

PULLMAN FACTS NO. II



FIRST-CLASS SLEEPING CAR FARES COST NEARLY TWICE AS MUCH ON THE CONTINENT AS HERE; SECOND-CLASS ONES COST CONSIDERABLY MORE THAN FIRST-CLASS HERE. WHY? » » » » »

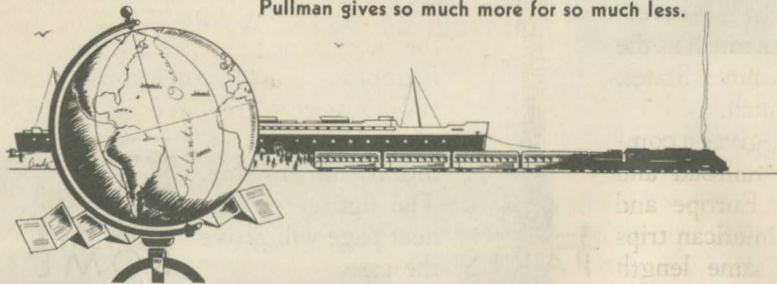
Exploding the Myth of Cheaper European Rates

THE AMERICAN TRAVELER FINDS MOST THINGS CHEAPER IN EUROPE, BUT HERE'S ONE STRIKING EXCEPTION » » » » »



PULLMAN SERVICE IS A CHIEF LINK IN EVERY TRAVEL CHAIN

Most of the world's de luxe rail carriages are operated in the United States, by the Pullman Company. They are the world's standard for safety, comfort, luxury. Why this American leadership? Because Pullman gives so much more for so much less.



American vs. European Sleeping Car Rates



STANDARD sleeping car fares in the United States are less than second class sleeping car rates in Europe.

European sleeping car rates average about 56 per cent as much as the railroad fares; in the United States, only 28 per cent as much.

The following table gives a comparative showing of railroad and sleeping car rates in Europe and here. European and American trips of substantially the same length



between terminals of equal importance, were compared, both first class and second class railroad and sleeping car rates being set down for the European trips. The seven trips presented in the tabulation are representative of European travel conditions; the seven American trips are equally representative of conditions on this side. The figures on the next page will prove the case.





NOTE—European currency converted to dollar values as of Oct. 9, 1930.

<i>Route and Miles</i>		RAILWAY FARE		SLEEPING CARS	
		1ST CLASS	2ND CLASS	1ST CLASS	2ND CLASS
<i>Paris-Rome</i>	900	\$29.30	\$20.09	\$16.66	\$14.08
<i>N. Y.-Chicago</i>	908	32.70		9.00	
<i>Paris-Berlin</i>	794	29.02	17.56	11.50	9.02
<i>Chicago-Washington</i>	784	27.78		8.25	
<i>Paris-Vienna</i>	871.7	33.64	23.87	15.48	12.39
<i>St. Louis-Washington</i>	893	32.54		9.00	
<i>Paris-Geneva</i>	375.9	10.91	7.37	9.41	7.52
<i>N. Y.-Rochester</i>	369	13.35		3.75	
<i>Paris-Amsterdam</i>	285	11.27	8.44	7.54	
<i>Chicago-St. Louis</i>	285	10.41		3.75	
<i>Paris-Strassburg</i>	312.5	9.06	6.43	6.18	4.15
<i>Chicago-Cleveland</i>	340	12.26		3.75	
<i>Paris-Stresa</i>	457	16.25	11.20	11.71	9.34
<i>Chicago-Duluth</i>	470	16.41		4.50	



	<i>Miles</i>	1st CLASS <i>Railway Fares</i>	1st CLASS <i>Sleeping Fares</i>
<i>Seven European Trips</i>	3,995.5	\$139.45	\$78.49
<i>Seven American Trips</i>	4,049	145.47	42.00

Europe's rate structure is so complicated by national regulations that comparisons with the simple American rates is difficult. In the foregoing table the American rates are for lower berths; the European for a berth in a compartment containing two berths. The two occupants may be strangers. Each must

present one railroad and one sleeper ticket, at the rates shown in the table. One person occupying a double room must present two railroad and two sleeper tickets. But there are exceptions; in Germany, one person may get a double room for one railroad and one sleeper ticket, provided that if a second

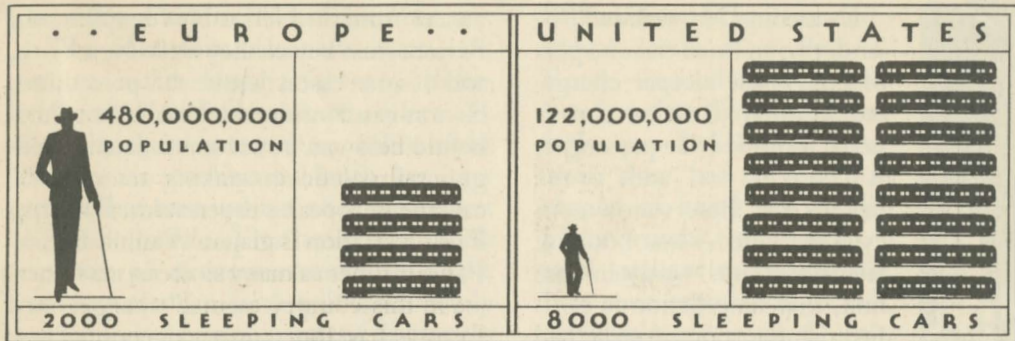
person demands accommodation he must be admitted on presenting one railroad and one sleeper ticket. The American sleeper rate is in every case lower than either the first class or second class European rate.

On certain European *de luxe* trains a single room may be had on one railroad fare plus an exceptionally high sleeper fare. Thus, from Paris to Rome a room can be had on a regular railroad ticket, \$29.30, and a sleeper ticket,



\$25.38; total \$54.68. New York-Chicago railroad fare would be \$52.88, sleeper \$18; total, \$70.88. This is for extra fare trains; on non-extra fare trains the American total would be \$59.73. In either case the European railroad ticket costs less than American, the European sleeper decidedly more. The illustration is generally applicable.

Four times as many sleeping cars operate in this country as in Europe, though Europe has four times our population; and even at that a large share of European sleeper travel is by foreigners journeying there. European rates are a mass of contradictions. One may sleep from London



to the Scottish border for fifteen shillings, but the wheel's turn that takes him over the border adds five shillings. On one French trip railroad fare was 115 francs,

sleeper 146 francs! The sleeping car rate in some cases is higher on a slow train than on an express, while on other trips the reverse is true.



Excepting Denmark and Poland, two railroad tickets, plus of course the sleeper charge, are required to secure a two-berth room for one passenger. A "booking fee" adds to the ticket's cost. Reservation money is refunded—less booking fee and stamps—only in case first, that cancellation is notified *48 hours in advance*, and second, that the tickets are then resold. During the "season" it is necessary to make reservations a week or ten days in ad-

vance. Wise travelers cable for space on a Riviera train before they leave New York, and in some cases, despite this precaution, have to run considerable hotel bills in Paris before they can be accommodated. Telegrams involved in making reservations must be paid for by the traveler. For a trip Paris-Belgrade-Budapest-Vienna-Berlin-Paris, this item alone was about 162 francs.

All these "supplemental" charges must be added, in determining the cost of travel in Europe, to the rates quoted in our table. The American journeying there, utterly unused to such things, does not realize, unless he is lynx-eyed, that all

these things are in his bill; but they are.

The continental sleeper's berth is 5 feet 11 inches long, 2 feet $3\frac{1}{2}$ inches wide; standard Pullman berth, 6 feet $2\frac{3}{4}$ inches long by 3 feet $5\frac{3}{16}$ inches wide; that is, the continental berth has 13.5 square feet area against 22.8 square feet in the Pullman's. This bears directly on expense of accommodations, for the roomy American berth will comfortably accommodate two persons and frequently does, no extra charge being made for the second occupant. Thus two sisters used a berth from Chicago to New York at a cost of \$4.50 each; but a few days later

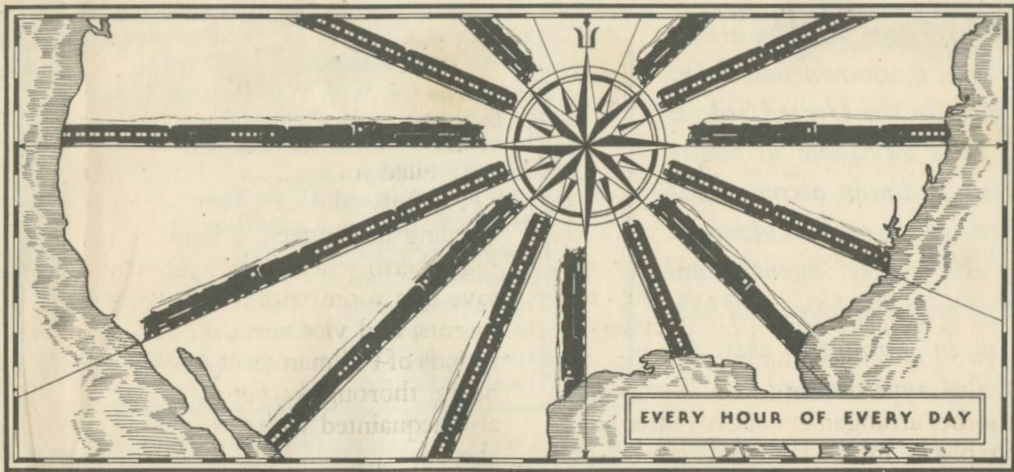
had to pay \$14.08 for individual berths from Paris to Rome—second class at that. For first class they would have had to pay \$16.66 each. Moreover, they had an excellent chance of being put in different rooms, each with a total stranger as room mate. It is such experiences as this, constantly encountered by the large proportion of American travelers who tour Europe on modest allowances, that give acute realization of the dif-



ference between European and American sleeping car costs.

In some European countries heat is from locomotive steam; in others from a coal-burning water heater at the car's end. A variety of car arrangements will be encountered on a European tour. One car has two seats for six passengers in a compartment; day-time passengers may use these until a certain hour, when they must be made down for night passengers—two lowers, two uppers. In some cars of this type no bedding is provided. Another arrangement affords three sleeping places in a room; one patron may

take the entire room on three railroad and three sleeper tickets; or three strangers may find themselves in it. Yet another plan places two or three chair beds in a room; at night the chair backs are pulled forward and down, making a bed. Only the arm-rest separates the sleeping passengers. A woman demanding a berth when there is none available save in a room with a man, gets it if he assents; and vice versa. The most ardent friends of Pullman service are those who, being thoroughly familiar with it, are also acquainted with sleeping car service abroad.



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