

P U L L M A N

P R O G R E S S



1859 WOOD

1907 STEEL

1933 ALUMINUM

THE PULLMAN COMPANY

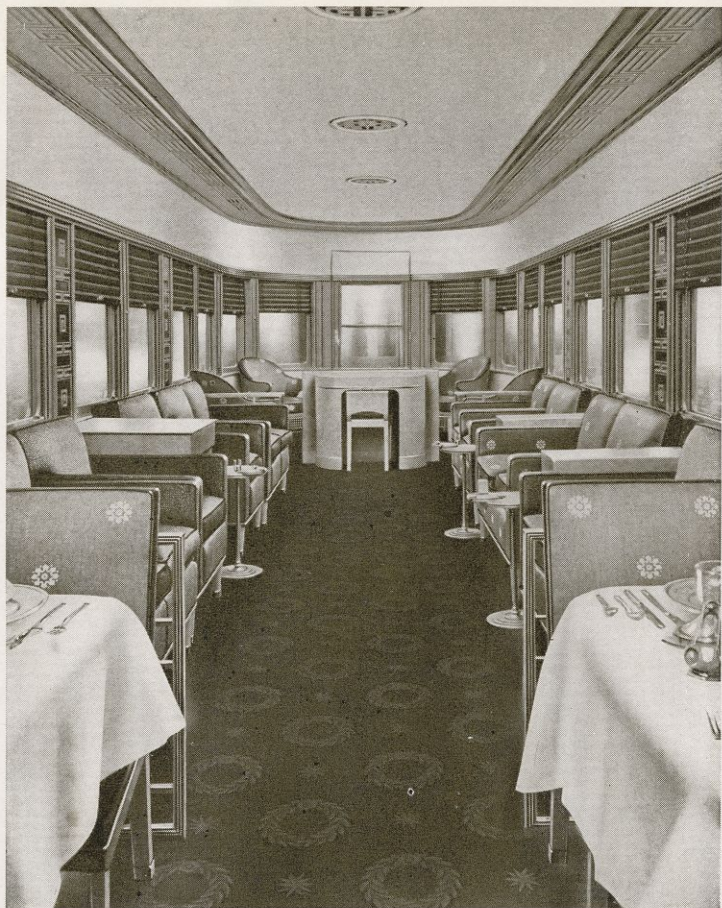
Announces



The first all-aluminum Pullman—an
observation and room car, half
the weight of a steel car,
contemporary in de-
sign and dec-
oration.



THE PULLMAN COMPANY
CHICAGO, ILLINOIS
U. S. A.



The observation lounge, 33 feet long—the "dinette" in the foreground.



PULLMAN PROGRESS



THE world marveled, in 1859, at the first Pullman sleeping car. People hailed the "palace on wheels," a coach of wood, crude in travelling comforts and conveniences as we know them today.

Improvement upon improvement followed and, in 1907, Pullman car construction was revolutionized and the first all-steel Pullman was an outstanding Exhibit at the Jamestown Tercentennial.

Now, the third great evolutionary milestone has been reached. Beneath the dome in the Travel and Transport Building at A Century of Progress stands the first all-aluminum Pullman car. Its name is, appropriately, GEORGE M. PULLMAN.

It will be easy for Exposition visitors to measure the span of progress between 1859 and 1933, because Old No. 9, the first Pullman, stands alongside its newest descendant.

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, nine months ago, construction on the GEORGE M. PULLMAN was begun.

Aluminum has been "worked" for many years, its uses ranging from common frying pans to sky-piercing buildings and even, recently, light-weight suburban cars; but utilization for all-over construction of a Pullman car meant excursions into unexplored fields.



*Exploring
New Fields
of Car
Engineering*

Aluminum has characteristics that are radically different from those of other metals. For instance, its temperature expansion is twice that of steel, and its load elasticity is three times as great. On the other hand, aluminum has certain factors of fabricating adaptability that are more pronounced than those of steel.

Obstacles have been overcome; advantages utilized; and the expert car builders at the Pullman Car Works have blazed another trail in American railroad transportation.

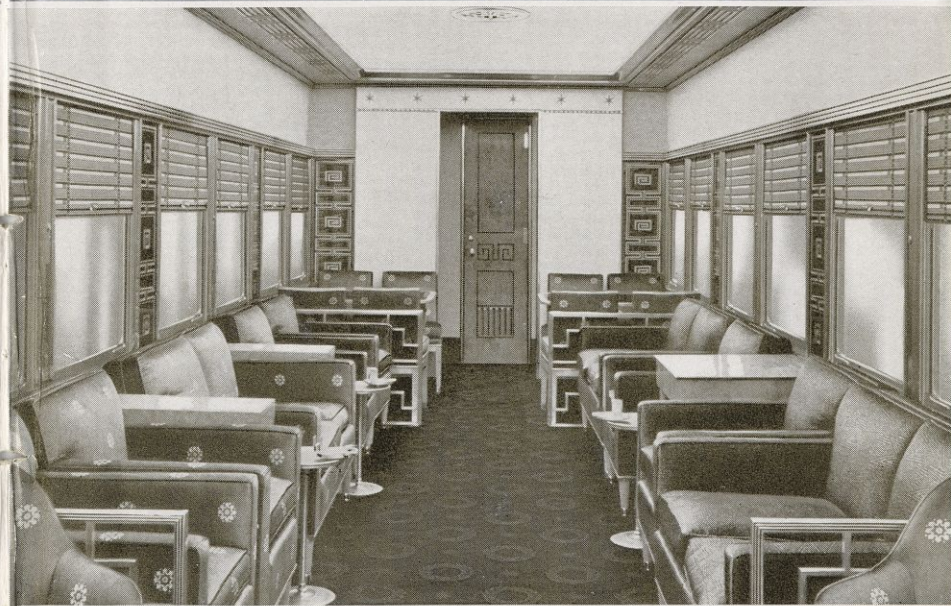
A steel sleeper weighs 180,000 pounds. The GEORGE M. PULLMAN, with air-conditioning equipment, extra large generator, heavy batteries, and its water supply, tips the scales at 96,980 pounds. Slightly more than half the weight, but with strength equivalent to all-steel construc-

tion! With no sacrifice of safety there is therefore an impressive reduction in the cost of haulage.

*Half as
Heavy—
Just as Safe*

The two trucks of the latest steel Pullman alone weigh 47,500 pounds, or 10,000 pounds more than the entire first Pullman sleeper. Contrariwise, this aluminum car, complete with its trucks, is less than a ton in excess of twice the weight of the trucks under a standard steel sleeper. The revolutionary aluminum truck weighs 10,000 pounds less than a standard steel truck.

The trucks under the GEORGE M. PULLMAN form one of the outstanding engineering features of the car. They are cast of solid aluminum and before they were accepted for service were submitted to X-ray examination. Mr. Pullman put 6-wheel trucks under the Pioneer, and for 68 years



they have been standard; but the car which today bears his name will run on 4-wheel trucks because of the decreased weight of the car's structure.

Contemporary in Design

"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.

Equipped with the air-conditioning system of the Pullman Car & Manufacturing Corporation, the use of a rounded, or "turtle-back," roof is permitted, with but few louvers or air-outlets and intakes.

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. With comfortable temperature assured, there is no neces-

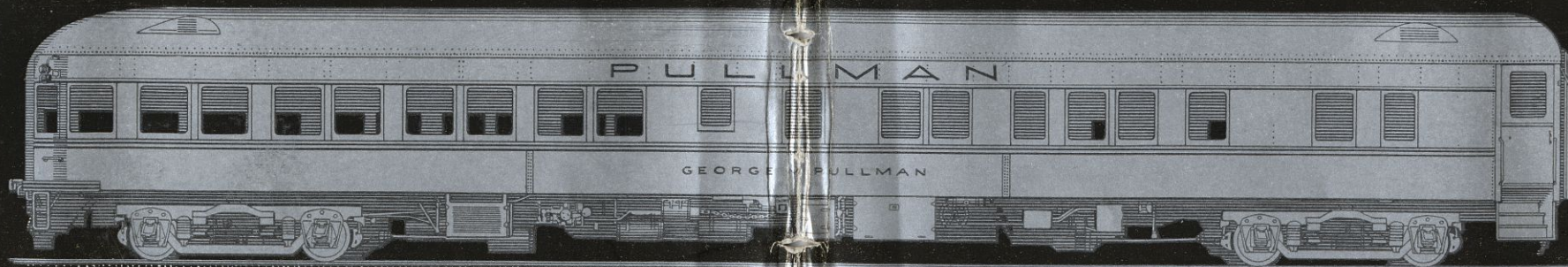
sity for open windows. Dirt, and also the noises that a speeding train produces, are excluded. Each room has its own thermostat.

The exterior of the car shimmers in aluminum, air-brush finish. The only other color is golden, which is used for the names and for the decorative longitudinal stripes along the body of the car. The effect is of silver and gold; a bimetallic effect, if one would so desire to call it, but the ratio is greater than 16 to 1.

Another structural innovation in the body of the car is the rounded observation end. The former lounge and the solarium or, as in some cars, the open platform, have been combined in a lounge nearly 33 feet long. Around the two sides and curved end the window area has been greatly increased, thus improving scenery visibility.

Inside the car, natural aluminum is the dominant deco-

Enlarged Observation Lounge

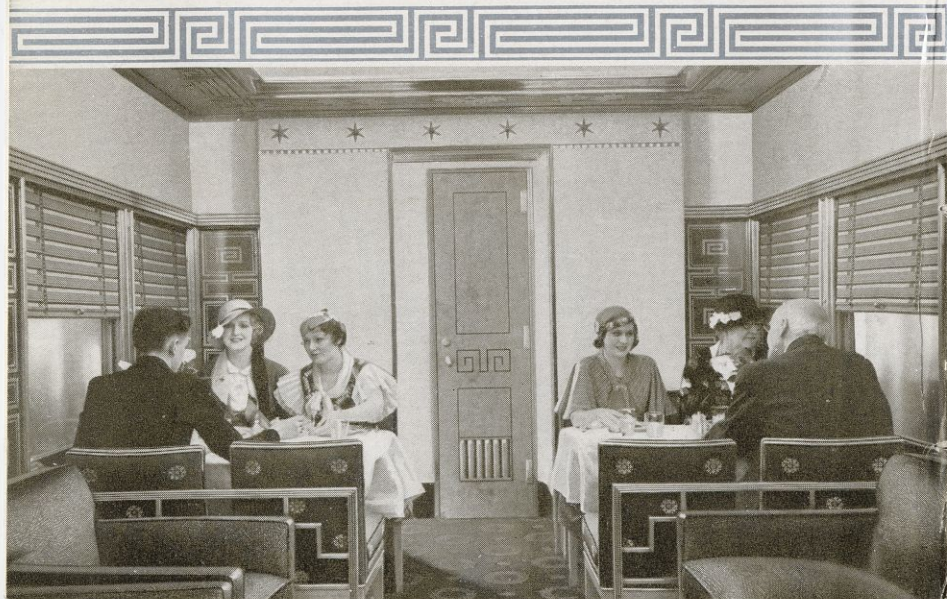


rative factor. Every tone in furniture, wall decoration, upholstery, complements the silvery sheen of this metal.

The decorative scheme in the observation room is remarkable for its simplicity. Brushed natural aluminum skirts the wall bases, while the upper part of the wall and the ceiling are in cream with a tint of tan. Extruded aluminum mouldings in straight lines broken by Grecian motifs, top the walls. Above these mouldings is a continuous trough in which hidden electric bulbs, aided by mirrors, reflect their light to the ceiling. This indirect flow of light suffuses the room with restful illumination; there is no need for ceiling fixtures, wall lights, or table lamps, yet the lighting is adequate and optically perfect. The same diffused lighting is used in the passageways.

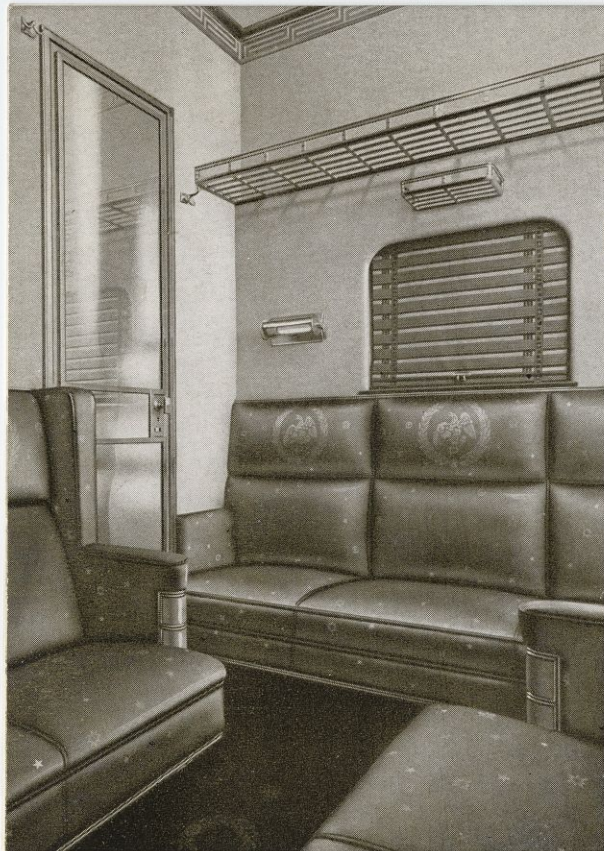
Between each of the large windows, engraved glass panels, backed with gun-metal and ornamented with in-

*Simplicity
Keynote of
Decoration*



cised patterns of silver in straight lines and Greek frets, are outstanding notes in the decorative effect.

The window shades—another striking novelty—are *Novel Window Shades* fabric in contrasting light tan and dark brown, the design simulating a Venetian blind. There are no loose curtains to catch dust; (that type was abolished in Pullman cars a quarter century ago for sanitary reasons).



All the fixtures, and, in fact every appurtenance in the car, were designed and built for the GEORGE M. PULLMAN, including the furniture in the observation lounge. This is fashioned of that most beautiful and unusual wood—Italian ash burl.

In what would have been the "sun parlor" (the

Novelty, Comfort, Charm rounded end of the observation lounge) are four barrel chairs and a sofa that invite one to sink into their roomy depths and relax. The sofa faces the rear door and at its back is built in a writing table.

In the main lounge, three sofas, six chairs, and three tables cater to the traveller's comfort. Cloaking these pieces, artistic fabrics of green embellished by silver wheels are contrasted with fabrics of brown inter-laced leaves

against a ground of cream.

The lounge also includes a "dinetette." Behind open grilles of aluminum, in spaces equivalent to standard Pullman sections, are black topped tables each with four chairs.

The adjoining buffet is a model of compact efficiency and sanitation.

The forward end of the car is taken up with sleeping apartments, their doors being of the Italian ash with inlaid designs in ebony.

First is the yellow room, a double bedroom with light gray walls and upholstery of canary yellow starred in white. En suite with this room, is a drawing room with the same decorative scheme. Next, in a color motif of blue and complementary tones, is a compartment. Last on the

Luxurious Sleeping Accommodations



corridor, are two single bedrooms, the green room and the brown room.

The lighting fixtures of these rooms are of special design, all in brushed aluminum. In the ceiling is a circular grille through which the room is air conditioned, and centered in the grille is the light enclosed in a slightly projecting bowl. The window corner light fixtures have vanished and have been replaced by longitudinal lamps above sections and sofas with a movable shade, enabling the reader to adjust illumination to taste, as the light comes over the shoulder.

*A Triumph
of
Engineering
Progress*

There is innovation in design in all the accessories, door-knobs, faucets, handles, and the dozens of little appurtenances that go to the making of a Pullman car and that contribute so much to the comfort of Pullman passengers. Mr. Samuel A. Marx acted as consulting architect and decorator.

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.

When the Exposition closes its gates, the GEORGE M. PULLMAN will take the rails. It is confidently hoped that the acid test of service operation will confirm the practicability of this latest stride forward in Pullman Progress.



