
Pullman cars were introduced on the LB&SCR in 1875 and in the next ten years several of these vehicles were added to certain express trains to Brighton, and even on one to Portsmouth, which made the L&SWR take similar action.

In 1889 the LB&SCR ran an all Pullman train of three coaches, plus the Pullman “Pup”—the brake-luggage and lighting van (see Plant page in last month’s MRC). This train was vestibuled throughout, except for the van, and was the first vestibuled train in the UK. Pullman train No 1 consisted of three bogie vehicles all supplied in 1888 as follows. Albert Victor, a smoking car with small kitchen; the passenger accommodation was in morocco leather swivel chairs, while the interior was ornately decorated and among other items had several polished brass cuspids. This vehicle spent all its life on the LB&SCR and was condemned in 1929. Prince had a small pantry and kitchen facilities and again spent its whole life on the LB&SCR, being condemned in 1932. The third vehicle was Princess, a parlour car (the Pullman Co, being American, always used their spelling “parlor”) and was again ornately decorated with 19 swivel chairs and eight sofas all upholstered in blue velvet plush. It was condemned in 1929 having spent its life on the LB&SCR and ended up as part of a bungalow at Partridge Green (Sussex).

The cars, of course, to American design and decoration and were assembled at the Derby Works of the Midland Railway. The interiors were most opulent and were to a standard unknown on the railways at that time. The coaches were warmed by hot water heaters supplied through a Baker cistern and boiler, while the interior of the clerestory roof had oil lamps, but electric lighting (another new innovation) was fitted in the lower roof. The price of the supplementary fare in those days was £1 6d and the trains were well patronised by the wealthy residents and visitors of Brighton.

The exterior livery was originally a very dark greenish-brown, most elaborately decorated with gold leaf lining and the words “Pullman” on the top quarter in capital letters in an elongated Roman type face. Later cream was used on the upper panels similar to the livery only recently relinquished. The roofs were covered with canvas which has been painted with red oxide; while the outside of the clerestory windows were covered with gauze to protect the panel lights. The vehicles had an interior height of 9ft.

Top: An old MR Pullman of the same era showing the shape of the roof. Photographed at Cheadle Heath in June ’51 by W. S. Barth.
Left: LB&SCR H1 class 4-6-2 No 40 “St Catherine’s Point” passing Balham with a Pullman “Pup” and two of the early Pullman coaches. (Photograph: Loco Pub. Co.).
A train of Pullman coaches in the early greenish-brown livery headed by an unidentified 4-4-0. (Photograph: Loco Pub. Co.).

Drawings 4mm:1ft scale full size for OO and EM gauges.
PULLMAN CAR 'ALBERT VICTOR'  Scale 4mm: 1ft

SEAT LAYOUT

END VIEW AT 'B'
END VIEW 'A' AS SHOWN ON DRAWING OF 'PRINCE'

DIMENSIONS:
- LENGTH OVER BUFFERS 60' 0"
- LENGTH OVER BODY 52' 0"
- BOGIE CENTRES 37' 0"
- EXTREME WIDTH 8' 7"
- OVERALL HEIGHT 13' 0"