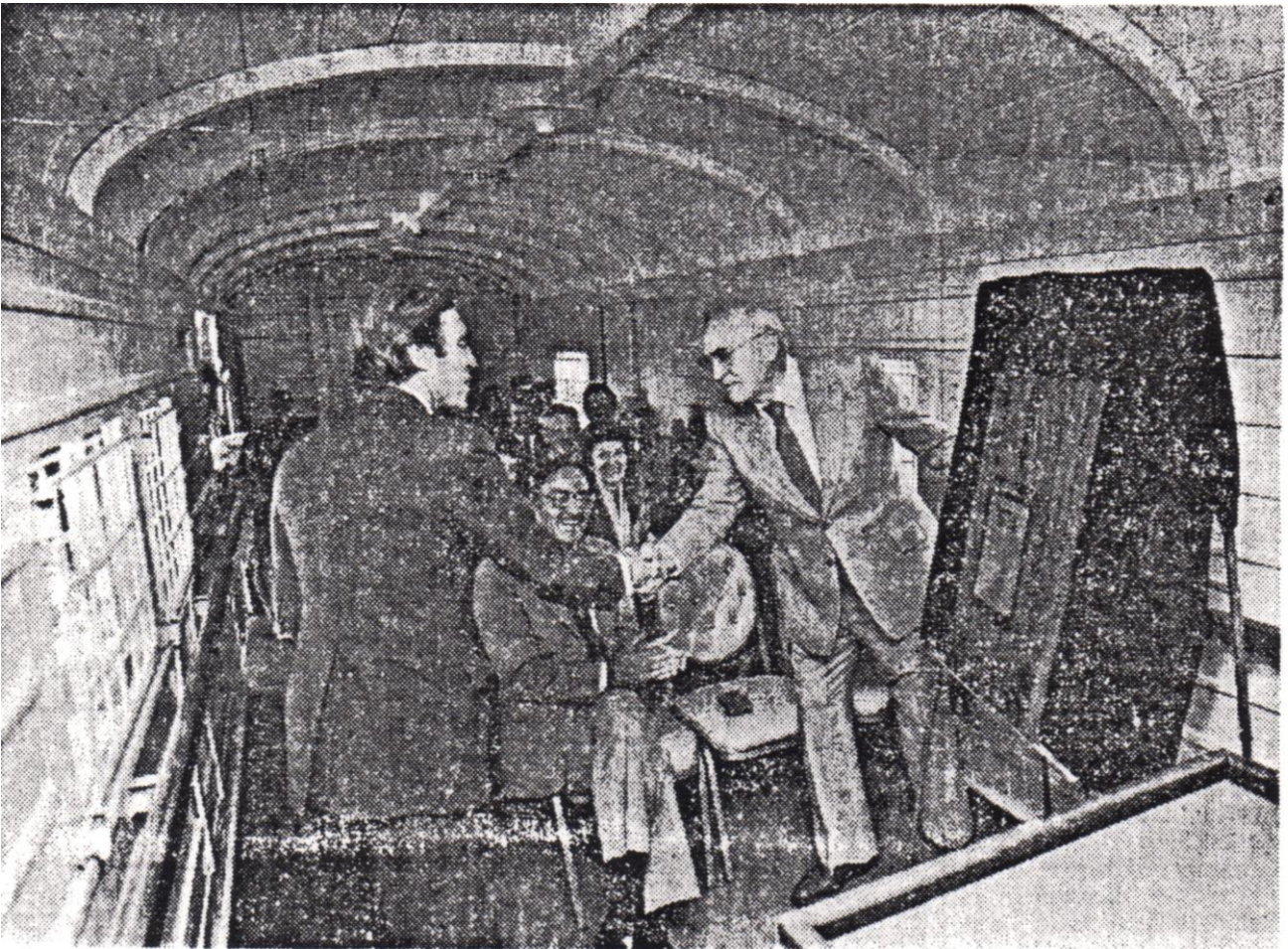
"We are standing on hallowed ground," Trevor Valentine, executive director of the chamber, told those inside the coach as he introduced an audio montage of Churchill memories.

Participants listened to Churchill as he remembered being told that "England would have its neck wrung like a chicken" if the country resisted the German threat alone before the beginning of WWII. "Some chicken," Churchill said. "Some neck."

The statesman was also quoted during a visit to the White House as saying that his life might have been different if his father had been American instead of his mother.

Looking around the spacious rooms of the White House, he mused "I might have made it here by myself." Ian DeLeschery, chamber president, said that Churchill epitomized the tenacity of a world leader. "He stood alone in the dark days before the war," DeLeschery said, remembering Churchill's fight for a strong Western alliance. Baker told the audience the arrival of the funeral coach at Industry Hills had been engineered by Bob Rope, former city manager, and Darius Johnson, an Industry councilman for many years. Both men are now deceased.

A favourite Churchill story was recounted by Baker for those present, one in which a young photographer approached the prime minister on the statesman's 80th birthday, expressing the wish to photograph Churchill again on the 100th anniversary of his birth. "I see no reason why you shouldn't be able to, young man," Churchill said. "You look perfectly healthy to me."



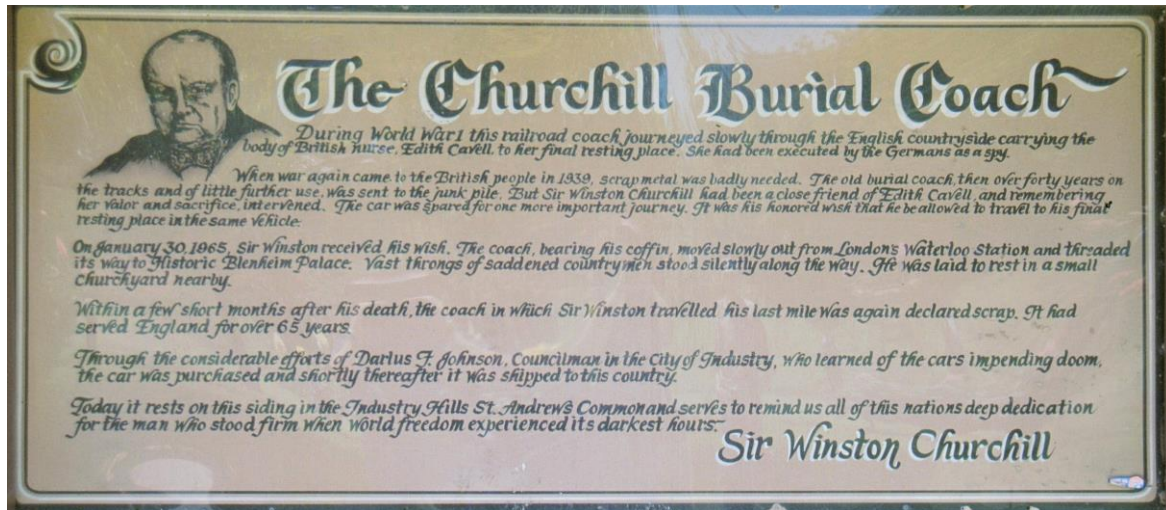
©Staff Photo by Raleigh Souther.

Churchill Remembered - Ian Deleschery, president of the British American Bob Baker with a plaque commending the city for its restoration of the railroad car that carried ex-Prime Minister Winston Churchill on the day of the English statesman funeral.

Outside the vehicle was a large board with the following narrative;

THE CHURCHILL BURIAL COACH

During World War 1 this railroad coach journeyed slowly through the English countryside carrying the body of British Nurse, Edith Cavell, to her final resting place. She had been executed by the Germans as a spy. When war again came to the British people in 1939, scrap metal was badly needed. The old burial coach then over forty years on the tracks and of little further use, was sent to the junk pile. But Sir Winston Churchill had been a close friend of Edith Cavell and remembering her valor and sacrifice intervened. The car was spared for one more important journey it was his honoured wish that he be allowed to travel to his final resting place in the same vehicle. On January 30, 1965. Sir Winston received his wish. The coach bearing his coffin moved slowly out from London's Waterloo station and thread its way to historic Blenheim Palace. Vast throngs of saddened countrymen stood silently along the way. He was laid to rest in a small churchyard nearby. Within a few short months after his death, the coach in which Sir Winston travelled his last mile, was again declared scrap. It had served England for over 65 years. Through the considerable efforts of Darius Johnson Councilman in the City of Industry, who learned of the cars impending doom. The car was purchased and shortly thereafter it was shipped to this country. Today it rests on the siding in the Industry Hills St.Andrews common and serves to remind us all of this nations deep dedication for the man who stood firm when World freedom experienced its darkest hours. Sir Winston Churchill.



©T.Bye.

Alas, the information on the use of the CorPMV S2464 for the carrying of Edith Cavell is untrue.

To answer this, further research has been undertaken, and a brief explanation is as follows;

The actual vehicle used for this duty is now preserved on the Kent and East Sussex Railway.

Ex-SE&CR Luggage Van No.132, built at Ashford in 1919.

Nurse Edith Cavell was executed by firing squad on October 12th 1915, on May 14th 1919 the body of Nurse Edith Cavell arrived at Dover from Ostend.

Placed into Van No.132, at the recently completed Dover Marine station, remaining at the station overnight. On May 15th, the van and a special saloon for the funeral party were attached to the 07.30 train to Victoria.

Arriving at Victoria station at 11.30, the coffin was then taken to Westminster Abbey. Later that day the coffin was taken to Liverpool Street Station, for the final part of its journey to Norwich.

5. Finding CorPMV S2464.

The 'finding' commenced in November 1991 when Peter Hall of Sheffield a well-known historian of coaching stock in the United Kingdom wrote to the Recreation & Parks Department of the City of Los Angeles, California. The response proved negative, advising that CorPMV S2464 was not an exhibit at the 'Travel Town' and on checking with known local groups no knowledge of CorPMV S2464 was known.

Peter next wrote in late November 1991 to National Railroad Museum at Green Bay, Wisconsin.

A response was received in early December advising that they had no information on CorPMV S2464 other than they believed it to be in San Francisco and referenced (#114).

(Alas the reference to #114 relates to Pullman Car Schedule No.114 ex Devon Belle Observation Car No.14 that resided in San Francisco following its sale when the 'Flying Scotsman' tour collapsed and bankrupted its then owner the late Alan Pegler).

Peter next wrote Mr R.Woods of New Jersey in early May 1993. A response was received in mid-May, but alas Mr Woods was unable to advise on the request.

Peter's next letter was to the Winston Churchill Memorial Trust, London in early September - 1993.

The response received in mid-September advised that they had no knowledge of CorPMV S2464.

Peter wrote to St Andrews Station, City of Industry, Los Angeles on October 26th 1992. The address being sourced from the only published information in the autumn of 1965 when CorPMV S2464 was exported to Los Angeles. Alas although on the right track at this point, no response was received. In the Autumn of 1995 Peter corresponded with me, advising of his efforts to find S2464 but with no success to date.

My first letter was to the 'Winston Churchill Memorial & Library in the United States' in mid October 1995. The response received advising that the collection held did not contain any information on CorPMV S2464.

In mid-April 1996 I wrote to the editor of Trains Magazine in Waukesha Wisconsin. The response was received in early March from the editor who advised that Trains Magazine had no knowledge of CorPMV S2464.

In mid-July 1996 I received a letter from Mr D.G.Cameron of the Pacific Railroad Society, Santa Monica, California. Mr Cameron advised that he had read within the Tourist Railway Association newsletter of my attempt to find CorPMV S2464. He advised that he had seen CorPMV S2464 a few years ago and had made contact with the City of Industry Sheraton Resort, who confirmed that CorPMV S2464 was indeed still in existence at the resort.

A week later I received a letter and a Polaroid photograph of CorPMV S2464 from Mr T.Creveling of the 'Pacific Railroad Society'. The photograph confirmed CorPMV S2464 existence and location.



©T.Creveling

July 24th 1996 - Photographic confirmation of CorPMV S2464 existence at St. Andrews Station.

Returning to CorPMV S2464 and its future in California (as at 1997).

The years since 1983 have seen the vehicle slip into use as a store, and no longer open to the public to view the once restored interior.

The manager of Industry Hills Resort, intends to keep the vehicle at its present location.

The interior will be cleared of the materials stored, replacement of rotten wooden panelling will also be undertaken. A number of broken windows will be replaced, followed by a full repaint into Umber and Cream livery.

6. 2002 Site Visit.

In June 2002 I undertook with my wife a conducted tour of the West Coast of America which included a visit to San Francisco with time to photograph ex-Devon Belle Observation Car No.14.

At the end of the tour, I arranged a further two day stopover in Los Angeles. We spent the first day in the company of Ted and Francis Crevelling. Ted had planned a memorable day for me that included a private viewing of the Union Pacific 'Big Boy' No.4014 and then onto to view CorPMV S2464.

I was surprised at the then condition of CorPMV S2464, the refurbishment undertaken in the early 1980's included a full exterior repaint, and alas the livery applied was not true umber and cream.

The interior was now being used as a storage area for the café located in the St Andrews stations building. With regard to the plaque referenced in 1983 (page 15) and also the Catafalque both had by now been removed, as to when they were removed and also what became them could not be verified.



©T.Bye.

CorPMV S2464 at St. Andrews Station, City of Industries, Los Angeles.



©E.Crevelling.

The interior in use as a store.



©T.Bye.

St. Andrews Station with CorPMV S2464.

7. 2006 Repatriation.

Extract Coupé News No.43 - September 2006.

SIR WINSTON CHURCHILL'S FUNERAL TRAIN VAN No. S2464S TO BE REPATRIATED.

The Swanage Railway - 21st August 2006.

Southern Railway Churchill funeral catafalque - otherwise known as bogie luggage van S2464S - has been offered free of charge 'to the British people' by David Perez, Mayor of City of Industry, Los Angeles.



David Perez, Mayor of City of Industry

The Swanage Railway team that is leading the project is now investigating shipping and funding options for its return to the UK. Photographs of the van at its current location are shown below.

Offers of support are now welcome, with cheques made payable to the Swanage Railway Trust (Churchill project) and sent to the Swanage Railway Trust at Station House, Swanage, Dorset, BH19 1HB.

In the event that the project is not successful, donations received with a return address will be refunded any balance will go to progress other projects.

The State Funeral of Sir Winston Churchill took place on 30 January 1965.



The coffin bearer party from the Queen's Royal Irish Hussars places the coffin with CorPMV S2464S on the funeral train on 30 January 1965 (PA).

After a three day period of lying in state at Westminster followed by a funeral service within St.Pauls Cathedral, the coffin was eventually transported via the river Thames to Waterloo Pier and onward to Waterloo Station for transport to Bladon in Oxfordshire by train.

The train's locomotive was Salisbury-shedded No. 34051 Winston Churchill and the train was formed with a bogie van to carry the coffin plus five Pullman cars. These were brake car N°208, cars Carina, Lydia and Perseus and brake car Isle of Thanet. The bogie van was CorPMV S2464, which was specially painted in Pullman colours originally in July 1962. A further paint date of 20th January 1965, for the journey, and was marshalled as the second vehicle in the train.



©Jeff Parriott.

SR Churchill funeral catafalque within CorPMV S2464 at rest in Los Angeles.

8. 2007 Repatriation to the United Kingdom.

Extract Coupé News No.55 - September 2007.

Churchill Funeral Car Returning to England.

Extract from - Trains magazine's News Wire August 10th 2007.

INDUSTRY, Calif. - After nearly 30 years at the Industry Hills Golf Club, the railroad car that carried the body of late British Prime Minister Winston Churchill will return home, the Whittier Daily News reported. Former Industry Councilman Darius Johnson purchased the coach in 1965 for \$980 while he and Majestic Realty CEO Edward Roski Jr. were in England.

"The car was going to be auctioned off basically for scrap, so we ended up purchasing it," Roski told the News. It was shipped to Long Beach, Calif., and remained in storage until 1979, where it went on display at the Dwight D. Eisenhower Course at the Industry Hills Golf Club. The golf club was a partnership between the city of Industry and Majestic Realty.

Now, as part of a restoration effort led by a British nonprofit organization, the Swanage Railway Trust, the funeral car will return to its homeland. The coach, which carried Churchill's body on Jan. 30, 1965, will be moved Aug. 14 to the Port of Long Beach, and then will depart Aug. 21 for England.

Representatives from the Swanage Railway Trust originally said they would pay to ship the car. But their fundraising efforts failed, and instead the city of Industry decided to take care of the cost: \$67,000, including \$17,000 to rig it and \$50,000 to ship it.

The Swanage Railway Trust will restore the car to running condition for use on the Swanage Railway, a six-mile-long heritage railway in Dorset, England.

Steve Doughty Project Leader and Deputy Chairman, Swanage Railway Trust writes.

Sir Winston Churchill's funeral train catafalque - CorPMV S2464 - started its long journey back to the UK from the USA on Monday 13th August, thanks to the generosity of California's City of Industry mayor David Perez and an appeal by Swanage Railway volunteers.

The Swanage Railway's US team for the Churchill move were Randy Hees, Cris Hart and Sam Sause, the same team who managed the move of Car 14 from San Francisco, together with a new face, Woody Ballard, a friend of Randy. Randy, Cris and Woody are kindred spirits to the SR volunteers, giving freely of their time to help the Brits out, despite having their own railroad projects to look after. Sam is a professional logistics contractor, with a wealth of experience moving anything anywhere to or from the West Coast and whom we employed to find and manage the road transport, deal with freight forwarders, the ports and, as you will see later, the possibility of hitch-hiking spiders. To them all, the Swanage Railway owes a debt of gratitude.

Cris, Randy and Sam have written reports on the move, starting with Cris, dated 30th July. Cris went down to the site last week to prepare the car for the lift and ensure that the company that were going to move it had an advance brief. It's a technical report, but is an interesting summary of the work involved. Randy's comes next and covers the move itself on Monday 13th August and last but not least is Sam's contribution, which also covers aspects of the move on Monday, but adds detail of the arrival at Long Beach.



©R.Hees.

August 13th 2007 - CorPMV S2464 Lifted of its bogies.

The CorPMV is booked to sail for Southampton on the Wallenius Wilhelmsen lines 'Tamerlane' on 21st August and is scheduled to arrive September 19th. The return of the CorPMV to the UK has been made possible by the generosity of the current owners, the City of Industry. Mayor David Perez has donated it to the Swanage Railway Trust as a 'gift to the British people'. With the success of the repatriation project now assured, The Swanage Railway Trust now has the task of raising additional funds to ensure its long term preservation and display. What form these take will very much depend on how much can be raised.



©R.Hees.

August 13th 2007 - CorPMV S2464 being lowered onto the road trailer.

Cris Hart's Report.

Railcar Status Report
Car 2464 at Pacific Palms Resort
Cris Hart, 30th July 2007

On 7/30 I inspected the CorPMV and did some preparation for removal. (Lubricate 3 journals and remove 2 brake connecting rods which I put inside the vehicle). For reference I labeled the car ends 'east' & 'west' and the sides north and south. The 'west' end is closest to the restaurant, the 'south' side is by the driveway.

General:

The CorPMV is filled with racks and restaurant supplies. The roof is sealed, I saw no leaks. The fire alarm system is still hooked up. Hotel Engineering will likely salvage the fixtures. A piece of flex conduit exits thru the roof over the west end. The west end is tight against the platform and the roof of the station second floor is just overhead. The CorPMV body may need to shift slightly east when lifting although it may be OK going straight up.

BLV end diaphragms around gangway:

The bellow-like diaphragms on each end should be pulled back into the car to prevent damage during shipment. If you push the in there a locking lever, however I'd recommend two ratchet straps are tightly pulled rope be applied to secure them from shaking free. There are places to tie to either side of the diaphragm to grab handles on the coach.

Diamond plate between station platforms and coach:

Whoever put the plate in-between the platform and CorPMV first welded angle irons at 90 degree angle to the CorPMV and the diamond plate to that. In addition it is welded in a few places to the steel uprights that provide the side structure of the CorPMV. The plating goes around about 2/3 of each side of the CorPMV, I counted 28 places where the angle iron or diamond plate needs to be cut. The diamond plate is about 1/2 from the CorPMV frame, cutting the angle irons about 1 or 1 1/2" from the CorPMV frame will allow the restoration folks to make the final close up cuts and grind. The diamond plate that is attached to the frame should be cut the same distance from the CorPMV to preserve the CorPMV frame. I made pointers to all the welds with white paint marker on the diamond plate.

The torchman should have a firewatch person & spray the car sides & bottom with water before cutting. (I didn't see a hose bib but engineering said they could bring a hose if needed. There running water in the restaurant by the CorPMV). There's some wooden footplate under the doors that needs to be left intact.

Bogies:

The main pins that connect the bogies to the CorPMV body are in place but loose, there are no keepers through the slots in the bottom of the pins. (Possibly the CorPMV was put into place with the bogies first then lowering the body on). I was able to reach into the center of the bogie and push each pin up by hand. Neither bogie appears to be welded to rails but could be rusted to it. There are sections of 1/2" plate welded to the rails to block the eastern bogie from moving. I was able to access three of the journal boxes lubricate. The woolen pads in the bottom where shot but I added Texaco HD57 "Journaltex" as much as possible. Referencing the diagram below that's be journals 6 7 and 8.

West End

1 2

3 4

5 6

7 8

East End

All other journal boxes were in accessible. Journal number 6 felt perfect when I ran my hand under it

Buffers:

The east coupling hook between the buffers has an extension pole welded to it. A combination of plate, tube and square stock it, Steve Doughty wants that off because it extends beyond the buffers, I indicated places to cut it off, cutting through the ~ 4" round tube should be fine, leaving the part around the hook for the Brits to finish.

Brake line:

This runs along the exterior of the CorPMV, the place where it was exposed to the elements (northeast end) it is gone beyond repair and Steve says cut it off. The brackets that held that pip up have rusted away. However, leave in place the part under the east end where it connects to the brake line valve and flexible hose. This may cut easily with a Sawsall. *Be careful of any particulate matter in the insulation although it is wrapped already*.

Condition of wooden sides and doors:

The wooden doors are sagging and not perfectly fitting but seem tied on. There are makeshift locking bars applied to the insides of the doors. The middle door on the North side has more rot than most, and also there are two foot long sections to the right of that door that are not a structural problem but would benefit from cover if the car encounters rain being moved in England. When the car is cleared out it should be more evident if some reinforcement is needed to secure them for transit. An alternative is to ratchet strap them tightly together so prevent vibration.

CorPMV underframe:

I removed the two connecting rods between the bogies and the brake fulcrums, labeled them and put them in the CorPMV. Each is about 9' long. I separated the leather drive belt between the generator and the axle but the belt needs to be tied up to the bogie or removed and put in the CorPMV.

The batteries are in place. Steve says to leave them here rather than pay the shipping. I couldn't see what that would entail to remove them but the probably slide out. One battery compartment door is under the CorPMV, please put it in the CorPMV before closing it for shipment.

Lifting points:

It's a wooden sided vehicle and needs to be lifted from the bottom frame only. There are two main beams running the length of the CorPMV - the outside sills. Looking at the east bogie I noted the wheels are 8' apart, each 4' from the center of the bolster (bolster is the pivot point). Besides the center bolster, the next crossways beam towards the center of the car is 88" from the bolster, however towards the car end it's 72". With the components under the vehicle attached: brake cylinder and pivot beam, battery box, the trucker should be prepared with cribbing to support the CorPMV on the bogie under each bolster and have enough cribbing to keep those item clear - approx 24-30".

Summary:

Torch cut: The extension on the east bogie hook, vacuum brake line, the angle iron and diamond plate

Lube: Journals 1-5

Tie down: Diaphragms, doors

R.I.P. Sir Winston Churchill

Randy Hees' report, 13th August 2007.

I left home in San Mateo (near San Francisco Airport) at 1:30 am on Monday... picked up a friend and fellow member of our group, Woody Ballard, at 2:00, then south towards Los Angeles. We stopped for breakfast at the half way point about 4:30, saw sunrise as we hit the Tehachapi's, and reached the City of Industry, and the CorPMV about 8:00 am. The forklifts had arrived but not yet been unloaded. Sam was already on site.

Initially things moved slowly, as the crew from Hulbert Bros brought in their job box, blocking, and trenching plates.

The crew distributed the plates, supported by crib work over the curbs and landscaping. There were many discussions... We determined where to place the straps to lift the vehicle. Steel plates, added after the vehicle was placed on site were cut to give access for the straps. More equipment was brought in (Hubert Bros. yard was located nearby, and many trips were made for additional material)

Hotel management, City officials and at least one City Council member dropped by. A photographer from Worldnews.com arrived and spent the day taking pictures. The local rail fan community was aware of the move, and showed up in force to watch.

The heavy forklifts were rigged with booms and stretcher bars. The transport truck was backed down the narrow lane. They needed to lift the read of the truck with the forklift using chains to align it with the BLV. More trench plate and blocking was setup. Straps were dropped under the CorPM. Two of us climbed underneath and set the straps... We paused for a lunch break. Fortified we rejoined the effort, only to find the initial straps were too long. Straps were changes. Under the CorPMV we went again. All was ready.

We walked around the CorPMV for a final time. The hotel approved and the railing at the CorPMV end was cut off.

The lift was quick and simple, without drama (the best kind of lift).

The forklifts backed up on the trench plate, allowing the truck to be backed down under the CorPMV. The forklifts were shifted, and blocking was placed on the deck of the truck. The car was lowered. It was determined that the end steps and vacuum hose bracket needed to be removed to allow the CorPMV to be set down. We burned off the bolt heads, preserving the original parts. They were stowed in the CorPMV body along with a battery box door and two body steps found under the CorPMV.

As the crew tied the CorPMV down we took a look at the bogies, which rolled easily (at least when a pry bar was applied.)

With the CorPMV ties down, Woody and I left for points north at about 4:30. Sam, concerned about his flight and needing to visit a local client left. (He would later change his flight to a closer airport and get a chance to drop by to see the car after it was moved to the top of the hill) We stopped for a bite to eat at Philippe's, across from the old Terminal Annex post office, then headed out. I dropped Woody off at his house about 11:00, and reached home about 11:30 (817 miles later). Sam, flying north had beaten us by about 2 hours.

12 hours later the car, on Tuesday morning, accompanied by a police escort and the Mayor of the City of Industry left for the Port of Long Beach and its appointment with a Southampton bound ship. It was a media event, covered on the local news.

Report from Sam Sause, 13th August.

PS to Randy's report - Good report Randy only editing I would make would be to emphasize more that the drama in moving this car was really lacking compared to the Pullman Observation CAR No.14, but the weather was better. The operation on this one was almost struck like watching paint dry. After visiting my client for about 40 minutes I did go back to the hotel and managed to get a couple of good pics of both the bogies and the CorPMV after they had been relocated from the jobsite.. The hotel management peeps were in the process of getting a "shot" of the CorPMV sitting on the edge of the Eisenhower golf link to emphasize the Churchill and Ike relationship and will create a caption for the picture to point out the last "encounter" of Ike and Winnie.

Delivery to the pier was all but routine. Tues morning the mayor with an entourage of press, hotel management peeps and city officials left with the Halbert Bros trucks carrying the bogies and the CorPMV. They were scheduled to leave at 10am for a 1PM delivery appointment at the pier. Somehow they all did not manage to show up at the pier until 2:30 and the pier was ill prepared to provide the wood blocking to set the CorPMV on. In spite of all my talking to them several times last week and as late as Monday afternoon advising them they needed to supply blocking to set the CorPMV on they did not manage to make any advance preparations. They advised me not to worry as they had plenty of wood around the dock to set the CorPMV on.

So I did not worry until this afternoon about 3pm when the pier advised me that they would be unable to off-load today. I got on the horn then to everyone I had been talking to at the pier including my pier lift people and the pier super. I was really frantic there for an hour or so, but the wood was finally found and the CorPMV was placed on blocks.

My lift company saved the day by scouting the pier for some wood big enough to handle the support. This wood is technically supposed to be furnished by the pier. The Terminal manager, Chris Harding, was extremely helpful through all the turmoil however and also thanks to him the bogies were not turned away at the gate.

The next surprise was that pier super almost refused to accept the load because there were cobwebs and spiders on the undercarriage. Again Chris came to our rescue to help work things out. The mayor's presence may have influenced his actions a bit, but at any rate he Victoria (my contact at the lift company) were the heroes of this saga and definitely saved the day. Chris did however but insists that the undercarriage be cleaned prior to loading to vessel as he is concerned that the UK dept of health would seriously object to the spiders and dirt on the undercarriage. He contacted a company he has worked with in the past that does this type of clean up and I will be talking to them tomorrow. The worst case scenario is that he could have rejected the load and require it be cleaned prior to delivery.

**CHURCHILL'S FUNERAL VAN ARRIVAL FROM THE USA'S WEST COAST 24th September 2007.
Steve Doughty - Project Leader and Deputy Chairman, Swanage Railway Trust.**



©Bruce Williams.

Sir Winston Churchill's funeral train catafalque - CorPMV S2464 - arrived back in the UK on 24th September 2007, and is seen here being unloaded from the transport ship at Southampton Docks.

Steve Doughty advises:

Sir Winston Churchill's funeral train catafalque - CorPMV S2464 - has arrived back in the UK after leaving the USA in August, thanks to the generosity of California's City of Industry mayor David Perez and an appeal by Swanage Railway volunteers.

Sir Winston Churchill's funeral train catafalque started its long journey back to the UK from the USA on Monday 13th August, when preparations began at the Industry Hills golf resort near Los Angeles for its move to the port of Long Beach.

Now that CorPMV S2464 is home again, The Swanage Railway Trust now has the task of raising additional funds to ensure its long term preservation and display. What form these take will very much depend on how much can be raised.

On Wednesday October 3rd CorPMV S2464 will move by road haulage from Southampton Docks to the East Somerset Railway at Cranmore. Whilst at Cranmore the CorPMV will have an inspection undertaken to identify a work plan of restoration.

9. 2007-9 Cranmore Traincare Services.

Extract Coupé News No.57 - November 2007.

On Wednesday October 3rd CorPMV S2464 was moved by road haulage from Southampton Docks to the Cranmore Traincare Services, East Somerset Railway at Cranmore. CorPMV S2464 will be inspected and work required identified with a work plan of the restoration put together.



©Clive Warnford.

CorPMV S2464 following delivery to Cranmore Traincare Services.

Extract Coupé News No.58 - December 2007.



©Clive Warnford.

November 9th 2007 - The interior of CorPMV S2464.

Extract Coupé News No.62 - April 2008.

Steve Doughty - Project Leader and Deputy Chairman, Swanage Railway Trust.

Work on the Churchill van has yet to start, pending submission of a heritage lottery funding application. We are in the process of soliciting restoration bids and hope to have our bid in by the end of April. However, as we don't expect the HLF to cover all costs, we are still raising funds in other ways and are very keen to receive donations.

Grant Bolton - October 13th 2009 - Cranmore Traincare Services, East Somerset Railway.



©Grant Bolton.

October 12th 2009 restoration work on CorPMV S2464 within the Cranmore Traincare Services workshop.

Steve Doughty - Project Leader and Deputy Chairman, Swanage Railway Trust - October 19th 2009.

Work on the CorPMV S2464 is coming along well at Cranmore and is due to be complete by the end of this month (October). The vehicle is likely to be delivered to the Swanage Railway in November. The work completed has mostly been to the exterior bodywork, with cosmetic work only to the underframe as the vehicle is intended to be for static display only. Work on the interior will be undertaken on the Swanage Railway prior to public display at Corfe Castle. Work at Cranmore has been planned to ensure retention of as much of the original vehicle as possible.



© Dick Bellchambers.

CorPMV S2464. Autumn 2009 outside the Cranmore Railway C&W Workshop following restoration work on the vehicle body. The bogies and under frame will receive attention following arrival at the Swanage Railway.

Steve Doughty - Project Leader and Deputy Chairman, Swanage Railway Trust advises.

“The first phase of the restoration of the van has been completed at the East Somerset Railway.

The move to the Swanage Railway is currently being finalised, taking into account of winter shutdown works in the early part of 2010. The movement by road has the potential to occur when another vehicle is scheduled to be delivered to Cranmore for work in May 2010. We are forming a new team to take the project forward and develop the display plans”.

In 2009 the HLF declined to support the Trust's £50,000 bid to restore CorPMV S2464 to house a museum focusing on the role of railways in the Second World War.

The Trust was surprised by this decision, given the detailed submission made and what it felt was a comprehensive but modest plan to tell a story of national and international importance in the context of this historic artefact that is associated with the late Sir Winston Churchill who was regarded by many as the greatest Briton of all time and who, of course, led this country at this critical point in its history. The Trust is now seeking alternative funding for the project.

Offers of support and further details of the project are available at the Swanage Railway.

Restoration has now commenced but the appeal remains open for donations to cover the development of display material, the restoration of the interior and ongoing maintenance costs.

The next stage will very much depend on how much can be raised by our supporters.

10. 2014 Restoration - National Railway Museum Locomotion Shildon.

The restoration of CorPMV S2464 in advance of the exhibition to commemorate the 50th anniversary of the funeral train on Friday January 30th 2015.

The restoration was undertaken to a high standard by a dedicated team under the supervision of Richard Pearson NRM Locomotion Workshop & Rail Operations Manager.

A team of twelve consisting Richard Pearson, Trevor Addison, Malcom Bonnett, Jeff Cail, Martin Giles, Chris Potter, John Shiel, James S Smith, Jeffrey Standing, Arthur Vaughan, Ian Matthews and Steve Hopper.

The restoration included measuring the tyre profile of the wheel sets the axles ultrasonically tested both were found to be acceptable. The steel frame of CorPMV S2464 which dates back to 1905 was found to be in good condition but the horizontal wooden boarding was rotting and had to be replaced.

It was hoped to retain some of the original timber but unfortunately this was not to be, the windows and window frames were replaced and the doors had all of the exterior panels and half of the inner boards replaced. The reported cost of the restoration ranges between £23,000 to £30,000.

The restoration team must be congratulated on the standard of the restoration, the body of S2464 is as good as when entering service as new in 1931.



©T.Bye.

**On one of my update visits to Locomotion at Shildon (Friday December 12th 2014)
five members of restoration team of twelve were present.**

Top LtoR - Trevor Addison - Jeff Cail. Bottom LtoR - Arthur Vaughan - Steve Hopper - Richard Pearson.



©NRM.

**CorPMV S2464 on arrival at NRM Locomotion Shildon from the Swanage Railway in October 2014.
The movement from Swanage to Shildon was undertaken by road transport.**



©NRM.

**Restoration is well underway in a matter of days with the wooden panelling being found
to be in such a poor state the only option was to replace it.**



©T.Bye.

Top & Bottom - Restoration progress on Friday November 14th 2014.



©T.Bye.



©T.Bye.

Top - The axle box cover confirms the period of original use between 1905 to 1931
Bottom - Restoration progress on Friday December 12th 2014.

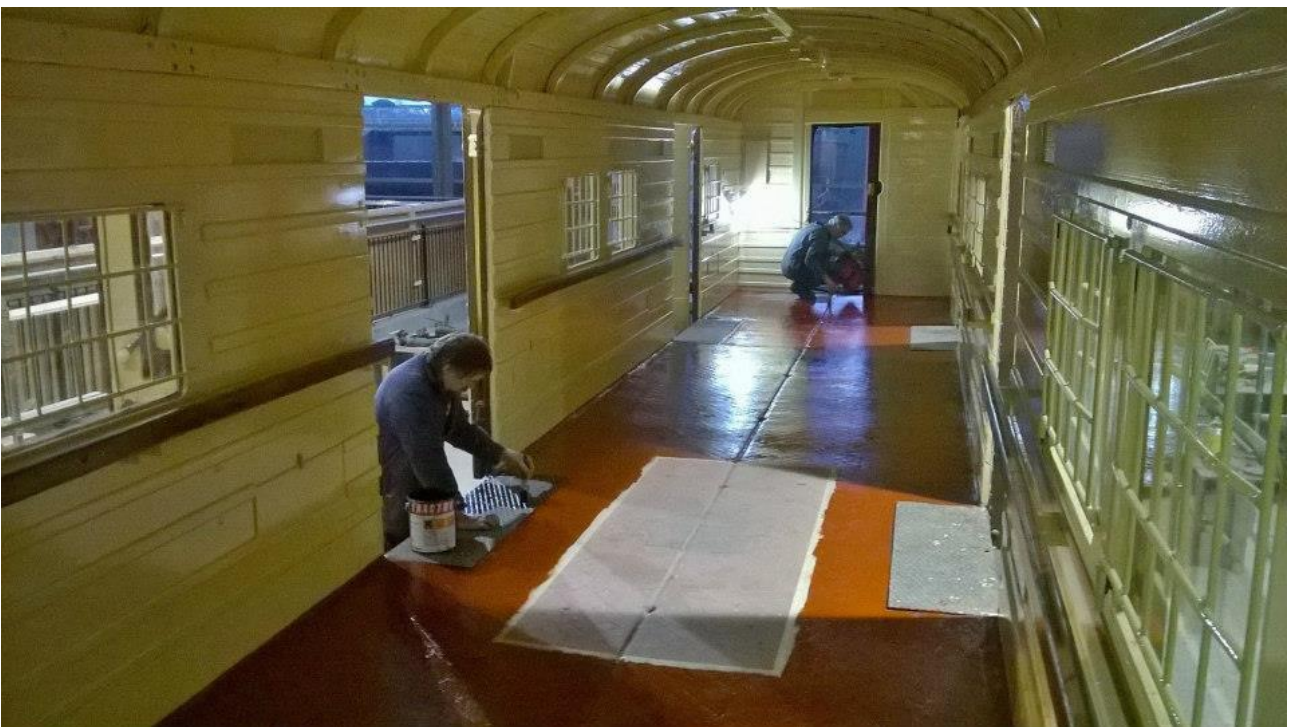


©T.Bye.



©T.Bye.

Restoration progress on Friday January 9th 2015.



©NRM.

Interior cleaning identified paint markings on the floor thought to be the location of the catafluge.



©R.Pearson.


CorPMV S2464 Outside NRM Locomotion on completion of the Restoration Wednesday January 14th 2015.



©NRM.

CorPMV S2464 at the NRM York on the evening of Thursday January 15th 2015.


11. Churchill's Final Journey - The National Railway Museum - Friday January 30th 2015.



Churchill's Final Journey

30 January - 3 May 2015

Mark 50 years since a people's farewell with our display of the train that took the statesman on his solemn last journey.



Free entry
nrm.org.uk/churchill
#churchill2015

Is this email not displaying correctly? [Open a PDF of this invitation](#)

The National Railway Museum invites you to the preview morning of:

Churchill's Final Journey

Friday 30 January 2015

We are pleased to invite you to watch our newly restored locomotive, Winston Churchill, take pride of place as part of a display commemorating the 50th anniversary of Sir Winston Churchill's state funeral. The locomotive will form part of a reconstruction of the funeral train that carried Churchill's coffin to Oxfordshire for a private burial ceremony near his family home.

We will open the museum at 7.30am for invited guests to witness the arrival of the funeral train as it takes position in Great Hall. You will also have exclusive access to the display before it opens to the general public.

7.30-8am: Arrival and refreshments

8-8.25am: Entrance of funeral train

8.25-8.45am: Paul Kirkman, Director

8.45-10am: Private view and photographic opportunity

The event will take place on the Search Engine balcony overlooking the Great Hall. Please enter the Museum via the Car Park entrance (half-way up Leeman Road). Free car parking will be available.



©T.Bye.

Outside the NRM on a very cold morning at 7am.

With York Minister in the distance CorPMV S2464 and 34051 Winston Churchill await Pullman Car LYDIA.



©T.Bye.

Within the NRM Great Hall forming 'Churchill's Final Journey'

Bulleid Battle of Britain Pacific No.34051 Winston Churchill with CorPMV S2464 & Pullman Car LYDIA.



©T.Bye.

CorPMV S2464.

The side of the vehicle that stood in Platform 11 at Waterloo Station on January 30th 1965.



©T.Bye.

CorPMV S2464.

The nearest open doors being the access to the vehicle that the late Statesman Sir Winston Churchill coffin was carried into by the bearer party of eight men and the Regimental Sergeant Major from Sir Winston Churchill's old Regiment, the 'Queen's Royal Irish Hussars'.



©T.Bye.

CorPMV S2464.

The restored interior viewed from the access doors that the coffin of the late Statesman Sir Winston Churchill entered the vehicle.



©T.Bye.

Pullman Kitchen First Class LYDIA.



©T.Bye.

**J C (Jim) Lester the fireman on 34051 Winston Churchill on January 30th 1965.
Jim stands on the footplate again 50 years to the day.**

12. Information Sources.

I have over the last 40 years built up an archive of Pullman related history in text and images. In this period of time I have also been sent text and images for inclusion in the Pullman Car Services Archive and my past and current newsletters Coupé News and the bi-monthly Pullman & CIWL News.

I have where possible detailed the copyright of text and images, but on occasion I have been unable to verify the copyright.

Within this document a number of photographic images appear thus '©?', to denote that I have no record of the copyright holder. In the event copyright can be identified, this will be updated within the PCS-A and any future re-issue of the document.

My thanks to Jim Lester for identified corrections and Glen Woods, Kevin Robertson, Clive Standen who have contributed additional information which is now included following the publication of 'Issue 1'.

Finally to those individuals, books, magazines and newspapers both in the United Kingdom and United States of America as detailed below, my sincere thanks for their assistance in the production of this document.

United Kingdom.

Peter Hall, Doug Lindsay, Tom Harding, J.Lester, M.Morant, M.S.King, D.Gould, J.Kennedy/Oakwood Press, G.Plumb, S.Doughty, G.Bolton, B.Stephenson, Richard Pearson, Trevor Addison, Malcom Bonnett, Jeff Cail, Martin Giles, Chris Potter, John Shiel, James S Smith, Jeffrey Standing, Arthur Vaughan, Ian Matthews, Steve Hopper, J.Jones, M.Goulding, M.Adams, R.Souther, J.Parriott, R.Hees, C.Hart, S.Sause, B.Williams, C.Warnford, G.Bolton, D.Bellchambers, G.Woods, K.Robertson, C.Standen, Swanage Railway, National Railway Museum at both York & Shildon, Winston Churchill Memorial Trust.

United States of America.

Winston Churchill Memorial and Library, Fulton, Missouri. Trains magazine editor Kevin P. Keefe. David Cameron, Pacific Railroad Society. Robert E. Kredel, Railway & Locomotive Historical Society. Warren L. Smith. S.Brandt.

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