

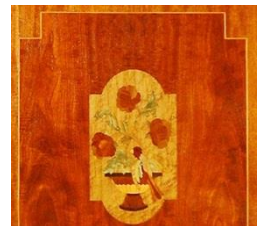
YOUR CARRIAGE AWAITS...

CHRISTINE

Originally named "Car 64", Christine was built as a 2nd Class Restaurant car for the London-Harwich boat trains. It was rebuilt in 1937 as a 3rd Class Parlour car and ran as part of many trains, including the short-lived private venture, Regency Belle, in the 1960's. Prior to being removed from service in 1967, it ran as part of the Bournemouth Belle.



On withdrawal it became one of five Pullmans in the Bulmer's Cider Train, being named "Christine", and toured the country for promotional purposes. It was also in the historic train hauled by the locomotive King George V which ended the BR steam on the mainline ban. In 1985 the entire train was sold to the Venice-Simplon Orient Express, who were keen to dispose of those vehicles which they did not require. Car 64, the



most complete of these, was offered for sale and was purchased by the Horsted Keynes Pullman Car Group.

Although it was the fourth of the Pullmans to arrive on the Bluebell, it was in such good condition that it became the first to enter service.

It ran until the end of 1999 when it was withdrawn for major work. During the Autumn of 2000, a contract and volunteer team repaired the worst part of the East side and patched the roof, and some of the seating was re-trimmed, enabling it to re-enter service. In early 2004 it was removed from service again for overhaul of the body structure and interior refurbishment. It returned to service again on 1st December 2006 and currently forms part of our Golden Arrow Premier Dining train.

