



# THE PERIPATETICS OF A PULLMAN CAR

## PULLMAN FACTS FOR 1929

Pullman cars operated . . . . .	8,842
Number of passengers . . . . .	33,434,268
Average car's daily mileage . . . . .	374
Average passenger's trip, miles . . . . .	420

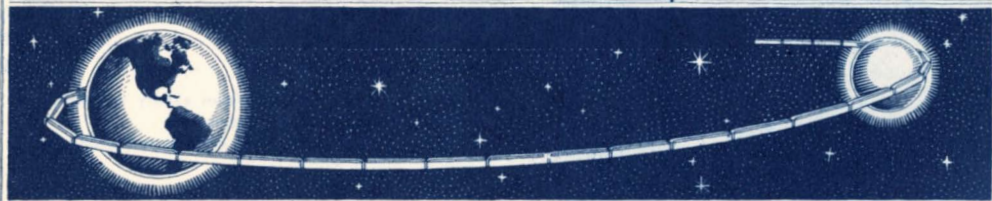
Pullman passengers covered almost exactly half the total mileage done by all railroad passengers.

. . . . . "You get so much more at such small cost!"

## PULLMAN FACTS No.10

A Nomad Pullman Car, in a year—Traveled, miles . . . . . 149,784  
 The average car did, miles . . . . . 136,484

All Pullmans Covered, in a year—Miles . . . . . 1,206,767,059  
 Pullman passengers rode,  
 miles. . . . . 14,058,525,111  
 —just about 72 trips to the sun and back!



## *The Peripatetics of a Pullman Car*

**I**F Pullman cars were like other tourists, some would have a rather dull time, while others would be placed in the globe trotting class, with all manner of experiences to give zest to existence. Some cars spend their lives shuttling back and forth over the same miles of track. They never escape from that monotony save when they are laid up to be shopped and

reconditioned—which is a good deal like devoting one's vacation to a major operation. Other cars roam the continent, getting in on the best parties and most interesting sights.

Consider the peripatetics of the good car *Glen Alta* during the good—or perhaps seventy-five per cent good—year 1929. After celebrating New Year's day in New York it cov-

## TEMPERATURES MET IN ONE MONTH



*Car Glen Alta visited, in the temperamental month of March, Toronto, Miami, Los Angeles and New York, and the in-betweens. met temperatures from 6 to 86 degrees—and of course had to be comfortable all the time.*



ered 149,784 miles, winding up at the year's end at Key West, and in the interim covering just about the whole country, as shown by this schedule of its travels for the first three months of the year:

<i>Dates</i>		<i>Operated Between</i>	
January	2-3	Chicago	and New York
	3-5	New York	and Chicago
	6-7	Chicago	and New York
	7-8	New York	and Chicago
	8-9	Chicago	and New York
	10-10	New York	and Buffalo
	10-11	Buffalo	and New York
	11-12	New York	and Detroit

<i>Dates</i>	<i>Operated Between</i>	
January	12-13	Detroit and New York
	13-14	New York and Chicago
	15-16	Chicago and New York
	17-18	New York and Detroit
	18-19	Detroit and New York
	19-20	New York and Detroit
	20-22	Detroit and Miami
	22-23	Miami and Jacksonville
	23-25	Jacksonville and Cincinnati
	25-26	Cincinnati and Chicago
	26-28	Chicago and Miami
	28-30	Miami and Chicago
February	30-31	Chicago and Detroit
	31-31	Detroit and Chicago
	1-3	Chicago and Miami
	3-5	Miami and Chicago
	6-8	Chicago and Palm Beach

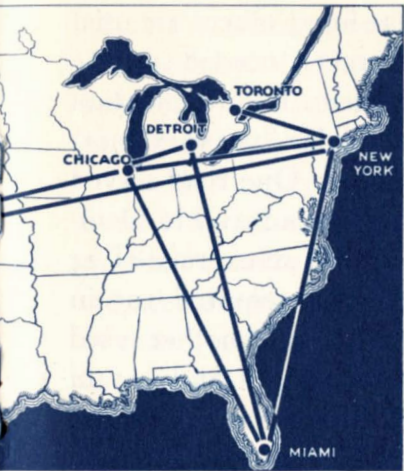
<i>Dates</i>	<i>Operated Between</i>	
February	8-8	Palm Beach and Jacksonville
	8-9	Jacksonville and Albany
	9-10	Albany and Chicago
	11-12	Chicago and New York
	12-13	New York and Chicago
	14-15	Chicago and New York
	15-16	New York and Chicago
	17-18	Chicago and New York
	18-19	New York and Chicago
	20-21	Chicago and New York
	21-22	New York and Chicago
	23-24	Chicago and New York
March	24-25	New York and Chicago
	26-27	Chicago and New York
	27-28	New York and Detroit
	28-31	Detroit and New York
	1-2	New York and Detroit



<i>Dates</i>		<i>Operated Between</i>	
March	2-4	Detroit	and Miami
	5-7	Miami	and New York
	7-7	New York	and Washington
	8-9	Washington	and Miami
	10-12	Miami	and Detroit
	12-14	Detroit	and Miami
	16-18	Miami	and Detroit
	18-19	Detroit	and Chicago
	20-21	Chicago	and New York
	21-22	New York	and Toronto
	22-23	Toronto	and New York
	23-24	New York	and Chicago
	25-28	Chicago	and Los Angeles

In March, *Glen Alta* toured from Miami to Toronto, from New York to Los Angeles, with





temperatures from 6 degrees at Toronto, to 86 degrees at Miami. One of these roaming cars is likely to meet everything from the tropics to the arctic during its year.

A glance at the map, which shows the territory covered by *Glen Alta* in this one month, together with a consideration of the range of temperatures which were encountered throughout these country-wide travels will impress a realization of how large a problem in operation of cars is this single one of coping with the wide variations of temperature; and of course a mid-

winter month would show this range much wider.

Why *Glen Alta* should get all that adventure while turbulent *Richard Henry Lee* should be condemned to once-a-day between New York and Washington with a cargo of statesmanship, is explained by the workings of the Pullman car pool. Most cars belong to partic-



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ular lines; others are used wherever needed at the moment. Requirements of particular lines vary enormously. One road served its Florida travel in October with an average of 24 cars, but required 105 in February. Another used 96 in August and 227 in March. A New England road got along nicely on



46 cars in March, but in August used 104. *Glen Alta* belongs to the reserves that are used wherever needed.

A "line" may operate over long distances, requiring many cars distributed among a number of trains, as between Chicago and the Pacific coast; or it may cover a short run only. In regular lines are



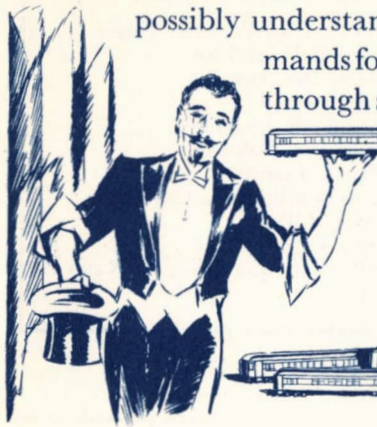
CANADA NEXT WEEK

about 7,500 cars; 2,100 are used for shifts and reserves. Of course not all are in operation on a given date; they must take turns in shops for repairs, which, with periods of idleness, consume a number of days each year. *Glen Alta* was in service 309 days, idle 56; it covered 149,784 miles while the average for all



Pullmans was 136,484. Every day, Pullman car service headquarters at Chicago has reports showing where every car is. From these, and from reports on trends and volumes of traffic, it is known what shifts are needed. Thus it is known long in advance that on a certain day an international convention will open in a certain city, requiring probably 1,500 extra cars on lines all over the country. So, weeks in advance of the movement, cars are gradually drawn in to the areas where they will be needed; the directing authorities always keeping in mind that full provision must be

made for regular lines. Thus the right cars are always placed where they are needed, at the right time, by some legerdemain that only an expert could possibly understand. Some of these special movements make demands for equipment that could not possibly be met except through such an organization as the Pullman car pool. It



seems just about impossible; but look at the results! There's the hat, and there's the rabbit; and the rabbit undoubtedly came out of the hat.

The hat is the Pullman car pool; the magician is Pullman organization and control.



PULLMAN TICKETS *are on sale at 4,200 railroad ticket offices in the United States.*

*It is advisable to secure your Pullman accommodations at the earliest moment.*

*All ticket agents and Pullman employes will help you in arranging this detail of your journey.*

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