

# PULLMAN FACTS NO.12



## TRAVEL THE EDUCATOR



A TYPICAL SMOKING ROOM  
DISCUSSION

THE OBSERVATION PARLOR PERMITS ENJOYMENT OF  
SCENERY AND SOCIABILITY





## TRAVEL THE EDUCATOR

**T**RAVEL—for relaxation, information, pleasure, culture—has in recent times become one of the leading activities of Americans. Everybody knows this; but few stop to ponder that it attests

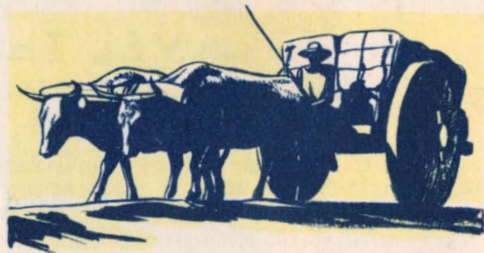
a revolution in human customs. Americans are the world's greatest travelers—a fact which goes far to explain why America is what it is today.

Mankind suffered, during its first mil-

lion years, from travel repression. It needed to know its neighbors, to swap experiences, knowledge and commodities. How people took to traveling as soon as they learned its possibilities—and were provided with Pullmans!—is one of the striking things about the modern world.

Travel has always been an educator and civilizer, because it gets people—and peoples—acquainted. But in our sense it developed slowly until quite recent times. Men lived on this little round planet for uncounted generations before

they found out what it was. To us their incuriosity is inexplicable. Their travel was almost all by water—the trick of getting over the land safely is quite modern. The Romans built the earliest roads and put commerce and travel on wheels;





they held the roadbuilding record until it was wrested from them by the United States, gridironing a continent with railroads and rushing palatial Pullmans over them in ease and comfort.

When steam was harnessed to a vehicle, land transportation suddenly developed from ox cart and stage coach to the perfections of the locomotive's might, the steel rail's ubiquity, the de luxe train's speed and the luxury of the Pullman car. It was this new privilege of getting about, knowing his world and his neighbors, that



enabled man to give civilization its big latter-day impetus. Travel, foremost of educators, became popular, a pleasure instead of an infliction, an opportunity rather than a duty. So all the world sud-

denly went a-traveling, and incidentally a-learning. Pullman passengers last year numbered about 28 per cent of the country's population; over 60,000 people sleep on an average night in Pullmans.

Our forbears had little inclination for travel—and small wonder! A journey that we would cover in a few hours of rest and relaxation in a palace on wheels, required for our grandfathers days of hardship on horseback, in canoes, or flatboats, by stage coach or Conestoga wagon. An Indian trail became the main road be-

tween New York and Philadelphia, the trip requiring five days. But 150 years later the same route was taken by the first railroad and now the all-Pullman trains do it in two hours. Barely before the civil war an overland journey from New Albany, Ind., to Sacramento, Cal.,



required four months and fifteen days of danger and toil. The Oregon Trail route from Independence, Mo., to the Willamette Valley, took five months in a covered wagon; now it is done in the ease of a Pullman train in less than that many days. Not many years before the



Oregon Trail was blazed a president of the United States, Van Buren, on a stump-ing tour in Indiana, was deliberately dumped from his coach by a malicious driver whose skill at hitting a stump exactly right was fully equal to his distaste for the political attitudes of his eminent passenger. That was in the day when the National Road, chief east-and-west thoroughfare, was an affair of tree stumps, rocky ridges, sloughs and bottomless ruts; but it was the marvel of highway construction of its time!

Nearer to our day—  
but before Pullmans had  
made railroad journey-  
ing the safe, comfort-  
able and assured affair  
it now is—another Pres-

ident, Johnson, on a swing around the  
circle stopped his special train every bless-  
ed night: no Pullmans, no night travel!

In such conditions the sort of travel  
that could have any spiritual value was  
of course unthinkable. But when steam  
and rails and Pullmans had once started



it, travel expanded in  
volume and education-  
al significance to one of  
our chief preoccupa-  
tions. Americans have  
made a continent at  
once into a neighborhood and an empire.  
Year by year they are traveling more,  
widening their knowledge of its possibil-  
ities and its future; drawing themselves  
together into a close-knit unity based on  
the confidence begot of real acquaint-  
ance.



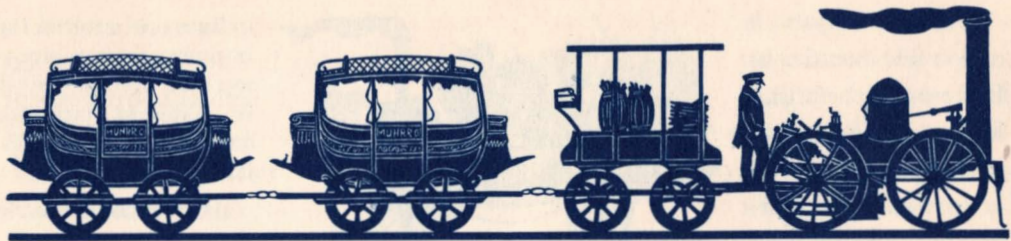
Yet we need go back only a few decades to find tragedy befalling for lack of these very privileges of travel, acquaintance, understanding. A recent writ-

er on the civil war epoch has observed: There was hardly any flow of population between the two sections, which were geographically so near together but so far apart in sentiment. Lack of contacts, exchange of ideas, brought about innumerable misunderstandings and men were already learning



to hate one another for no more substantial reason than that they lived in different latitudes and faced different problems.

It is inconceivable that such misunderstandings could develop in a country where travel has made everybody the neighbor of everybody else. Once it was feared that this country was too big to hold together; but universal travel has made this country know itself and brought



A FAMOUS SILHOUETTE OF AN AMERICAN RAILROAD TRAIN OF A CENTURY AGO

assurance of sympathetic understanding and perpetual unity. School children not only study history, but see its process; increasing thousands of them, like their elders, each year visit the National Capi-

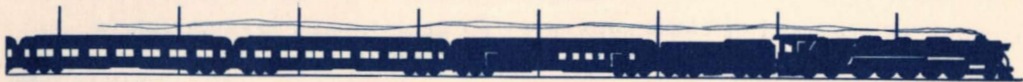
tol and see the Governmental machine at work. The shrines of patriotism and the seats of power are truly a common heritage.

The influence of such a training can-

not be overestimated. The old sectionalism is forgotten, the old provincialism gone. When people from every part of the country meet, discuss, compare views and ideas, by tens of thousands every day in the lounges or the observation cars, or over the inviting dinner tables of the all-Pullman trains, how could such pettinesses survive? Travel the educator, the breaker of barriers, the promoter of understanding, has remade the map of

social, intellectual and political America.

Pullman system is the warp and woof of unification running through the country's transportation establishment. Only such an organization, maintaining a certain autonomy but yet working at all times and in all areas in perfect harmony with the country's railroads, could have brought about the ease, comfort and appeal which are characteristic of present day travel.



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