

1859

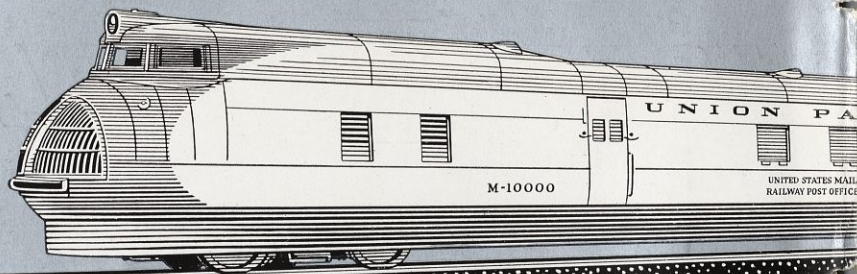


1934

PULLMAN'S
DIAMOND
JUBILEE

Seventy-five years of Achievement
Seventy-five years of Progress

A CENTURY OF PROGRESS EXPOSITION • 1934



NEW
UNION PACIFIC TRAIN
A PULLMAN
PRODUCT



PULLMAN'S
DIAMOND JUBILEE
1859 *Seventy-five years* 1934
of Achievement

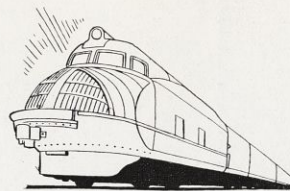
PULLMAN'S
Latest Invention
in New U. P. Train

Complete Privacy
Day and Night—

This Pullman section may be transformed into a room by means of ventilated metal partitions and sliding doors, giving comfortable exclusiveness.

Each Section has
its Own Lavatory

The collapsible bowl and swinging mirror above it are conveniences as much appreciated by travelers in the new Pullman sections as are the new type reading lights adjustable to each reader's desire.



THE 1934 PULLMAN INNOVATION

IN the new light weight, articulated, streamline trains which Pullman is building for the Union Pacific, the semi-tubular shape of the train has necessitated a rearrangement of the standard Pullman sections.

Air conditioning permits the use of metal ventilated partitions and sliding doors whereby each section can be transformed into a room, assuring the passenger complete privacy both day and night. And whether he sleeps in upper or lower, he can arrange the ventilation to his own desire!

One of the novel and useful innovations is a collapsible

washbowl and illuminated mirror in each berth. A new and improved reading lamp, adjustable to any position, is also found in each berth. When retiring, the occupant of the lower closes and locks a sliding door. The occupant of the upper ascends a folding stairway, undresses in complete privacy and allows the stairway to automatically fold against the panel.

Each section has appliances for the placing of a table. Meals are served to passengers in their own section by a rolling steam table from the buffet coach at the rear of the train.

HISTORICAL HIGHLIGHTS

1858

Remodeling of a Chicago & Alton coach into the first Pullman sleeper is begun.

Lincoln and Douglas debates arouse the public.

1859

No. 9, the first Pullman sleeper makes its first trip, Bloomington to Chicago.

Candles furnish the light in Number 9 and a strap iron stove the sole heat.

John Brown's insurrection stirs the nation.

1865

The Pioneer, first all Pullman-built sleeper, is finished and ready for service. Costing \$20,000 to build, the Pioneer used six-wheel trucks instead of four.



REMINISCENCE

"Let's stop here, Mary—the sight of old Number 9 takes me back to boyhood days—"

"I'd like to sit and rest awhile, too, John. It seems like only yesterday that all these things happened—"

JOHN: I remember the neighbors talking about George Pullman, the year he began building his first sleeping car—he used a Chicago & Alton coach and folks said he was a dreamer—nobody wanted to sleep in a railroad train—

MARY: Yes, John—and I remember father telling about George Pullman taking the first Pullman sleeper on its first run from Bloomington to Chicago—



JOHN: That was in 1859 . . . Ellsworth and his Zouaves were drilling in the city then.

MARY: Remember, John, that was when I first saw you. You were following along, watching Ellsworth and his men—

JOHN: . . . It doesn't seem so long ago . . . I remember they used candles then, and they even used an old strap iron stove to heat the cars.

MARY: John, there's one thing I'll never forget . . . that was when they brought Lincoln home to Springfield. They took on a Pullman car at Chicago for the funeral party.

JOHN: That was the Pioneer . . . it was too wide and too high for the bridges and the platforms, so they had to remodel the stations.

MARY: That was one thing that made Pullman famous . . . the Pioneer was the most luxurious car they could find for the President's party . . . I remember the hushed, silent crowds that met the train.

JOHN: I was old enough to know what they meant when they said



President Lincoln's body is removed to Springfield by way of Chicago, where the Pioneer is used by the funeral party.

1867

The first Pullman "hotel car"—a sleeper equipped with a kitchen—is built.

Alaska is formally transferred by Russia to the United States.

1868

The first Pullman dining car constructed; hot water heaters replace stoves.

Republican candidates Grant and Colfax are elected President and Vice-President of the U. S.

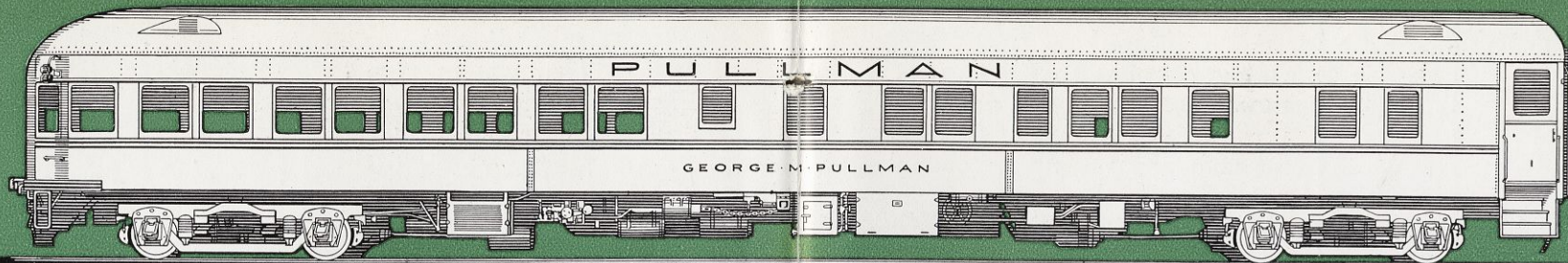
1871

Straight air brakes applied to Pullman cars.

The Tweed ring gang of New York is exposed.

The Great Fire in Chicago leads to \$200,000,000 property loss

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THE GEORGE M. PULLMAN

BENEATH the dome in the Travel and Transport Building at A Century of Progress stands the first all-aluminum Pullman car. Its name, appropriately, is George M. Pullman.

This latest achievement represents three years of scientific research and design. Engineers, metallurgists, architects, and artists put their ideas into a common melting pot, and construction on

the George M. Pullman was begun.

A steel sleeper weighs 180,000 pounds. The George M. Pullman, with air-conditioning equipment, extra large generator, heavy batteries, and its water supply, tips the scales at 96,980 pounds. Slightly more than half the weight, but with strength equivalent to all-steel construction! The two trucks of the latest steel Pull-

OLD NUMBER 9

America's First All-Aluminum Sleeping Car

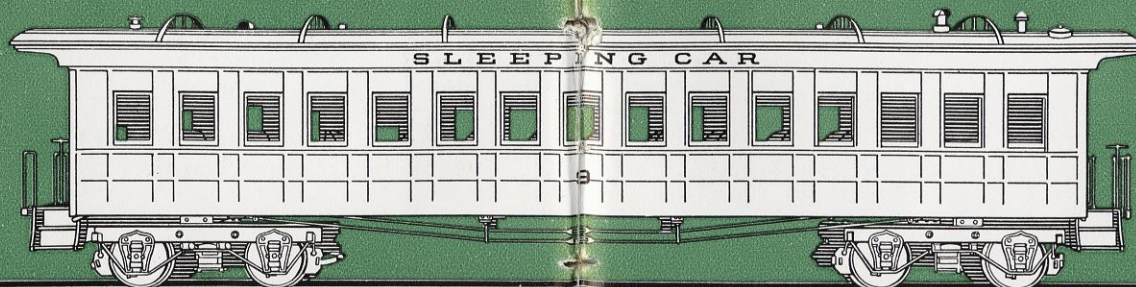
man alone weigh 47,500 pounds, or 10,000 pounds more than the entire first Pullman sleeper.

"Contemporary," rather than the much abused and loosely used term of "Modern," defines the striking design and finish of the George M. Pullman. The car has a modified streamline effect, differing in several features from the standard Pullman.

Thermostatic control regulates the air-conditioning of the entire car, cooling it in summer, warming it in winter, and filtering the air at all times so that it is fresh and pure. Each room has its own thermostat.

There are scores of structural improvements throughout the George M. Pullman. Most of them are hidden from view, but all are vital to that supreme travel luxury—Pullman Service.

America's First Pullman Sleeping Car



1873

Oil lamps replace candles in Pullman cars.

1875

Parlor cars introduced into Pullman service.

Commodore Perry's ship "Lawrence" is raised from Lake Erie for Centennial Exposition at Philadelphia.



1887

Pullman invents the narrow vestibule to prevent telescoping and applies it to his cars; electric lights are given limited application successfully.



Pullman cars heated by steam-hot water combination.

1891

Pintsch gas burners replace oil lamps in Pullmans.

Lieutenant Robert E. Peary sails for the Arctic.

Empire State Express via New York Central and Hudson River Railroad makes



we had lost our war president . . . those were trying days, after the war . . . it took a lot of courage for Pullman to tie up \$20,000 in a venture like that!

MARY: But John—don't you remember our first trip together? It was on the first Pullman "hotel car," as they called it.

JOHN: I remember you were a spoiled little girl, and you wanted to know why you had to eat lunch right in your own section.

MARY: Well, perhaps Mr. Pullman heard me—he built the first Pullman dining car the next year.

JOHN: I didn't pay much attention to such things—I was too busy looking at the six-wheel trucks Mr. Pullman had put under his cars. And those chunks of rubber he used, to make the car ride easier—that was a long way from the comfortable springs they have now.

MARY: But, John—do you remember one thing—our wedding trip in '72? And the candles they had for lights kept going out—

JOHN: I'd forgotten about can-

dles until I saw that old candle box in Number 9—

MARY: And you thought you were very clever when you told the conductor to just forget to light them again.

JOHN: Yes, Mary—we've had a long life together. It doesn't seem long when we stop to look back on it—we've seen many changes in our day.

MARY: Our children took all these things for granted when they came along. I remember the candles, the old oil lamps and the gas burners they used for light—before Pullman installed electric lights in the trains back in '87—

JOHN: It was in '87 that they first used Pullman's idea of putting a vestibule between cars for greater safety—a great invention in those days.

MARY: But I'd like to see the new all aluminum car again. It's lovely inside—I'd like to travel in her, John—take our wedding trip all over again—a silver and golden wedding car—

JOHN: I suppose we'd better go



the New York Buffalo run in 8 hours, 42 minutes.

1907

Pullman builds and exhibits first all-steel sleeper at Jamestown Exposition.

The British steamer, Lusitania, arrives in New York harbor on maiden voyage.

A young man at Glace Bay, Nova Scotia, talks by wireless telegraph to Clifden, Ireland, after six years experimentation.



1926

Pullman introduces the single room car.

1927-8

Pullman develops and applies spring mattress for lower berth and special upper berth spring mattress.



1930

Pullman puts mechanically refrigerated air-conditioned cars in test service.

1931

The adjustable four-position section seat placed in Pullman service.

Pullman ice-cooled, air-conditioned car introduced.

Double deck bedroom car placed in service.

1932

Pullman equips cars with experimental dressing platforms in upper berths.

1933

Pullman builds cars with eight upper and eight lower rooms, air-conditions them and places them in service.

America's first all-aluminum sleeping car, the George M. Pullman, is placed on exhibition at A Century of Progress.

1934

Latest Pullman innovation exhibited in streamline Union Pacific train . . . sections that are private rooms.



along now . . . Eleanor and Jimmy will be looking all over for us.

MARY: Grandchildren!—I almost forgot we were that old for a while, John! But, come here first—let's look at this streamline car . . . the George M. Pullman.

Wouldn't some of our fathers liked to have seen a beautiful, glistening Pullman like this, rolling over the tracks they laid from coast to coast—

JOHN: Silver and gold—that's a pretty combination. Somehow I can't help wishing I had a life to live all over again—

MARY: There are the children, Eleanor and Jimmy—they're waving to us—and we had almost forgotten them for a while!

JOHN: Yes, Mary—you and I are older than we were. Seems as if I'm being a little sentimental today—it must have been the sight of Old Number 9 that brought all this back to me—

MARY: I guess, John, that they are exhibiting what you and I represent—two entirely different ages in living—and in travel!

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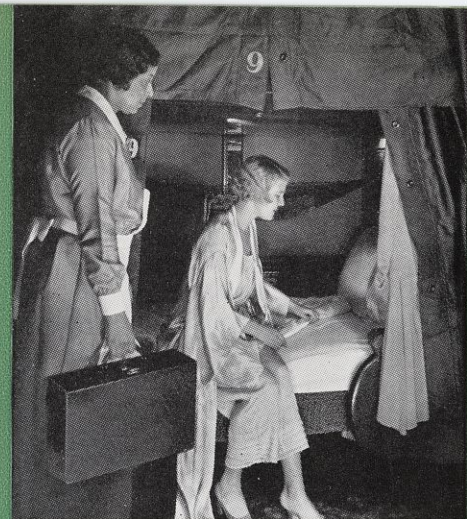
THE LOWER BERTH

(At right) As comfortable as any bed at home . . . a full six feet, two and three-quarter inches long and forty-one inches wide. You sleep on a coil spring and hair top mattress. Electric lights, hangers for clothes, shelf for luggage, sash ventilator, electric call button for porterserviceday and night.



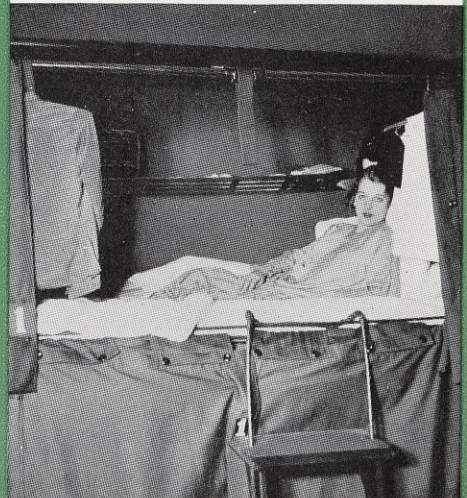
THE UPPER

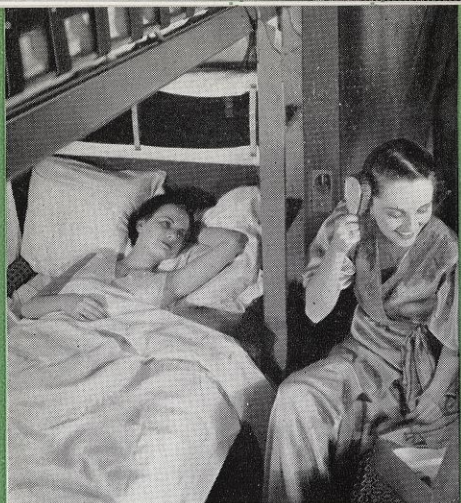
(At right) Just as comfortable, the upper berth is reached by a ladder which the porter brings at your call. It has the conveniences of the lower berth—at less cost. Ventilation is excellent. The same roomy, lengthy bed. Same snowy linen, warm woolen blankets . . . a popular way to travel.



SINGLE OCCUPANCY SECTION

(At left) This is a bargain accommodation procurable for a single passenger on one rail fare . . . the passenger holds both seats, which gives perfect privacy. At night both mattresses, extra pillows and blankets, remain with the occupant as added luxury.





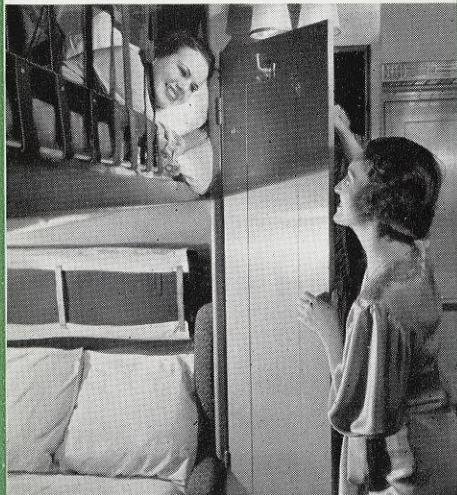
THE DRAWING ROOM

(At left) This is the most spacious arrangement available in Pullman travel . . . there is both upper and lower berth, with a long, wide lounge for daytime use changing into a comfortable bed by night . . . occupants have an individual toilet annex . . . apartment contains 58 square feet.



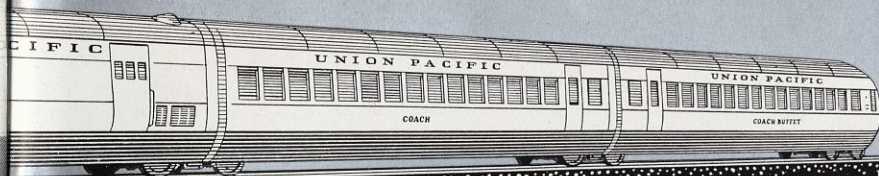
THE COMPARTMENT

(Below) Many people travel by Pullman compartment exclusively . . . it provides upper and lower berths . . . there always is ample space for occupants in a compartment . . . with privacy. Complete toilet facilities are provided.



THE BEDROOM

(Above) This amounts to a traveling apartment . . . there is a sofa bedstead, upper berth, complete toilet facilities, a folding wash stand with mirror and sidelights, a drop shelf for writing or meal service. Air circulation and heat control are *individual*.





THE PULLMAN COMPANY
CHICAGO
U. S. A.