

Evolution
of the
Pullman
Car

PULLMAN
FACTS NO. 2





Sunday evening in a Pullman car: a full page "American Sketch" in "The Illustrated London News," March 20, 1875. The early Pullmans were rated by European travelers among America's marvels. Organs and hymn books did not long remain as Pullman equipment.

EVOLUTION OF THE PULLMAN CAR: A NEVER-ENDING PROCESS

THE first Pullman car, built 1859, weighed 10,000 pounds less than the trucks of the present Pullman. It was 44 feet long, against a present length of 82 feet, 11 1/4 inches. It had ten open sections, in contrast to the present varied arrange-



GEORGE MORTIMER PULLMAN

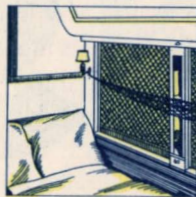
ments of open sections, compartments, drawing rooms, single and double bedrooms; club, observation and lounge cars of modern development. The tin wash basin of 1859, has now developed into burnished metal or porcelain. The three candles were followed



IN OLD NO. 9

by oil lamps, acetylene and later Pintsch gas, electricity from storage batteries—down to the present equipment with scores of axle-generated electric lights in the rooms, aisles, berths—everywhere. As late as 1882 the berth was 6 feet long; now it is 6 feet, $2\frac{3}{4}$ inches; $3\frac{1}{2}$ inches also have been added to its height—precious inches, all these!

The first Pullman was heated by wood-burning stoves; its successors by hot air furnaces; then by hot water from coal burning heaters; later by live steam from the engine, and finally by vapor brought down to atmospheric pressure, from the steam in the locomotive. Ventilation—



A SECTION AT BEDTIME

there was none; windows, little over a foot square, were set immovably in place. The ventilating system of a modern Pullman costs almost as much as the



PULLMAN GUESTS, 1859

sum expended by Mr. Pullman in building No. 9—his first car—in 1859.

The earliest cars had seats without springs. A narrow strip of carpet in the aisle was the only floor covering.

The luxury of today was unimagined. All was hard, rough, utilitarian.

Changes in fashions, tastes, modes of living; the constant demands for more

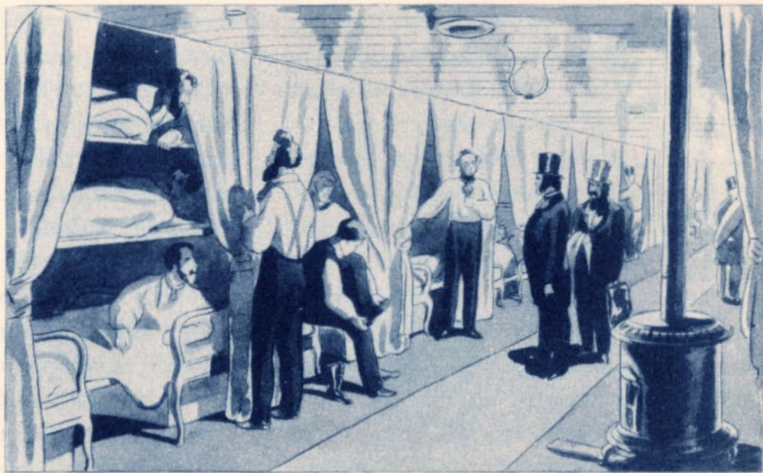
comfort; sanitary, scientific and mechanical progress—all have been reflected in the car's evolution. This has been gradual and, over brief periods—hardly noticeable; like a child's growth in body, expansion in intellect, development in personality, under the eyes of its parents.

The earliest sleepers, lacking the folding upper berth, carried no bedding or



LADIES' BOUDOIR TODAY

*Some pre-Pullman
"Bunk Cars" had
three tiers of shelves—
lowers for two per-
sons, others for one.
Travelers removed
only their outer cloth-
ing and objected to
taking off their boots.
Illustration from a
periodical of shortly
before the civil war.*



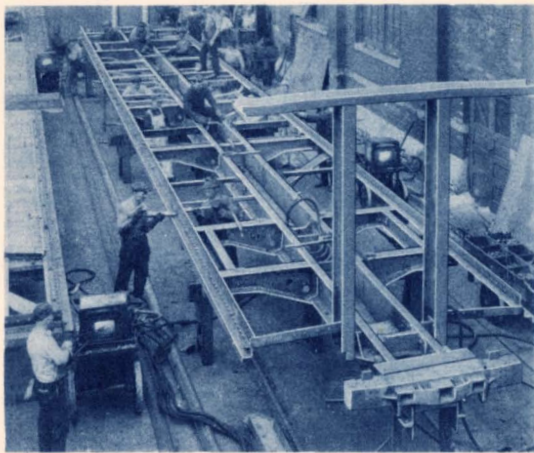
limited supplies stored in closets. With Pullman's introduction of the folding upper came ample bedding, comfortable mattresses. Lavish supplies of linen have always constituted a Pullman feature.

With the changes that have brought the present roomy, comfortable, perfectly appointed car, arrangement and appearance have been constantly re-



THE MODERN PULLMAN: A CONTRAST

adjusted. After the car had begun to approximate its modern facilities and proportions there was a long period of profuse ornamentation—carvings, inlays, pillars and pilasters, mirrors, panels; plush and velvet, hangings and draperies; all with a positive affinity for dust. With steel construction came the severities of plain lines, with interiors grained in



PULLMAN BACKBONE: MASSIVE STEEL UNDERFRAME

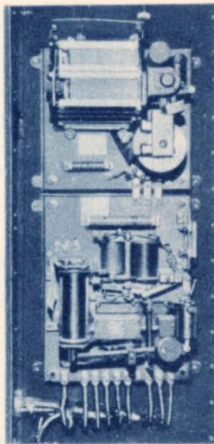
imitation of fine woods. Finally, the modern era, abandoning the pretenses of imitation, went in for tasteful color combinations for interior decoration, grey-greens, French greys, blue-greys, tans and other cool, attractive shades. Specially woven designs in carpets and upholstery, appropriate to the color scheme of each particular car followed. Roof designs were made more simple; fittings and fixtures were conformed to quieter tones and modes.

Pullman designs never remain static; no two successive series of cars are

exactly alike. The new car of today, starting on its first trip, starts at the same time on the road to obsolescence. It is said that the first steel skyscraper ever built was found, when it was pulled down after forty years, as strong and sound as ever. A Pullman car of course has a more strenuous career; it suffers both wear and obsolescence, and can't be kept in use after there is a possibility of deterioration. But, while it mustn't be allowed to wear out, it is crowded out of fashion by the march of improvement. There being no "used car" market for Pullmans, the old wooden ones,

when replaced by steel, were burned up in huge occasional bonfires! Convincing testimony to that constant change which is the law of Pullman progress is found in examination of the advances that have been made in the car's construction and its arrangement over a brief period of years. The standard car of today is one foot longer than that of 1922; this being accompanied by an amazing deal of reorganization throughout. The car body increased from 112,600 to 116,800 pounds; its trucks, from 43,900 to 47,500 pounds; total, from 156,500 to 164,300 pounds.

Likewise, materials have changed—brass or pressed steel parts being substituted for malleable or other castings as experience and best construction methods demanded. The more recent cars require more electrical installation; have a much larger number of lights. About 30,000 new electric bulbs have to be supplied monthly; and the generator belts, connecting axle with dynamo—an item that would seem trivial—cost a round quar-



ELECTRIC REGULATOR

ter million dollars a year. Of the best material to be had, the average belt is worn out after 22,500 miles of car travel. A single belt is only about 13 feet 6 inches long; but it takes about 147 miles of them to equip all the Pullmans.

Compactness and reliability are absolute essentials in every item of Pullman equipment. Your car builder must know all the tricks whereby an apartment house architect compresses the

effect of a suite into one room, kitchenette and bath—and then some. He confronts limitations of form and space that no other designer encounters. Practically all apparatus and paraphernalia must be specially designed on this account. To reduce by an inch the space allotted to apparatus; to increase by that inch the room available for the traveler's convenience and comfort, is a real achievement in this peculiarly exacting art.

The necessity for making the utmost of every inch of space, has been the mother of Pullman inventiveness and

ingenuity. Combining compactness with amplitude, utility with elegance, strength with attractiveness, the Pullman has become recognized everywhere as the crowning achievement of the vehicle builder's craft. The first Pullman car was everywhere rated the finest railroad vehicle of its time. From that day Pullman has maintained leadership; Pullmans have become standard in this country and models for similar service everywhere. The name Pullman has come in many languages to connote the ultimate in elegance, quality, comfort and safety.

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.

THIS IS ONE OF A SERIES OF TWELVE BOOKLETS,
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6. Scientific Ventilation in a Pullman
7. How a Pullman Car Is Lighted
8. Hidden Mechanisms of a Pullman Car
9. The Pullman Bureau of Tests
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