



PULLMAN CAR SERVICES-ARCHIVE

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

1951 'U' Type Pullman Kitchen Car 'AQUILA'



Pullman Car Services-Archive - 1951 'U' Type Pullman Car 'AQUILA' - Issue 1 - March 2020

"Information is for sharing and not gathering dust"

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Cover Photograph: PCS-Archive Collection.

The "Golden Arrow" all Pullman service between London and Paris was first introduced by the Southern Railway Company on May 15th, 1929, and the comfort and speed of the service made it an immediate success.

At the annual general meeting of the Pullman Car Co. Ltd., on December 30th, 1949 in London.

Mr Stanley J. Adams, Chairman & Managing Director, said that he was glad to report yet another successful year, with Pullman services having proved more popular than ever, and the number of passengers carried in Pullman cars amounted to over 1,500,000. They estimated that they had carried upward of 1,000,000 passengers in their non-supplemental cars.

During 1949 the company had confirmed the order for seven new Pullman cars, and these, with other cars being rebuilt at their works, would constitute a new "Golden Arrow" train which would be ready in 1951, the "Festival of Britain" year. The order for these cars was to be the final placed by the Pullman Car Company prior to the British Transport Commission purchase of controlling interest in 1954.

The cost of the new cars would have been inordinately high, but, thanks to certain pre-war purchase of material, together with work executed on these materials, the cost now would be considerably lower.

In 1938, the Pullman Car Co. Ltd. placed an order with the Birmingham Railway Carriage & Wagon Co. Ltd. for seven new cars for the East Coast operation. The outbreak of war in 1939 arrested all work on this project, but the drawings, decorative schemes, and so on, had by then been settled and a quantity of material purchased. Construction, however, to cater for the extra traffic expected in connection with the Festival of Britain, it was decided to go ahead and complete the cars with certain modifications and improvement and to utilise them for a new "Golden Arrow".

The seven new cars were all First Class consisting three Parlour, three Kitchen and one Bar Counter and the cars were allocated the identities of Perseus (Parlour), Cygnus (Parlour), Hercules (Parlour), Aquila (Kitchen), Orion (Kitchen), Carina (Kitchen), Pegasus (Bar Counter).

In addition to the new build, six older cars were converted by the Pullman Car Company at its Preston Park Works, at Brighton, to back-up the new builds and this included having their oval toilet windows replaced by square ones for uniformity.

The cars being First Class Guard Parlour Minerva (III), First Class Guard Parlour Isle of Thanet, Third Class Guard Parlours Car No. 208 ex LEONA (II), Car No. 36, and finally two Third Class Parlours Car No. 34 and 35.

A further three 'U' type cars were constructed in 1952 by the Pullman Car Company at its Preston Park Works, Brighton. The three cars consisted of one First Class Parlour, one First Class Kitchen and one Second Class Kitchen. The cars were allocated the identities of First Class Parlour Phoenix, First Class Kitchen Aries and Third-Class Kitchen Car No. 303.

Car PHOENIX, was built on the chassis of the 1927 Pullman kitchen first class Rainbow (II), which in 1936 was in the formation of an 'Up' boat train from Southampton Docks to Waterloo, an adjoining Southern Railway coach caught fire, the fire spread to Rainbow (II) prior to the train being stopped at Micheldever. The remaining chassis of Rainbow (II) was eventually moved and put into store by the Pullman Car Company and as such being constructed on the chassis of Rainbow (II), Phoenix retained the original Pullman bogies.

The underframes of the new cars are to the design developed by the former London & North Eastern Railway, together with its type of double bolstered bogies with a wheelbase of 8 ft. 6 in. The cars are 63 ft. 10 in. over vestibules and of strong timbered construction, well reinforced by steel truss plates and angles, and at the vestibule corner pillars by substantial mild steel angle sections, all of which are galvanised to prevent corrosion. The bodies have straight sides and are 8 ft. 5⁷/₁₆ in. over the panels. The body panelling is of 14-gauge mild steel, and to lessen the risk of corrosion the panels are metal sprayed with aluminium on both inner and outer faces. The main roof carlines are of mild-steel angle section and the roof panels are welded to the carlines. To improve insulation the interior of the roof and side panels are treated throughout with sprayed Limpet asbestos 1 in. thick.

The main windows are double-glazed, using the latest Pilkington system which has proved successful in the Pullman observation cars. To improve the ventilation of the cars, the depth of the sliding lights has been increased, and in addition, a special design of Vent Axia fan air extractor has been developed and installed in the roof of each saloon. These have a capacity of exhausting 270 cu. ft. of air per min. with the train stationary. To provide a free outlet for air being exhausted through the roof, the ventilating unit is equipped on the outside with a revolving cowl fitted with vanes, which ensure that it constantly faces the direction of the greatest wind pressure.

In the new cars, the oval body side lights - have been replaced by lights of a rectangular shape with rounded corners. For many years the oval light has been a feature of Pullman cars; it was, however, considered that the rectangular window would provide more light. The kitchen water tanks fitted in the car roofs are equipped with Smiths electric water-tank indicators of a special design enabling the chef to see at a glance how much water is being carried.

Each car has a different scheme of interior panelling and finish designed and executed by Waring & Gillow Limited. These schemes consist of quilted maple with anodised aluminium mouldings in old gold, with rust coloured moquette upholstery; weathered sycamore with anodised aluminium mouldings in old gold, with wine moquette with fleur-de-lys pattern; betula with paldao cross-banding, with wine moquette with trellis pattern; finely figured Australian walnut butt with Australian walnut cross-banding and sycamore bands, with green moquette; straight grained and burr mahogany and cherry burr, with wine moquette with fleur-de-lys; ucaltu and sapeli mahogany, with green moquette; and olive ash and masur birch, with wine moquette with irregular stripe pattern.

The saloons are carpeted in Pullman standard fawn carpet having a trellis work pattern laid on rubber underlay. The chairs have been remodelled in the Preston Park works of the company.

Special care has been paid to the decoration of the lavatories, and in the new cars Warerite laminated plastic panelling in pleasing colour schemes has been used on the walls, while the floors are surfaced with terrazzo, finished in mother-of-pearl, set in a green and black matrix.

The interior metal furnishings are of brass with French old-gold finish, stove lacquered. The lighting fittings, including the table lamps, have been specially designed and manufactured by Best & Lloyd Limited to tone with the interior decorative schemes, and are fine examples of modern English craftsmanship. The train lighting system and equipment for the new cars has been supplied by J. Stone & Co. Ltd.

Cooking is by "Calor" gas, the cylinders of which are lodged in steel boxes mounted beneath the underframes.

The cars being equipped with a public-address system. An innovation on the new "Golden Arrow" is the use of Calor gas for cooking on the train. The Pullman Car Co. Ltd. Has been experimenting for some time with this medium and considers that it is suitable for the particular requirements of this service. The Calor gas cylinders are housed in steel boxes mounted beneath the under frames of the kitchen cars, and the valves controlling the emission of gas are mounted adjacent to the cylinders themselves. These are of an electro-magnetic type operated by a switch from the kitchen. The car exteriors are finished in the standard Pullman colours, cream and umber, and they will form a noteworthy addition to the Pullman fleet. The following firms as sub-contractors supplied materials for the cars: -

Equipment/Part:**Supplier:**

Interior finish:	Waring & Gillow Limited.
Exterior paints:	Docker Brothers. Imperial Chemical Industries Limited.
Train lighting:	J.Stone & Co (Deptford) Ltd.
Lighting fittings:	Best & Lloyd Limited.
Luminator lamps:	Wilmot-Breeden Limited.
Upholstery:	John Holdsworth & Co. Ltd.
Carpets:	James Templeton & Co. Ltd.
Formica tabletops:	Thos. De La Rue (Plastics) Limited.
Plastic panels:	Wareite Limited.
Metal furniture:	McGeoch & Co Ltd. Jones & Foster Limited. Player, Mitchell & Breeden.
Locks:	Resilence Locks & Manufacturing Co. Ltd.
Sliding ventilators:	Henty Hope & Son Ltd.
Public address system:	Broadcast Amplifiers.
Window glass:	Pilkington Bros Ltd.
Air extractor fans:	Vent-Axia Limited.
Terrazzo flooring:	Scandolo Limited.
Lavatory porcelain items:	Shanks & Co. Ltd.
Brake equipment and steam heating:	Westinghouse Brake & Signal Co. Ltd.
Metal spraying:	Metalisation Limited.
"Limpet" asbestos:	J.W.Roberts Limited.
Cooking stoves:	Radiation (Large Cooking Equipment) Limited.
Fuel system:	Calor Gas (Distributing) Co. Ltd.

Pullman Terminologies: -

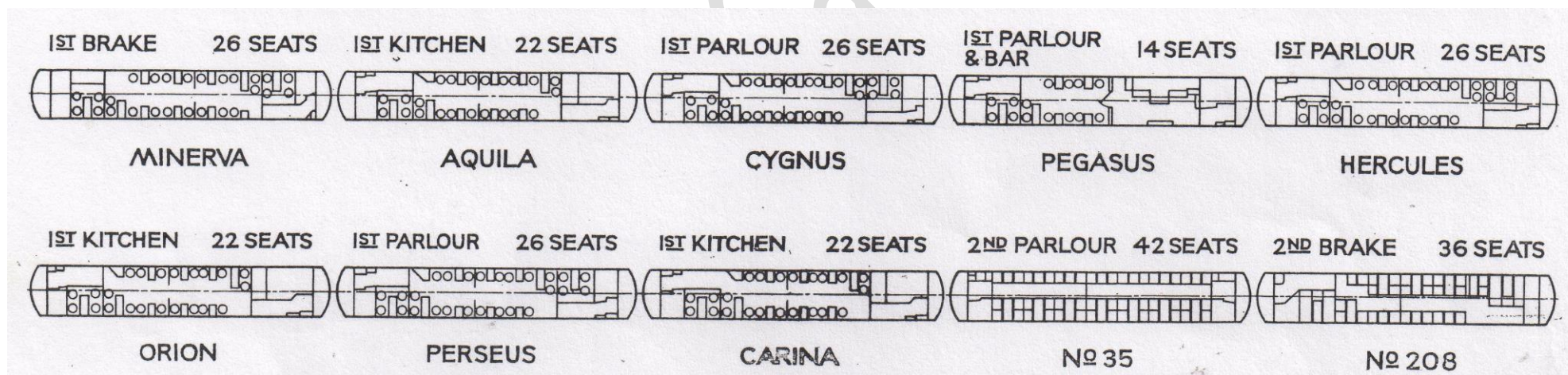
Parlour. Pullman Parlour car usually two saloons and two end coupés.

Kitchen. Pullman Parlour car with kitchen, pantry two saloons and one coupé*
*Second class cars rarely had coupés, except when converted from a First-class car.

Guard Parlour. Parlour car with a hand-brake wheel in one end vestibule, a tip-up seat for the Guard and 'Guard' painted on the vestibule doors, used on SR.

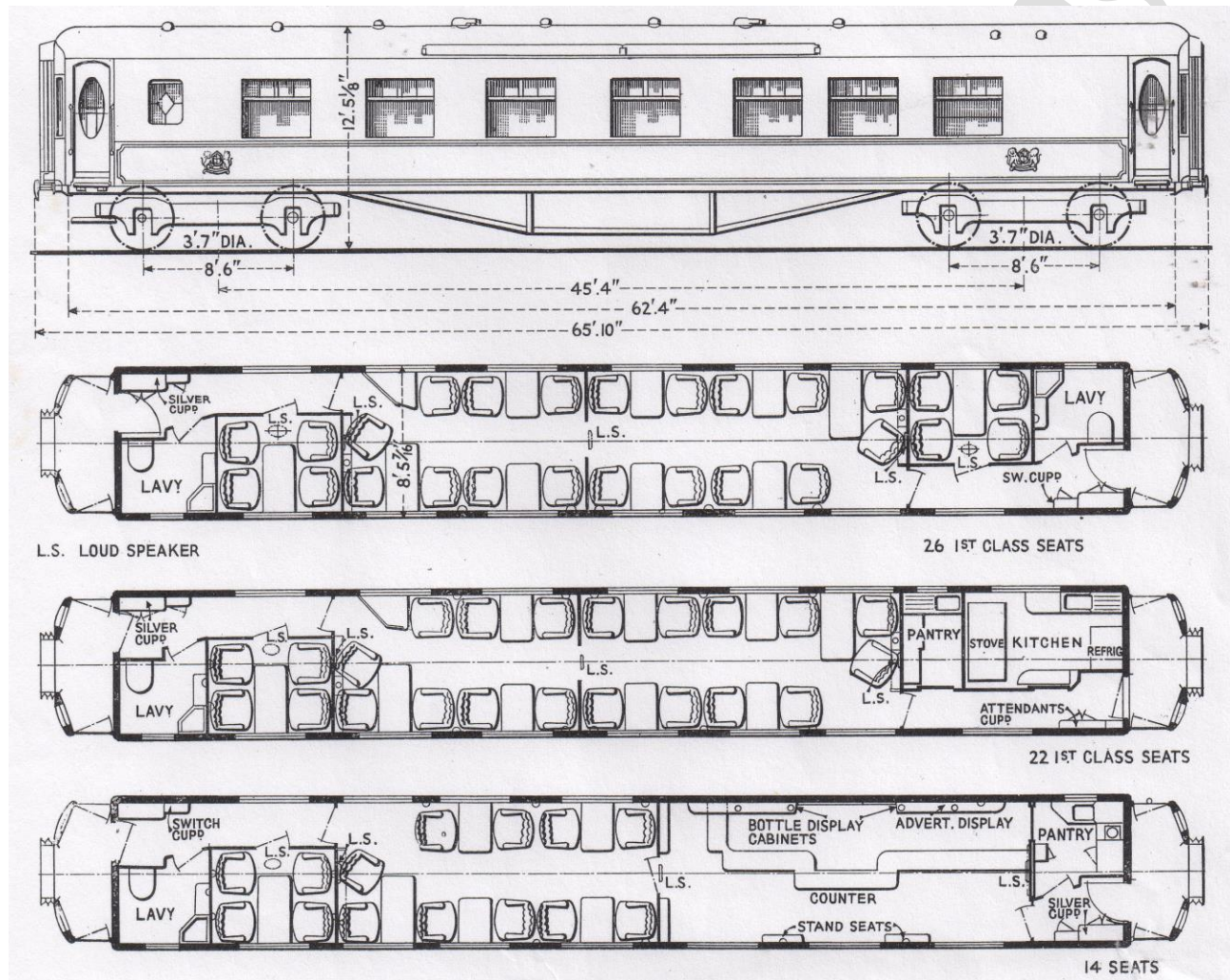
Bar. Pullman Bar car with bar counter, one saloon and one coupé.

Formation of the inaugural Festival of Britain 'Golden Arrow' on June 11th, 1951.



PCS-Archive Collection.

Elevation & Plans of the BRC&W Co 'U' Type 1951/2 Pullman Cars.



PCS-Archive Collection.

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Pre 1960 Pullman Schedule Number: 305.
Post 1960 Pullman Schedule Number: 305.
Type of Car as Built: Kitchen.
Into Pullman Operation: June 1951.
Car Builder: Birmingham Railway Carriage & Wagon Company Limited. Smethwick, Birmingham.
Lot Number: 3277.
Length & Width: 63' - 10" x 8' - 5¹/₂".
Tare Weight: 40t.
Bogies: 2 x LNER Gresley double bolster type.
Wheels: 8.
Type: U.
Route Restriction (S.R.): I. (Grove Junction (Tunbridge Wells) and Battle).
Seating/Covers: 22 x First Class.
Livery on Delivery: Umber & Cream.

1951, June 11th.

The new 'Golden Arrow' service, cars Aquila, Cygnus, Carina, Hercules, Orion, Perseus & Pegasus (Bar Car).

In addition to the new build, six older cars were converted by the Pullman Car Company at its Preston Park Works, at Brighton, to back-up the new builds and this included having their oval toilet windows replaced by square ones for uniformity.

The cars being First Class Guard Parlour Minerva (III), First Class Guard Parlour Isle of Thanet, Third Class Guard Parlours Car No. 208 ex LEONA (II), Car No. 36, and finally two Third Class Parlours Car No. 34 and 35.

1951 June 18th to September 10th, - Allocation Golden Arrow.

Aquila, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Zena, Car No. 34, 35, 36 & 208.

1952 June 13th to September 15th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Zena, Car No. 34, 35, 36 & 208.

1952 September 27th, - Allocation Golden Arrow.

Isle of Thanet, Carina, Cygnus, Pegasus, Perseus, Aries, Phoenix, Aquila, Car No. 34 & 36.

1952 October 18th, - Allocation Golden Arrow.

Minerva, Hercules, Carina, Cygnus, Pegasus, Perseus, Aries, Phoenix, Aquila, CAR No. 34 & 36.

1953 June 8th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No. 34, 35, 36 & 208.

1953 June 18th to June 17th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Perseus, Phoenix, CAR No. 34, 36 & 208.

1953 September 21st, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No. 34, 35, 36 & 208.

1954 June 14th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No. 34, 35, 36 & 208.

1954 September 20th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, CAR No. 34, 35, 36 & 208.

1955 June 13th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1955 September 19th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1956 June 11th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1957 June 17th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1957 September 16th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1957 September 17th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1958 March 28th, - Royal Train Duty.

Shorncliffe to Windsor & Eton Riverside.

Conveying the HRH, the Queen and the Duke of Edinburgh following a State visit to Holland.

Aquila, Aries, Minerva & Isle of Thanet.

1958 June 9th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1958 September 15th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1959 June 15th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1959 November 2nd, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1960 June 13th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1960 September 12th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1961 June 12th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1961 September 11th, - Allocation Golden Arrow.

Aquila, Aries, Carina, Cygnus, Hercules, Isle of Thanet, Minerva, Orion, Pegasus, Phoenix, Car No. 34, 36 & 208.

1962 June 3rd, - Empty Stock Working.

10.54 Waterloo to Ocean Liner Terminal Southampton Docks via Southampton Central.

Niobe, Aquila & Isle of Thanet.

1962 June 4th, - Presidential Special Train.

The President of the Ivory Coast.

09.00 Ocean Liner Terminal Southampton Docks to Victoria

Battle of Britain Pacific (Rebuilt) No. 34089 602 Squadron, Niobe, Aquila & Isle of Thanet.

1963 May 6th.

President of the Federal Republic of Cameroon.

10.15 Gatwick Airport to Victoria.

Battle of Britain Pacific (Rebuilt) No. 34088 213 Squadron, Isle of Thanet, Aquila, Pullman Brake to be advised.

1963 May 9th.

President of the Federal Republic of Cameroon.

15.30 Victoria to Gatwick Airport.

Battle of Britain Pacific (Rebuilt) No. 34088 213 Squadron, Isle of Thanet, Aquila, Pullman Brake to be advised.

1963 May 14th, - Royal Train.

The King & Queen of the Belgians.

11.45 Gatwick Airport to Victoria.

Unidentified Locomotive, Isle of Thanet, Aquila, Royal Saloon No. 396, Phoenix, Niobe.

1963 May 29th, - Royal Train.

12.10 Victoria to Tattenham Corner.

Battle of Britain Pacific (Rebuilt) No. 34088 213 Squadron, Niobe, Aquila, Royal Saloon No. 396, Isle of Thanet.

1963 May 31st, - Royal Train.

12.10 Victoria to Tattenham Corner.

Battle of Britain Pacific (Rebuilt) No. 34088 213 Squadron, Niobe, Aquila, Royal Saloon No. 396, Isle of Thanet.

1963 June 12th, - Presidential Train.

H.E. The President of India.

11.45 Gatwick Airport to Victoria.

Battle of Britain Pacific (Rebuilt) No. 34088 213 Squadron, Isle of Thanet, Aquila, Royal Saloon No. 396, Phoenix, Niobe.

1963 July 9th, - Royal Train.

Their Majesties The King & Queen of the Hellenes.

11.45 Gatwick Airport to Victoria.

Battle of Britain Pacific (Rebuilt) No. 34088 213 Squadron, Isle of Thanet, Aquila, Royal Saloon No. 396, Phoenix, Niobe.

1963 November 11th, - Presidential Train.

His Excellency The President of the Republic of Iceland.

14.15 Gatwick Airport to Victoria.

Class HA Bo-Bo Electric Locomotive No. E5007, Isle of Thanet, Aquila, Niobe.

1964 May 26th, - State Visit Duty.

President Abboud of the Republic of Sudan. From Gatwick Airport to London, Victoria Station.

Class CC Co-Co No. 20001, Isle of Thanet, Royal Saloons No. 499 & 396, Hercules, Aquila & LMS Brake No. 5154.

1964 June 15th - Allocation Golden Arrow.

Aquila, Carina, Hercules, Isle of Thanet, Minerva, Orion, Perseus, Phoenix, Car No. 34, 36 & 208.

1964 November 15th.

Visit of The Chancellor of the West German Republic.

10.15 Gatwick Airport to Victoria.

Class HA Bo-Bo Electric Locomotive No. E5007, Car No. 208, Aquila, Minerva.

1964 November 16th.

Visit of The Chancellor of the West German Republic.

07.45 Victoria to Gatwick Airport.

Class HA Bo-Bo Electric Locomotive No. E5007, Minerva, Aquila, Car No. 208.

1965 May 30th.

Journey of Her Majesty The Queen.

14.30 Portsmouth Harbour to Waterloo.

Class CC Co-Co No. 20002, Isle of Thanet, Aquila, Lydia, Car No. 208, WR Bogie Van.

1965 June 14th - Allocation Golden Arrow.

Aquila, Carina, Isle of Thanet, Minerva, Orion, Phoenix & Car No. 208.

1965 June 5th, - Royal Train Duty.

Hauled by D6526 & E6018, Car No. 208, Aquila & Isle of Thanet.

Noted running between Fratton (Portsmouth) and HM Dockyard via Platform 6 at Portsmouth & Southsea Station and HM Dockyard spur and returning to Fratton.

1965 July 13th, - Presidential Train.

H.E. The President of the Republic of Chile.

11.45 Gatwick Airport to Victoria.

Class CC Co-Co No. 20002, Car No. 208, Aquila, Royal Saloon No. 396, Aries, Isle of Thanet.

1966 May 17th, - Presidential Train.

The Federal President of the Republic of Austria.

11.45 Gatwick Airport to Victoria.

Class CC Co-Co No. 20003, Aquila, Royal Saloon No. 396, Raven, Isle of Thanet.

1966 May 25th, - Royal Train.

12.10 Victoria to Tattenham Corner.

Class CC Co-Co No. 20003, Car No. 208, Royal Saloon No. 396, Aquila, Isle of Thanet.

1966 May 27th, - Royal Train.

12.10 Victoria to Tattenham Corner.

Class CC Co-Co No. 20003, Car No. 208, Royal Saloon No. 396, Aquila, Isle of Thanet.

1966 May 25th & 27th.

Royal Train Duty.

'Epsom Derby', London, Victoria Station to Tattenham Corner.

Train formation Isle of Thanet, Aquila, Royal Saloon No. 396 & Car No. 208. Hauled by Electric Co-Co No. 20003.

1966 June 13th - Allocation Golden Arrow.

Aquila, Carina, Cygnus, Isle of Thanet, Minerva, Orion, Phoenix & Car No. 208.

1966 July 19th, - Royal Train.

H.M. The King of the Hashemite Kingdom of Jordan.

11.45 Gatwick Airport to Victoria.

Class CC Co-Co No. 20002, Aquila, Royal Saloon No. 396, Robin, Isle of Thanet.

1967 February 6th.

Visit of Mr Kosygin.

11.45 Gatwick Airport to Victoria.

Unidentified Electric Locomotive, Phoenix, Carina, Aquila, Perseus, Isle of Thanet.

1967 February 13th.

Visit of Mr Kosygin.

10.15 Victoria to Gatwick Airport.

Unidentified Electric Locomotive, Phoenix, Carina, Aquila, Perseus, Isle of Thanet.

Class JB Electro-Diesel Bo-Bo No. E6036, Phoenix, Perseus, Aquila, Carina, Isle of Thanet.

1967 July 9th.

Within the formation of the final 'Bournemouth Belle' and withdrawn from service.

1968 April.

Five Pullman cars purchased from British Rail by H.P. Bulmer of Hereford at a cost of £3,600.00 for main line operations.

1968 April 24th.

Car No. 36, Car No. 83 moved from Clapham Yard to Bulmer's private sidings at Hereford.

Car No. 64, Car No. 76 & Aquila moved from Micheldever storage sidings to Bulmer's private sidings at Hereford.

The cars refurbished and given a new livery of Bulmer's red, green and white. Coat of arms 'City of Hereford' and 'Royal Coat of Arms' as held by Bulmer's since 1911. Aquila allocated the plated number BLM99200.

1971 October 2nd.

'BR Return to Steam' GWR King Class No.6000 King George V, hauling the 5 x Bulmer ex-Pullman Cars & 2 x BR Mk1 Coaches.

1975 August.

Attended the Stockton & Darlington 150th Anniversary exhibition at Shildon, County Durham.

1986.

Purchased and stored by the Venice Simplon-Orient Express.

1986 May 28th.

Moved from Bulmer's Hereford to Swindon Works No.19 Shop for storage.

1987 May.

Moved from Swindon Works No.19 Shop to VSO-E Stewarts Lane Depot.

1988.

Sold to the Colne Valley Railway.

2010.

Car restored by the Colne Valley Railway.

2019 July.

Car advertised for sale.

2019 November 4th/5th.

Following private purchase, the car is moved by road transport from the Colne Valley Railway to the South Devon Railway at Buckfastleigh.

Following unloading the car is moved to undercover storage.

2019 November 6th.

Interior restoration commences.



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November 6th, 2019 - South Devon Railway at Buckfastleigh - AQUILA in the late Autumn sunshine.

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Gatwick Airport on May 14th, 1963, The King & Queen of the Belgians about to board Royal Saloon No. 396.
(Christopher Lade stands at the far side of the vestibule of Royal Saloon No. 396).

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Gatwick Airport on July 9th, 1963, The King & Queen of the Hellenes Belgians about to board Royal Saloon No. 396.
(Christopher Lade stands at the right-side vestibule of Royal Saloon No. 396).

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Victoria Station The King & Queen of the Hellenes Belgians being greeted by H.R.H Queen Elizabeth (Aquila on the right).
(Christopher Lade stands at the left side vestibule of Royal Saloon No. 396).

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Victoria Station The Chancellor of the West German Republic being greeted by H.R.H Queen Elizabeth (Aquila on the right).
(Christopher Lade stands at the vestibule of Aquila).

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Waterloo Station H.R.H Queen Elizabeth arrives from Portsmouth (Aquila on the left).
(Christopher Lade stands at the left side vestibule of Aquila).

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AQUILA Saloon with Chef ? and Attendants Left to right Bert Viney, Christopher Lade & ?.

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