

# Carolina Conductor



Volume 12 Number 10

Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

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## Preserving the Past Active in the Present Planning for the Future

**Web Site:** [hubcityrrmuseum.org](http://hubcityrrmuseum.org)

**Facebook:** Carolina Railroad Heritage Association & Hub City RR Museum

### Hub City Railroad Museum and SOU Rwy Caboose #X3115:

Spartanburg Amtrak Station

298 Magnolia Street

Spartanburg, SC 29301-2330

Wednesday 10-2 & Saturday 10-2

### Meeting Site:

Fountain Inn Presbyterian Church

307 North Main Street

Fountain Inn, SC 29644

Third Friday of the Month at 7:00 p.m.

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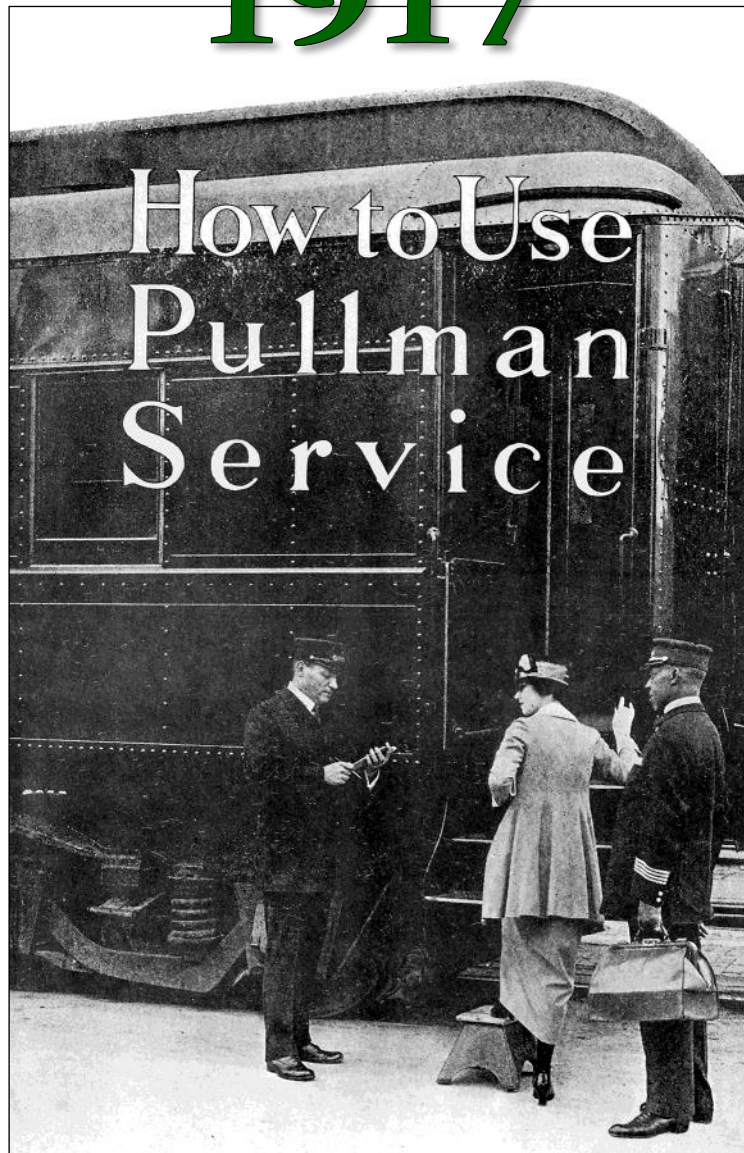
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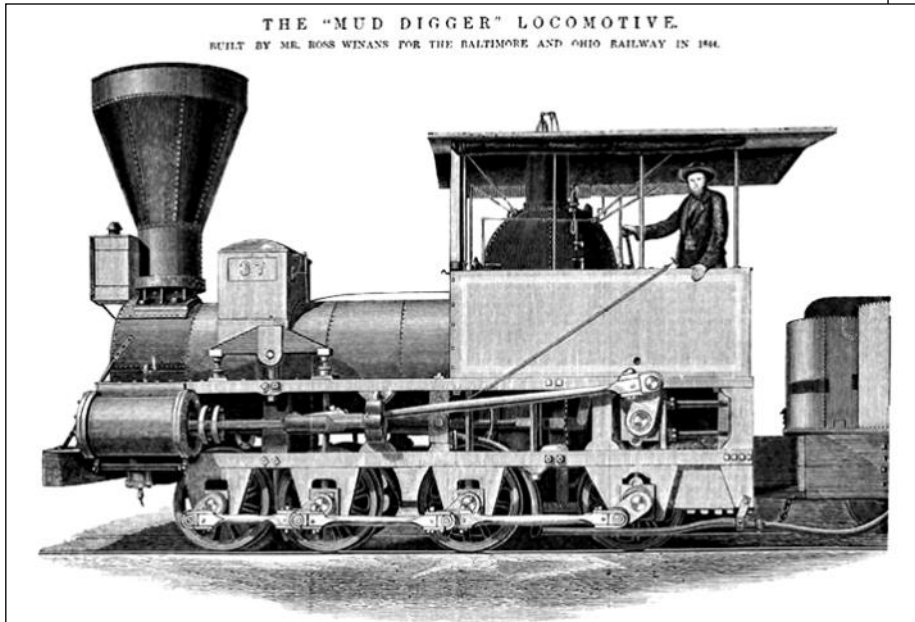
Articles can be submitted anytime.

# Pullman Service 1917

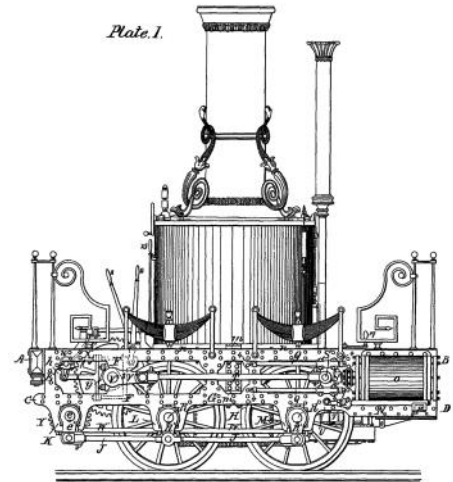


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# Museum Happenings



R. WINANS. 2 Sheets—Sheet 1.  
Locomotive Steam Engine.  
No. 305. Patented July 29, 1837.



Our program this month is about unusual steam locomotives. These two were the invention of Ross Winans. Maybe a distant relative of our Dave Winans?



Part of the crew at the recent Greer Railfest. This is a great way to introduce local residents to our museum and also earn some revenue.

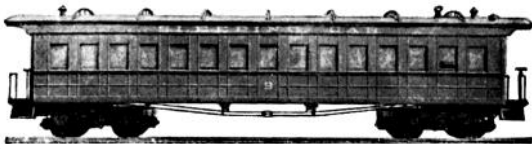


The first Saturday of November is our annual Yard Sale at the museum. Good deals are to be had by all and we move some merchandise.

## Wanted—Articles for the Carolina Conductor

Submit an article of 200 words or more with some photos and captions and see them in print. Every one of us has some unique railroad experience that would make interesting reading for our membership. Your editor always needs more contributions of railway history and news.



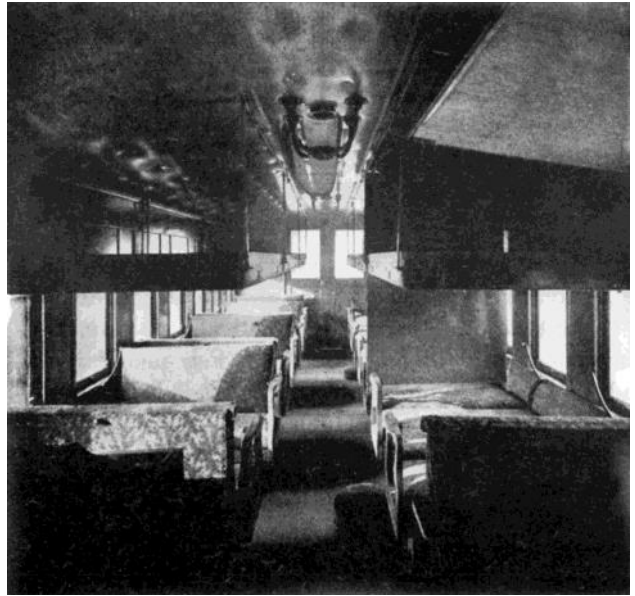


"Number 9" - a Pullman car of 50 years ago.

## HOW TO USE PULLMAN SERVICE

Fifty years ago the first Pullman car marked a great step in the advance of railroad travel. Up to that time there were practically no provisions for a comfortable night's journey. Few men cared to endure the discomforts of the long night hours on board a train; women planned their trips always to leave the train by sunset.

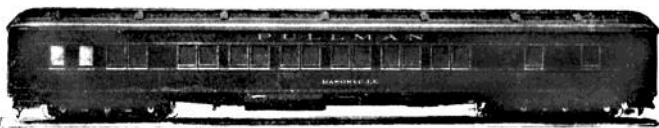
The first Pullman car was larger and stronger than any car that had been built up to that time. In it for the first time appeared the upper berth, which might be closed in the day, and the unique and ingenious arrangements by which a comfortable day coach might be readily converted into a convenient sleeping car. To be sure, this first Pullman car resembled but little of the great Pullman cars of today. It was only a little more than half the length of the modern car. Candles lighted the interior; a wood stove heated it; it was of all wood construction above, and even the trucks and underframe were of wood; there was no service by a trained and courteous porter.



Interior of "Number 9" considered a marvel in car construction.

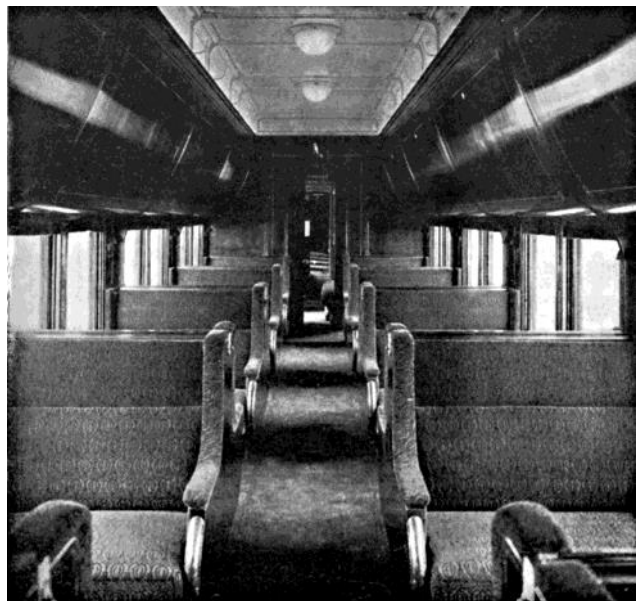
tory, meals were regularly cooked and served; it was a Pullman car that first afforded comfortable seats.

Other important Pullman inventions include the modern vestibule, which encloses the entire train under a single roof and makes possible the safe and convenient passing from car to car. On a Pullman car electricity was for the first time regularly used for illumination. And countless other radical improvements have been introduced by the Pullman Company,



A modern Pullman Sleeper.

So great, however, was the popularity of the first Pullman car that more were quickly built, and in almost every car improvements of construction were made. In the fifty years which have followed since that early day, the Pullman Company has contributed largely to the safety and convenience of travelers by innumerable inventions and improvements. To the Pullman Company and its founder, George M. Pullman, must be credited not only the invention of the sleeping car, but also the invention of the dining car and the parlor car. It was in a Pullman car that, for the first time in his-



Interior of the modern Pullman sleeper.

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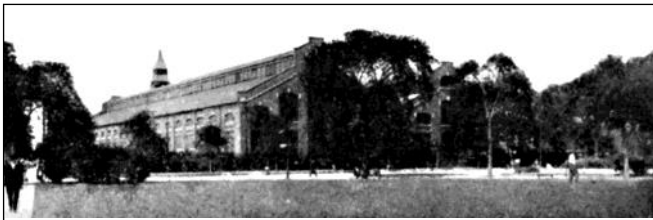
Today the Pullman car represents the highest achievement of American ingenuity in comfort, convenience and safety. Whether of wood or steel, it possesses a strength vastly superior to the average rail-road car. In recent years all Pullman cars have been built of



Steel vestibule important for safety.

steel, and the older wooden cars have been materially strengthened by rebuilding with steel under-frames and steel vestibules. In 1917, the American Museum of Safety awarded to the Pullman Company the *Scientific American* Gold Medal for its invention of a steel end construction for steel or wooden cars, which has greatly reduced the danger resulting from collision and other accidents.

All Pullman cars are built by the Pullman Company in its shops at Pullman, Illinois, where an average of seven thousand workmen are employed. In building its own cars the Company is able to benefit by the experience of fifty years of car design and construction. Elaborate and costly experiments are constantly made and, in fact, no detail is neglected or expenditure spared to make each car a safe, comfortable and convenient as is humanly possible.



A part of the plant at Pullman, Illinois.

### CONSERVING PUBLIC HEALTH

The Pullman car is further rendered safe in a sanitary sense by careful and systematic cleaning and by rigorous standards of sanitary service. Built primarily of sanitary materials, there are few cracks or crannies where dust or

dirt can permanently hold. The smooth interior finish and the concrete composition floor beneath the carpet are regularly washed and disinfected. Vacuum cleaners remove every particle of dust from upholstery and hangings, and mattresses and pillows are aired and given a sun bath at the end of each run. At regular intervals all Pullman cars are sealed and fumigated, and so close is the watch kept upon the health of the passengers that no berth or room occupied by a sick person is sold again until the entire car has been thoroughly cleaned and fumigated. To provide this service the Company employs over four thousand car cleaners, located at three hundred and eighty-three points throughout the United States.

All Pullman cars are self-ventilating, and it is not necessary to open windows for fresh air. Additional ventilation is supplied by screened ventilators in the roof, which are regulated by the porter. All Pullman cars have screens in the windows to keep out flies and dust in summer, and electric fans to assist in keeping the cars cool and thoroughly ventilated.

All drinking water in Pullman cars is chilled by ice in a separate compartment. All the water coolers are regularly sterilized with live steam. Sanitary paper drinking cups are provided by the Company on all Pullman cars.



In a Pullman laundry.

Clean linen is provided nightly for every Pullman sleeping car passenger. To accomplish this the Company keeps on hand two

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million sheets valued at almost a million dollars, and over a million pillow cases worth almost an equal amount. So great is the wear and tear that in the year ending April 27, 1916, over two hundred thousand sheets and nearly as many pillow cases of a total value of over one hundred thousand dollars were condemned, and during the same period 108,492,359 pieces of linen were washed and ironed. Towels, liberally furnished for the use of passengers, are another item; each year over seventy million are laundered by the Company. All told, the Pullman Company has an investment in car linen of one sort or another of over two million dollars.

Other interesting items are the paper bags provided to keep the dust from women's hats; of these bags, approximately six million are used annually. Smokers in the smoking compartments burn each year almost \$15,000 worth of matches. The yearly soap bill amounts to \$60,000, and the hair brushes and combs for the washroom require another \$25,000 annually. This thorough and costly protection of travelers from accident or sickness, and this vigilant regard for cleanliness, recommend Pullman travel to those who desire to travel with the greatest assurance of a pleasant journey and a safe arrival at their destinations.

There are today some seven thousand four hundred Pullman cars in service. In each car is a colored porter whose principal duties are to make and unmake the beds, to keep the car clean



and comfortable during the run, and in general to perform such services as may tend to further the comfort of the passengers. These porters are all trained and disciplined men selected for their qualifications for the work, their character and their willing and courteous de-

meanor. On every train is a Pullman conductor, in charge of all porters on the train.

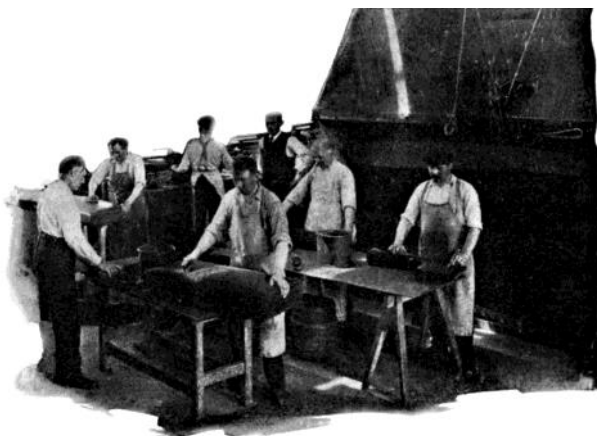
The Pullman car employees are in a distinctive sense the representatives of the Company. They are continually on dress parade; their conduct is a matter of supreme importance. A careful record is kept of the manner in which each employee does his work, and rewards of extra pay are given for perfect records.

There are approximately two thousand five hundred conductors and eight thousand porters now in the employ of the Pullman Company. Of this number, almost eight hundred conductors and two thousand porters have been in the service for ten years or longer, and three conductors and fifteen porters have seen forty years of continuous service. This record is of particular interest to the public as an indication of the high degree of fitness for service of Pullman employees.



#### **HOW TO PURCHASE ACCOMMODATIONS**

Pullman tickets may be purchased at two thousand nine hundred and fifty offices throughout



Cleaning and renovating upholstery.



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the country, or from the Pullman conductor on the train. The price of a Pullman ticket varies in accordance with the distance traveled and the conditions under which the cars are operated. The cost of an upper berth is slightly less than the cost of a lower. The equipment of both is identical, however; the day privileges and conveniences exactly the same; and if anything, the upper berth is a trifle airier and quieter.

Generally speaking, the cost of a ticket is equivalent to the cost of accommodations in a moderate

priced hotel. It is well to remember that you can often save time and money by spending the night on a sleeping car instead of at a hotel, and save all the day for business or pleasure.

In addition to each Pullman ticket, railroad transportation is required. In other words, a person purchasing a Pullman berth from Chicago to Detroit must first have a railroad ticket between these places.

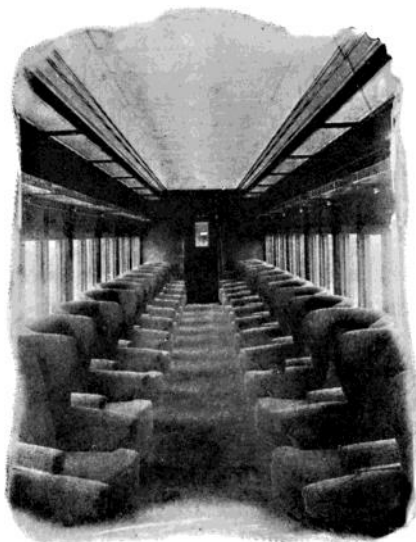
Your Pullman ticket will be stamped, by the official who sells it to you, with the date of departure. It is good only on the date for which it is stamped, and only on the particular train which you intend to take. It specifies the number of the section you are to occupy, whether an upper or lower berth, and the number of the car in which the section is. It is well to examine your Pullman ticket at the time you buy it, to verify the date and avoid misunderstanding.

A section consists of an upper and a lower berth by night and two double seats, facing, by day. Each berth will accommodate two people. A single Pullman ticket entitles you to the use of half a section, that is, one entire berth (upper or lower) and either seat of the section. Two Pull-

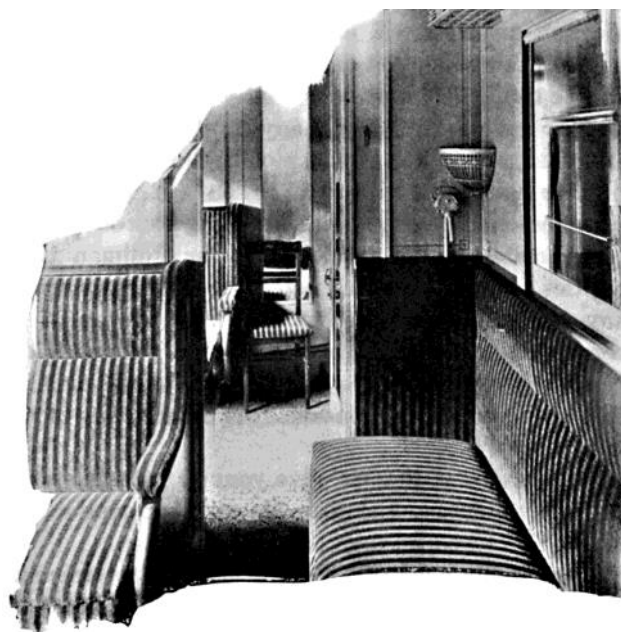
man tickets entitle you to the whole section.

A compartment on Pullman car, sometimes called a "stateroom," is a small private room with complete toilet facilities, accommodating four passengers. One railroad ticket is required for each occupant, but only one Pullman compartment ticket for the party. If occupied by only one person, one full fare and one half fare railroad ticket ordinarily are required.

A drawing room is larger than a compartment and accommodates five passengers. One full fare railroad ticket, in addition to a Pullman drawing room ticket, is required for each occupant, a minimum of two railroad tickets ordinarily being required if only one occupant. Seats in Pullman parlor cars are purchased under the same regulations as berths in Pullman sleepers. Pullman parlor car seats are individual swivel chairs, heavily upholstered, and very comfortable. There are, of course, no accommodations for spending the night. No dining cars are regularly operated by the Pullman Company, but dining car service is almost invariably provided on trains to which Pullman cars are attached; and on those runs on which no dining car is provided, Pullman buffet cars are frequently operated, containing a small kitchen which is attended by the porter, who is thus enabled to provide



In a Pullman parlor car.

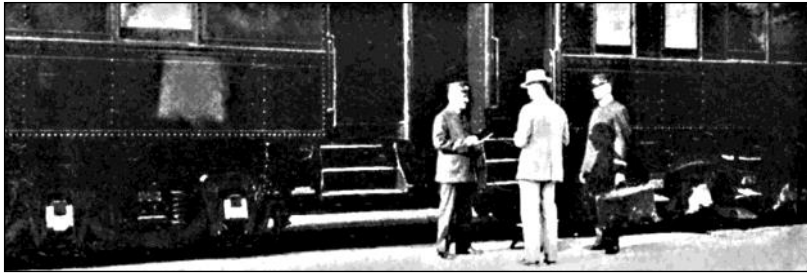


In a Pullman compartment car.

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light refreshments to the passengers. The Pullman Company's chief business, however, is the furnishing of sleeping car and parlor car service.



### **SUGGESTIONS FOR PERSONAL COMFORT**

Consider the Pullman car as you would a hotel at which you are stopping. The Pullman conductor will give you information regarding the train schedule, time-tables, points of interest and so forth. Every Pullman car is equipped with a hotel guide book which will give you reliable information. To each car is assigned a porter charged with the care of that car. He will make your berth ready for the night at any time you desire, he will help you on and off the train with your bags, call you at any time you wish to get up, and give many other helpful services. It is his duty to keep the car clean during the trip, to provide passengers with soap, towels, etc., and to serve your reasonable wishes with unflinching courtesy.

Remember at all times that your Pullman ticket entitles you to the unrestricted use of the car and to any reasonable service that you may require of the conductor or porter. The rules of the Pullman Company require every employee to be at all times courteous to passengers and to consider their comfort as of first importance.

On arriving at the car, give your bags to the porter and show him your tickets. He will then conduct you to your seat and arrange your baggage.

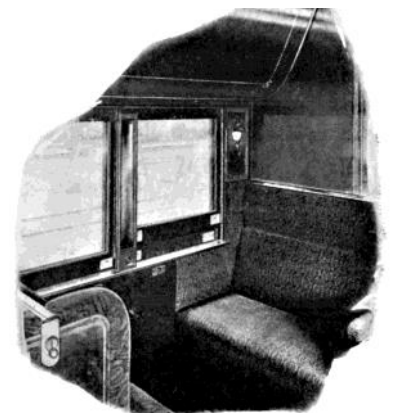
In planning your trip it is always well to remember that the most convenient handbags are those of a size which may be slid under the seat or berth. Dress suit cases are always convenient. In fact, any bag up to ten inches in depth will fit under a berth. Small hand bags can be conveniently stowed away, but it is best to check all large-sized bags. In packing your bag remember

that you will need only those articles that you would require were you spending the night at a hotel. It is also advisable to plan in advance what articles you will most frequently need and pack these on top. This will save you much inconvenient packing and re-packing.

If you want to write or play games, or if for any other reason you require a table, the porter will bring one which will conveniently fit in the section. Should you wish to send a telegram, the porter will give you the necessary blank to write it on and will send the telegram, or mail your letter, at the earliest possible opportunity.

When you are ready to go to bed, push the small electric bell button between the windows for the porter and ask him to make up your berth.

Pullman berths are equipped with electric lights, operated by pressure of a button. If you do not understand how to turn them on, the porter will gladly show you.

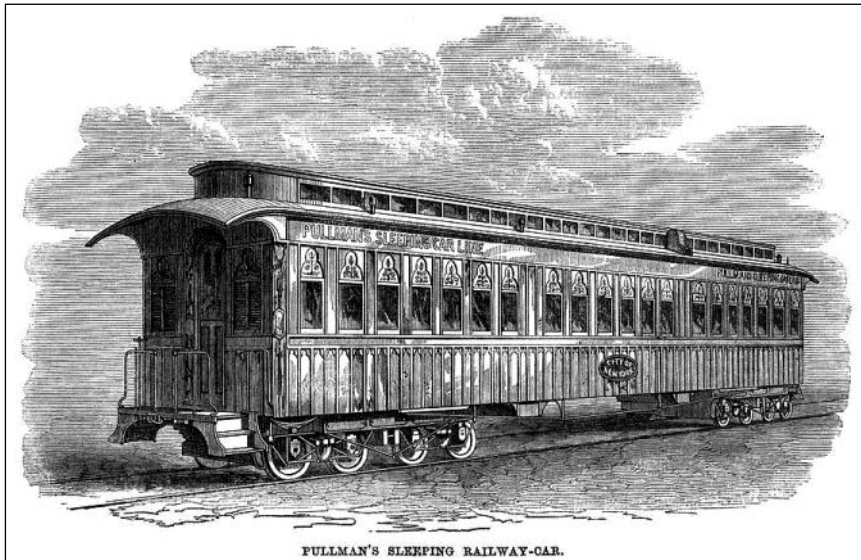


A Pullman section, showing mirror, wall button, individual lights, etc.

**To be continued next month. Ed.**



**Continued on Page 8 - Pullman**



The opulence of early Pullman cars.



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