

## APPENDIX A

# ARCHIVAL SOURCES RELATING TO PULLMAN

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The following is a consolidated list of the known repositories of Pullman records. As best as we can construct, the records of the Pullman manufacturing company were split between the manufacturing division and the operations division in 1927 and further division took place after the 1945 antitrust divestment of the operating division itself. That said, it is quite remarkable what quantity of the Pullman Co. records have survived, and a great proportion of those in something like their original categorization and order. The bulk of the head office records are now at the Newberry Library<sup>1</sup> and most all the manufacturing plans are at the Pullman Library at the Illinois Railway Museum. There are also specialized subsections at several other repositories around the country.

Pullman, as a vast company both kept meticulous records but also suffered from the exponential growth inherent in such firms. As early as 1911, the board of directors had made a formal process for the destruction of records, and then in 1920, the Interstate Commerce Commission (ICC) set out regulations mandating records retention of between 6 months and 5 years (with a few categories to be retained permanently, like physical ledgers) depending on content for all manner of interstate businesses, including sleeping-car companies (ICC reg. 110.41–50, originally in place from 1920 revised in 1922, 1932, and 1937). The 1947 breakup of the company necessitated sorting their records out, and it appears that most Pullman records remained centralized at the main plant until 1950, though surely many had already been disposed of by then. Another ICC revision to the rules also appeared in 1950 and the company realized that “expensive and time consuming” record retention had become a problem so they set up a microfilming unit in room 32 of the main office. Documents were culled for destruction by fire or sale—with some attention paid to those of historical interest, list of documents slated for destruction were also made. A decimalized indexing system was devised and a small group of employees set upon the task of filming an estimate 18 million documents (an initial firm estimated the task at as many as 100 million documents) at an estimated cost of just under \$36,000. They were remarkably efficient using only 2 microfilming units with automatic feeders: In June, 1954, J.R. Crowley, general office manager, reported that the “microfilming program at Pullman Car Works is practically complete,” although a few more records then stored at the Merchandise Mart in downtown Chicago were inventoried to see if any needed to be microfilmed. After this, the microfilming was discontinued (it is not clear where those microfilms subsequently went). Remaining documents then stored at the works (in bldg. 9) were transferred to the Calumet shops (though they, too, were straining to find space for them), where then any department heads needing them could search (they were also all given indexes to what

<sup>1</sup> In 1969 Pullman president G.W. Bohannon discussed the donation of Pullman papers also with Illinois Institute of Technology, the John Crerar Library in Chicago, Northwestern University (which declined), and Syracuse University (which was interested); see Miscellaneous Administrative Files, 7/22/0-A Pullman Company Memorabilia. Preservation of Pullman Records. History of the Pullman Co., Newberry Library, Pullman Company Records 01/01/03, box 18, fol. 278.

had been microfilmed), so it is clear that the internal archiving system was wound down at that time.<sup>2</sup>

## **Newberry Library, Chicago, IL**

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[www.newberry.org](http://www.newberry.org)

The most complete finding aids to this entire collection are the Inventory of the Pullman Company Records, 1859-1982, online at [https://mms.newberry.org/xml/xml\\_files/Case\\_Pullman\\_Main.xml](https://mms.newberry.org/xml/xml_files/Case_Pullman_Main.xml), but for an initial and more holistic overview, see Martha Briggs and Cynthia Peters. *The Guide to the Pullman Company Archives* (1995; 794pp.) also online at <https://www.newberry.org/sites/default/files/researchguide-attachments/PullmanGuide.pdf>.

What follows below, derived from ArchiveGrid.org, give a sense of the kind of groupings that can be had in this archive:

### ***Pullman, George Mortimer, 1831-1897.***

[\*Estate papers, 1877-1932.\*](#) 11 cubic ft.

Pullman estate executor's correspondence, and financial probate records, dating primarily from 1897 to 1902, together with attendance books of the Pullman Free School of Manual Training, 1924-1932.

[\*Executors' correspondence, 1897-1911 \(bulk 1897-1902\).\*](#) 2 cubic ft. (4 boxes)

Incoming and outgoing correspondence regarding the administration of George M. Pullman's estate, dating primarily from 1897-1902. Letters concern stocks, stock dividends, taxes, loans, and other estate matters. Correspondents include executors Robert T. Lincoln and Norman B. Ream, Pullman's Palace Car Company Eastern Secretary S.W. Bretzfield and General Counsel John S. Runnells, Pullman son-in-law Frank Orren Lowden, Mrs. George M. Pullman, and other bankers, lawyers, and stockholders.

### ***Pullman Company: President and VP***

[\*Circulars, 1872-1969.\*](#) 13 cubic ft. (4 boxes and 26 v.).

Circulars issued by the officials of various Pullman's Palace Car Company and Pullman company departments from 1872 until the company ceased operations in 1969. Included are original signed letters and printed memoranda and notices regarding company policies and procedures, executive appointments, benefits, rate increases, etc. In addition to the Circulars of General Instructions, there are circulars issued by the Vice President and General Manager; Vice President, Operating; Assistant General Manager; General Storekeeper; General Superintendent; and Passenger Traffic Manager.

[\*Records, 1867-1982.\*](#) 64.5 cubic ft.

Records created in the offices of Pullman's Palace Car Company and Pullman Company presidents and vice presidents, together with personal papers.

<sup>2</sup> All information on this process comes from the single folder on "Miscellaneous Administrative Files - 7-6-0 Storage and Destruction of Records -Microfilming" (Newberry Library, Pullman Co. papers, 01/01/03, box 16, fol. 243.

[Office of the President records, 1867-1982.](#) 55 cubic ft.

Fragmentary records of the administrations of George M. Pullman and Robert T. Lincoln, extensive administrative files of Carroll R. Harding and George W. Bohannon, 1947-1980, company circulars, railroad company contract files, 1921-1945, and central office files dating primarily from the cessation of operations in 1969 to the formal dissolution of the company in 1982.

[Personal papers, 1881-1905.](#) 3.5 cubic ft.

Includes personal and Pullman Co.-related papers of Pullman's Palace Car Company and Pullman Company presidents and vice presidents.

*Robert Todd Lincoln files, 1884-1904.* 0.5 cubic ft. (1 box)

Small collection of records pertaining mainly to Lincoln's tenure as Special Counsel for the Pullman's Palace Car Company, 1892-1897. Most of the files relate to the town of Pullman and the Pullman Land Association, including the Pullman Street Railroad, the sewage farm, property valuations, and title deeds. There is also an exchange of correspondence and lists between Lincoln and William Seward Webb, President of the Wagner Palace Car Company, concerning the issuance of annual railroad passes following the 1899 acquisition of Wagner by Pullman.

*Vice President.* [Records, 1915-1944.](#) 6 cubic ft.

Administrative and correspondence files of Louis S. Taylor, 1919-1944, and correspondence of LeRoy Kramer, 1915-1918.

*Second Vice President.* [Series B, miscellaneous scrapbooks, 1883-1924.](#) 3.5 cubic ft. (9 v. in 9 boxes and 1 oversize box)

Newspaper and magazine clippings, together with some printed notices of the Pullman Company and other firms, 1883-1924. Clippings are primarily from Eastern, Southern, and Midwestern newspapers, and deal mainly with the various aspects of Pullman's Palace Car Company and Pullman Company operations. Included are articles concerning accidents, excursions, fares, exhibitions, technological innovations, car interiors and exteriors, car design, officers and employees, the Pullman strike, the town of Pullman, the Pullman Building in Chicago, corporate finances, annual meetings, etc. There is also information about competitor sleeping car firms and their acquisition by Pullman, George Pullman and his family, prominent Chicagoans and railroad men, and the railroad industry in general -- strikes, mergers, new lines, personnel, facilities, etc.

### ***Pullman Company: Secretary and Treasurer***

[Records, 1862-1980 \(bulk 1867-1980\).](#) 136.5 cubic ft.

Official corporate records of the Pullman's Palace Car Company and personal papers of members of the secretary's and treasurer's offices.

[Office of the Secretary and Treasurer records, 1862-1980 \(bulk 1867-1980\).](#) 136 cubic ft.

Official records of the Pullman's Palace Car Company and Pullman Company, including the charter, by-laws, director's minutes, annual reports, contracts and agreements, patents, and securities records, dating from the formation of the company until its dissolution. Also administrative files of two corporate officers, the Secretary and the Treasurer.

[Charter and by-laws, 1867-1958.](#) 1 cubic ft. (2 boxes)

Includes the 1867 Illinois legislative act incorporating the Pullman's Palace Car Company, the 1867 corporate charter and by-laws, and revisions thereof, 1882-1947. Among related papers are

correspondence, memoranda, state certificates of amendment, and by-laws drafts and working papers.

[Secretary's administrative file, 1867-1971.](#) *13 cubic ft. (1 box, 11 cartons, and 3 oversize boxes)*

Official central file of Pullman Co. documentation maintained by the Secretary of the Pullman Company in two numerical filing systems, together with A.S. Weinsheimer file, composed of miscellaneous records never placed in the two central files, including those regarding the sale of the Hotel Florence, 1906-1907. Numbered pre-1930 files include company circulars, operating contract correspondence, advertising contracts, employee statistics, Town of Pullman permits and agreements, and files regarding the 1922 purchase of the Haskell and Barker Car Co. and the 1927 company reorganization (Pullman, Inc.). Post-1930 files include information on the sale of cars, 1960-1967, and property (Pullman Building, Calumet Shops, and Chicago Laundry) as well as circulars, employee information, and uniform service contract studies and samples.

[Treasurer's administrative file, 1883-1978.](#) *4 cubic ft. (3 cartons, 1 volumes, and 1 oversize box)*

Miscellaneous records maintained by the Pullman's Palace Car Company and Pullman Company treasurer. Included are loan journals and ledgers, 1893-1898, property inventories and files, 1934-1966, banking records, 1922-1970, and bonds files regarding the purchase of U.S. treasury bonds and state workmen's compensation collateral, 1917-1978. Also Manufacturing Department correspondence, 1908-1919, and pension allowance voucher abstracts, 1910-1914.

[Annual reports, 1947-1978.](#) *1 cubic ft. (1 carton)*

Annual reports to the stockholders issued by the Pullman Co., dating from the period of railroad ownership of the corporation, 1947-1978.

[Contracts and agreements, 1882-1970.](#) *46 cubic ft. (77 boxes, 15 cartons and 18 volumes)*

Official file of Pullman's Palace Car Company and Pullman Co. contracts and agreements, including car, employee and labor, Manufacturing Department, operating, property, and miscellaneous contracts. Car construction contract records (ledgers, synopses, contracts, and sometimes blueprints and specifications), 1884-1924, contain agreements with railroads, other firms, and individuals for the manufacture of all types of railroad cars (freight, passenger, private, street, etc.) except sleeping cars. Files also contain original signed copies of labor and company union contracts, 1921-1961, 1920's manufacturing contracts (notably for all-steel auto bodies with the Moon Motor Car Co. and the Peerless Motor Car Co.), operating contracts and related correspondence, 1874-1946, and uniform service and operating contracts, 1946-1969 (which also contain car leasing contracts). Among the property contracts are those for the Pullman Building, 1882-1914, and Town of Pullman, 1883, and various shops facilities.

[Patent files, 1862-1960 \(bulk 1910-1950\).](#) *3 cubic ft. (3 cartons)*

Patent register, policies, and individual patent files dating primarily from 1910-1950. Files contain licensing agreements and correspondence, patent assignments by inventors, and United States and Canadian patents. In addition to railroad sleeping cars, parts, and equipment, there are also patents for sheet cars, all-steel automobile bodies (manufactured during the 1920's) airplane propeller blades, and shop equipment.

*Series A, miscellaneous scrapbooks, 1865-1925.* 13.5 cubic ft. (34 v. in 36 boxes and 3 oversize boxes)

Newspaper and magazine clippings from around the United States and Europe about the company from prior to its incorporation in 1867 to shortly after its reorganization in 1924. Included are articles concerning all facets of Pullman operations. Among the many topics covered are car improvements and innovations, train excursions, operations in Europe, new routes, employee and labor matters, the Pullman Building in Chicago, monopoly investigations, the acquisition of competitor sleeping car companies, segregated travel, etc. There are also articles regarding Chicago individuals and events, and personnel changes and other general railroad news.

*Securities records, 1867-1980 (bulk 1867-1927).* 57 cubic ft. (18 boxes, 1 carton, and 150 v.) Bond and stock certificates, stockholder documentation, and Pullman Company-owned securities records, dating primarily from 1867 to 1927, when the company, as a subsidiary, no longer issued stock. Included are samples of three 1870's bearer bond issues of the Pullman's Palace Car Company, including one large holding of Andrew Carnegie, samples of stock certificates issued, 1867-1927 and 1945-1971, stock ledgers, 1868-1927, stockholder lists, 1899-1926, and various issuance, dividend, and discharge records. Pullman Company-owned securities ledgers and statements, 1883-ca. 1940's, document company investments and there are also miscellaneous bonds, notes, and stock certificates of local railroads, expositions (World's Columbian, Louisiana Purchase), and of the Pullman Porter's Publishing Co.

*Board of Director's records, 1867-1980.* 11 cubic ft. (8 cartons and 17 v.) Minutes, agendas, correspondence, notices, and information files of the Board of Directors and related governing bodies of the Pullman's Palace Car Company and the Pullman Company. Included are minutes and agendas of the Board of Directors, 1867-1980; of the Executive Committee, 1897-1972 (formed upon the death of company founder George M. Pullman); of the Pullman Advisory Committee (executives of owner railroads after the 1947 buy-out); and of annual stockholder meetings, 1867-1980. There are also files on individual directors, 1947-1971, and information about the board in general.

*Personal papers, 1878-1926.* 0.5 cubic ft. Includes personal and some company-related papers of members of the Pullman's Palace Car Company and Pullman Company secretary's and treasurer's departments.

#### ***Pullman Company: Office of Finance and Accounts***

*Records, 1867-ca. 1980 (bulk 1867-ca. 1970).* 606.5 cubic ft. Includes books of account, balance sheets, financial statements, tax returns, ICC accounting documents and reports, payrolls, revenue records, etc., of the Pullman's Palace Car Company and the Pullman Company.

*General Auditor Administrative files, 1900-ca. 1959.* 4 cubic ft. General Auditor's circulars regarding accounting procedures, 1903-1911, statements of operating surplus, 1905-1913, correspondence of Auditor F.C.N. Robertson from New York regarding the settlement of Wagner Palace Car Company accounts, and 1950's personnel files of company officers.

*General Auditor [Ledgers, journals, and registers, 1867-1980 \(bulk 1867-1954\)](#). 400 cubic ft. (758 vol.)*

Pullman's Palace Car Company and Pullman Co. accounting records, including ledgers and subsidiary ledgers, 1867-1953 and 1973-1930, journals, 1867-1954, cash journals, 1870-1925 and 1942-1945, and government orders accounts receivable registers, 1942-1947. There are also ledgers for the Cashier's Department, 1885-1889, Earnings Department, 1881-1938, and town of Pullman, 1880-1885; and journals for the Earnings Department, 1875-1922 and 1938-1940.

*Auditor of Disbursements [Records, 1887-1969](#). 17 cubic ft.*

Includes Pullman's Palace Car Company, Pullman Co., and subsidiary and acquired company payroll records.

Auditor of Disbursements [Payroll records, 1887-1969](#). 17 cubic ft.

16 mm. microfilm reels containing copies of payrolls for the Pullman's Palace Car Company, the Pullman Company, and its subsidiaries and affiliates. Parent company payrolls include the general office, 1888-1950, repair shops, 1887-1950, Pullman Car Works, 1887-1924, town of Pullman and laundry, 1887-1908, operating districts, 1893-1950, and all employees, 1951-1969. Subsidiary and acquired company payrolls include Pullman Iron and Steel Company, 1887-1889, Union Foundry and Pullman Car Wheel Works, 1887-1894, Pullman Railroad Company, 1909-1915, and Wagner Palace Car Company, 1886-1889 (back pay). There are also paper payroll records, including monthly gross payrolls by type of employee, 1950-1959, payroll registers, 1940s, and Calumet Shops individual payroll sheets.

#### ***Pullman Company: Manufacturing Department***

*[Records, 1873-1943](#). 70 cubic ft.*

Pullman's Palace Car Company, Pullman Co., and Pullman Company Manufacturing Department construction, cost, delivery, and accounting records relating to railroad car manufacture. Also records regarding the company-owned Town of Pullman and the manufacture of all-steel automobile bodies at the Pullman Car Works.

*[Car construction, delivery and cost records, 1881-1943](#). 9 cubic ft. (2 boxes and 21 volumes)*

Various records of the construction, cost, delivery and depreciated value of Pullman wood and heavyweight cars, and of cars manufactured for other firms. Car delivery records, 1885-1919, list the lot number, type and number of cars, car contract book reference number (see RG 02/01/06), amount, and date paid. Cost of cars registers, 1884-1925, list current and former car names, car cost, lot and plan numbers, depreciated value, and remarks. Car lot records, 1907-1943, car lot and name assignment records, 1920-1931, and costs of construction by lots and car names, 1925-1939, all list car data by lots and/or car names. There are also two records of cars built, 1881-1894, one listing car construction information by location, e.g., Detroit Pullman Car Works, and then by lot number, and the other listing data by railroad company.

*[Car construction and repair records \(cars withdrawn\), 1888-1964](#). 11 cubic ft. (22 boxes)*

"Record of Construction" sheets containing data regarding the construction, repair, and final disposition of individual Pullman cars. Sheets typically record car name, where constructed, date, lot number, plan number, date completed, photo numbers, and specifications (often including furnishings and equipment catalog numbers), shop repair details (location, date, report number, brief description), dimensions and weight, and disposition (e.g., sold, wrecked, retired, scrapped).

[Financial records, 1873-1924.](#) 46 cubic ft. (104 volumes).

Ledgers, journals, cash books and other miscellaneous accounting records documenting the manufacture of Pullman cars and cars for railroad companies and other firms, 1873-1924. Separate car construction accounting volumes were kept first by the Pullman's Palace Car Company and Pullman Company and after 1906 for the Pullman Company Manufacturing Dept. Records cease in 1924 with the creation of a separate manufacturing subsidiary, the Pullman Car and Manufacturing Corporation.

*Chief Engineer.* [Car drawings, specifications, etc., 1870-1969 \(bulk 1919-1969\).](#) 130 cubic ft. (14 boxes, 43 cartons, 65 oversize folders, and 103 oversize rolls)

Pullman Co. car and car component drawings registers, drawings, and specifications, together with railroad company drawings of Pullman cars, dating primarily from the heavyweight and lightweight era. Drawings registers, 1924-1968, containing sequential listings of CE, MD, and CS drawings, note the number, title, draftsman, and date of each drawing. Linen drawings and blueprints (paper drawings) include ceiling plans, duct layouts, floor plans, heating pipe diagrams, side elevators, underneath equipment layouts, etc., followed by CE and MD drawings. There are also a few blueprints generated by shops. Among the drawings are floor plans for all Wagner Palace Car Company cars acquired by Pullman in 1899, a volume of early Pullman car floor plans, 1870-1905, and "Pullman" lettering templates. There are also specifications files (specifications, drawing lists, plans, photographs) for some, but by no means all, Pullman car lots and several miscellaneous specifications, included drawings.

*Chief Mechanical Officer* [Records, 1893-1970.](#) 49 cubic ft.

Chief Mechanical Officer's administrative files, Calumet and Denver Shops administrative files, building and property blueprints, car repair records, parts catalogs, maintenance manuals, car accident records, and World War I -era hospital train refitting files.

*General Superintendent.* [Scrapbooks, 1882-1908.](#) 4.5 cubic ft. (12 v. in 12 boxes and 1 oversize box)

Scrapbooks containing clippings from United States and foreign publications relating to all aspects of company operations. Included are articles about George Pullman and his family, the town of Pullman, employees, labor relations and strikes (including 1894), competitors and corporate acquisitions, lawsuits, new routes, fares, car improvements and innovations, railway accidents and crimes, passengers and excursions, and other railroad companies. There is also scattered correspondence and a few printed handbills.

[Town of Pullman Records, 1876-1919.](#) 2 cubic ft. (4 boxes)

Journals, ledgers, plats, an atlas, land surveys, and other miscellaneous records regarding the town of Pullman, 1876-1919. Financial records include a journal of town construction accounts (including payrolls), 1882-1886, and ledgers recording personal loans to town residents, 1897-1900, and mortgage loans, 1909-1919, for town real estate (listing purchaser's names, date, lot and block numbers, and principal and interest payments). Property records include Lake Calumet surveys, field notes, maps, and diagrams, 1879-1899, plats of town property showing structures, 1907, and an atlas of town and other corporate properties, 1904. There is also an 1886 statement of tenement capacities in Pullman, an essay describing the town in 1890, and an Arcade Theatre program, 1883.

***Pullman Company: Personnel Administration Department.***

*Records, 1875-1976 (bulk 1875-1970).* 330 cubic ft.

Employment records primarily for the operating arm of the Pullman Company dating from 1875, but focusing on the period after 1900. Included are comprehensive employee service records, application files for conductors and some porters, registers listing employment and discharge data, time and absentee records for a few departments, appraisal and discipline files, and records relating to the final separation of employees from the company in the late 1960's.

*Discharge and release records, 1880-1957 (bulk 1880-1931).* 10 cubic ft. (2 cartons and 21 volumes)

Includes discharge and release registers, 1880-1931, and individual porter and conductor discharge files, 1940, 1954-1957. There are registers for all jobs, 1880-1918, and registers for porters and conductors, 1900-1931, typically listing employee name and number, occupation, division, district, date of release, and reason for discharge. Individual discharge files contain correspondence and hearing transcripts.

*Time and absentee records, 1887-1969 (bulk 1887-1949).* 3 cubic ft. (25 volumes)

Timebooks and absentee records, listing daily work records for employees of the Secretary's Department, 1887-1930, the Financial Department and Treasurer's Office, 1908-1947, and the Mechanical Superintendent's Office, 1903-1949. Volumes contain employee indexes summarizing Pullman Company work histories. There are also absentee records for Office Services employees, 1958-1969.

*Employee indexes and registers, 1875-1946.* 3 cubic ft. (1 box and 7 volumes)

Indexes and registers for Pullman Co. management and workers, including a permanent alphabetical register of employees, 1900's-1940's, (employee name, date of birth, nationality, race, and service dates); a management appointments index, 1875-1940, (name, former and new positions, and service dates); a Calumet Shops employee register, 1912-1925, (name, birthdate, nationality, service dates, comments); and porters and conductors registers, 1917-1946, (name, place of employment, and employment, retirement, and death dates).

***Pullman Company: Operating Department.***

*Office of the Vice President and General Manager records, 1872-1971.* 60.5 cubic ft.

Departmental administrative files, operations reports, descriptive lists of cars, employee instruction books, Mexican operations records, and regional administrative files.

*Employee instruction books, 1872-1956.* 2 cubic ft. (2 cartons)

Printed instructions issued to employees of the Pullman's Palace Car Company and Pullman Company mainly by the Operating Department and its constituent departments, 1872-1956. Included are general instructions to employees, 1872-1921, and to car service employees, 1888-1899, commissary circulars and instructions, 1922-1957, specific instructions for conductors, porters, maids, attendants, and barbers, 1884-1952, instructions in Spanish for Mexican porters and conductors, 1925-1933, and instructions for Superintendents and Agents, 1874. In addition to pamphlets containing specialized regulations and instructions for private cars, 1927, sanitation, 1918, heating and ventilation, 1931, linen and blankets, 1923, and laws, notices and warnings to be posted in cars, 1897-1915, there are also a few instructions issued by the Manufacturing (1921), Financial (1883-1927), and Passenger Traffic (1964) departments.

### ***Pullman Company: Passenger Traffic Department.***

*Administrative files, 1893-1969, (bulk 1907-1969).* 10 cubic ft. (10 cartons)

Correspondence, memoranda, hearing records, filings, statistics, etc., of Passenger Traffic Manager and General Passenger Agents H.P. Clements, E.P. Burke, J.J. Nolan, and R.C. Buckingham regarding the selling of rates for Pullman car accommodations. Includes Canadian and Mexican rates files; ICC rate hearings, rate filings, and special rate permission records, 1909-1968; and files concerning rates for particular lines, trains (Slumbercoach, etc.), types of accommodations (e.g., roomette suites), special service (e.g. Cuban Missile Crisis, 1962, Atomic Energy Commission shipments, 1963-1968), general occupancy (Pullman cars used as hotel accommodations for special events), etc.

*Rate books, 1871-1970.* 20 cubic ft. (11 boxes, 5 cartons, and 54 volumes)

Rate books issued by the Pullman's Palace Car Company, 1871-1899, and the Pullman Company, 1901-1968. Also rate and instruction books containing Pullman rates issued by other railroad companies dating primarily from 1880-1920. Pullman's Palace Car Company volumes include general fares and fares for berths, drawing rooms, second class accommodation, and divisions. From 1901 to 1908 there are similar Pullman Company rate books, but the majority of Pullman Company rates are listed in numbered Interstate Commerce Commission section and excursion tariffs volumes, 1904-1968. There are also Mexican Fare Books, 1911-1952, and other rates records, including rate tables, 1938-1955, state tariffs and rules records, 1920-1950, and state to state rate cards, 1955-1966.

### ***Pullman Company: other departments***

*Public Relations Department.* *History files, 1860-1968.* 3 cubic ft. (2 boxes and 2 cartons)

Historical and subject reference files containing a variety of Pullman Company records gathered from various sources within the firm, together with newspaper clippings, magazine articles, and other writings about the company. Includes documents and information about George M. Pullman and his businesses, properties, and endowments (Town of Pullman, Pullman Building, Pullman Car Works, Pullman Company Limited, Pullman Free School of Manual Training, Union Foundry and Pullman Car Wheel Works, and acquired sleeping car companies). There are also files on employees (conductors, porters, early corporate officers); on the design, construction, features, and special uses of cars (Pioneer, Lincoln funeral train, lighting); and on various aspects of corporate business (patents, valuation, seal, passes, rates, etc.). Notable Town of Pullman documents include an 1880 classification of workmen at Pullman by Duane Doty, an 1889-90 Pullman Public Library report, and an 1893 article, "The Story of Pullman," and others.

*Legal Department.* *General counsel records, 1878-1980 (bulk 1907-1980).* 36.5 cubic ft.

Departmental administrative files and court case records dating primarily from 1940-1980.

*Car furnishings photographs, 1882-1939.* 1.5 cubic ft. (4 boxes).

Photographic prints of chairs, 1882-1935, and tables, 1932-1939, used to furnish Pullman cars. Includes images of all types of chairs, settees, tables, and desks, many manufactured by the Pullman's Palace Car Company and later Pullman Company for its own cars, and others supplied by Marshall Field & Co., Wakefield, Milwaukee Chair Co., S. Karpen and Bros., H.W. Bros. & Co., Linden Co., Dunn Co., and Geo. C. Flint Co.

*Car interior and exterior photographs, 1880-1966. 5.5 cubic ft. (16 boxes)*

Photographs of interiors and exteriors of Pullman cars, including images of cars involved in accidents, heavyweight and lightweight steel cars, troop cars, trucks, wood cars, and miscellaneous types of cars and car equipment, some showing the Pullman Car Works in the background. Wood and steel car accident photos, 1905-1934, show mainly exterior views, but also some interior shots of damage to cars. Photographs of heavyweights, lightweights, wood cars, and troop cars, usually including both interior and exterior images, were most frequently taken to document completed orders. Troop cars include hospital cars outfitted during World War I and hospital cars, troop cars, and troop sleepers manufactured during World War II. Among the lightweight photos are views of the new Slumbercoach, 1957, and of Budd cars ordered by Pullman, and among the wood cars are images of Pullman cars displayed at the 1893 World's Columbian Exposition and the 1904 St. Louis Exposition, and various private cars.

*Subsidiary and acquired company records, 1865-1940 (bulk 1865-1921). 30 cubic ft.*

Records of competitor sleeping car companies acquired by Pullman, of subsidiary car firms established by Pullman to operate regionally, and of subsidiary and acquired car and equipment manufacturing companies.

*Pullman Co. Limited. Records, 1875-1905. 1 cubic ft. (2 boxes)*

Records of the Pullman Co. Limited, and its predecessor, the Car Syndicate Limited, 1875-1906. Includes agreements between the Pullman's Palace Car Co. and the Car Syndicate Ltd., and British and Dutch railroads; directors' minutes, 1882-1905; and correspondence, 1877-1889, between George M. Pullman, Pullman officials, and directors and managers of British concern (George M. Clements, H.S. Roberts), some regarding Italian and Dutch operating contracts and lines. Also a correspondence index, various earnings, income, and operations statements and reports, and a prospectus and statistics of a competitor company, Wagon-Lits.

*Pullman Iron and Steel Company. Records, 1883-1919 (bulk 1883-1889). 1.5 cubic ft. (1 box and 6 v.)*

Financial, securities, and corporate records spanning the company's independent and Pullman's Palace Car Co. controlled operation. Financial records include a cash journal, 1897-1899, payroll registers (listing employee names, hours, pay rates, and deductions for rent, etc.), 1886-1888, and promissory notes to the Pullman's Palace Car Co. Securities records include stock certificates, 1884-1899 (with attachments and endorsements to 1919) and a 1903 certificate of destruction of company bonds. Corporate records include stockholders and directors meeting minutes, 1883-1899.

***Associated Company Records***

*Pullman Southern Car Company Records, 1870-1905 (bulk 1870-1894). 4 cubic ft. (2 boxes and 27 v.)*

Records dating from the formation of the company until its dissolution by the directors of the Pullman's Palace Car Co. in 1894. Included are the charter, bylaws, and directors' and stockholders' meeting minutes, 1871-1894; financial and accounting records-annual financial statements, earnings and income statements, ledgers and journals; and securities records-bonds, stock ledgers, correspondence, reports, and certificates. Also some general correspondence, an act of incorporation of Enoch Paine's Crescent Sleeping Car Co., 1870-1871, an 1877 contract with the Atlanta and West Point Railroad Co., and an 1894 car values appraisal and resolution regarding the transfer of company assets to the Pullman's Palace Car Company.

*Union Foundry and Pullman Car Wheel Works [Records, 1881-1894](#). 1.0 cubic ft. (1 box and 2 v.)*

Corporate, financial, and securities records of the Union Foundry and Pullman Car Wheel Works, 1881-1894. Includes the 1881 act of incorporation, bylaws, and minutes of the commissioners, who included George Pullman, Nathaniel and Christopher Bouton, Charles G. Hammond, and John Crerar; annual financial statements, 1888-1893; and stock correspondence, several stock certificates, and stock receipts.

*[Wagner Palace Car Company. Records, 1866-1940 \(bulk 1886-1899\)](#). 14 cubic ft. (1 carton, 3 boxes and 28 v.)*

Corporate, financial, operating, and securities records of the Wagner Palace Car Co., dating primarily from 1886 to 1899. Included are a Board of Directors minute book, 1886-1899; financial ledgers and journals, 1887-1899; Financial statements and balance sheets, 1889-1900; operating contracts with several railroads; fare books; stockholder ledgers, lists, certificates, and proxies; and records pertaining to the company's dissolution in 1899. There is also a 1940 digest of New York Central Sleeping Car Co. and Wagner minute books, 1866-1900.

*Mann's Boudoir Car Company [Records, 1883-1909](#). 1.5 cubic ft. (1 box, 3 v., and 1 oversize folder)*

Primarily financial and securities records, 1883-1909. Included are a financial ledger, 1885-1909, which also contains entries for the Union Palace Car Company, a stock ledger and index, 1883-1909, stock summary statements, 1905 and 1909, and several stock certificates, bearer bonds, and bond coupons. There are also two operating contracts with the Cincinnati, New Orleans and Texas Pacific Railway Company, 1884, and the Chicago, St. Paul and Kansas City Railway Company, 1888.

*New York Central Sleeping Car Company [Records, 1875-1888](#). 1 cubic ft. (1 box and 5 v.)*

Financial, securities, and operating records. Financial records include a ledger, 1885-1888, and a journal, 1885-1886. Securities records include stock ledgers, 1875-1888, and an 1885 stock certificate. Operating documents include agreements with the Indianapolis and St. Louis Railway, 1885-1905, and the New York Central and Hudson River Railroad, 1880-1915, and rates of fare, 1884.

*Woodruff Sleeping and Parlor Coach Company [Records, 1872-1909](#). 0.5 cubic ft. (2 boxes and 6 v.)*

Corporate, financial, and securities records dating primarily from the Pullman's Palace Car Co. acquisition of the firm in 1889. Included are directors' meeting minutes, 1889-1892, 1909-1910, charter and by-laws, 1884 (revised 1889), financial ledgers and journals, 1888-1909, bonds, stock ledgers, stock certificates, and stock correspondence.

*A.S. (Alfred Saeger) Weinsheimer [Papers, 1878-1926](#). 0.5 cubic ft. (1 box)*

Incoming and subject correspondence, and personal affairs files of A.S. Weinsheimer. There is incoming correspondence from Weinsheimer's wife, Alice, and brother as well as correspondence about an 1895 European trip, the Chicago Home for the Friendless, Alice Weinsheimer's financial affairs following her husband's death, and the marriage of his son, Warren. Other papers include Weinsheimer's letters of recommendation to the Pullman's Palace Car Company, a draft plea to a Mr. R. (Robert T. Lincoln? John S. Runnells?) for a salary increase, family obituaries and genealogical notes, a photograph of Weinsheimer in 1890, receipts, policies, etc.

*John S. Runnells [Papers, 1881-1905](#). 3.5 cubic ft. (7 boxes)*

Primarily business papers concerning Runnell's legal career with the firm of Runnells & Walker, Attorneys, in Des Moines, Iowa, 1881-1887, but also a few Pullman Company-related files. Includes account books, calendars, incoming correspondence, a court logbook, journals, legal case files, and letterpress copybooks documenting his work as an attorney representing the railroads. Pullman Company records include 1901 court briefs, salary information, and miscellaneous notes.

[www.lib.uchicago.edu/scrc/](http://www.lib.uchicago.edu/scrc/)

***Lincoln, Robert Todd. Collection 1881-1897***

Robert Todd Lincoln (1843 –1926) first son of President Abraham Lincoln and a politician, lawyer, and businessman. The collection contains two letters written by Lincoln and five documents signed by Lincoln as President James Garfield’s Secretary of War.

***Goldman, Samuel. Papers ca. 1910-1965***

Samuel Goldman, vaudeville comedy writer, producer, actor. The Goldman Papers consist of nearly five hundred manuscripts, mainly original dramatic compositions. These have been divided into three groups, following Goldman’s own categorical divisions: Complete Dramas; Scenes; and Bits. Most of this material is unpublished. It includes an early version of *Who’s on First?*; the baseball bit made famous by Abbott and Costello. The collection contains diverse notes and script fragments, as well as stage directions and other production materials. There is also a limited amount of miscellaneous material and memorabilia from Goldman’s wife and vaudeville partner Allie Ellsmore.

***Motion Picture Stills. Collection 1920-1934***

Contains approximately 30,000 black and white photographs of movie stills, production shots, and portrait photographs of actors. Includes 8" x 10" photographs, 187 scrapbooks devoted to individual film stars, marquee cards, and glass lantern slides announcing coming attractions from Pathe and other movie studios.

***John Crerar Library. Records 1856-1984***

Records of the John Crerar Library from its establishment in 1894 through its move to the University of Chicago in 1984.

***Frank O. Lowden Papers 1870-1943***

Frank Orren Lowden (1861-1943) was a lawyer, Republican politician, scientific farmer and Governor of Illinois. The collection contains personal correspondence, as well as correspondence related to Lowden’s business, political and agricultural activities. It also includes many early twentieth-century Republican brochures, pamphlets, and other political materials, drafts and texts of Lowden’s speeches and public statements, newspaper clippings, and scrapbooks. There are also several family photographs and several portraits of Lowden in the collection, as well as other memorabilia. Frank Lowden’s wife was Florence Pullman, daughter of George M. Pullman.

Collection contains significant correspondence to and from Lowden related to the disposition of the Pullman Estate, which went to Florence and which her husband helped to execute. Correspondence also exists from Lowden’s time connected directly to the Pullman company (1899–1913). He financially supported the Pullman Porters’ Publication company and was on the board of the Pullman Manual Training School, and the collection contains considerable correspondence about its initial establishment.

## Chicago History Museum, Chicago, IL

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<https://www.chicagohistory.org/collections/explore-our-research-collections/>

### ***George M. Pullman papers, 1845-1957.*** 3 linear ft. (3 boxes) 1 oversize folder.

Correspondence (primarily 1859-1863), diary (1859-1861), collection of railroad passes (ca. 205, 1862-1900), and obituaries and resolutions in memorial of George M. Pullman. Correspondence is chiefly letters by Pullman to his mother and other family members on personal matters and on his work. The letters originate from Colorado, Chicago (Ill.), and elsewhere. Collection also includes letters (20 items, 1893 June 21-Oct. 11) from Mr. Fritsch, manager of the Pullman Exhibit at the World's Columbian Exposition of 1893; account sheet for showing a party of five around the fair; and a printed flyer for "Railway Day," Sept. 16th. Oversize items about Pullman Island (N.Y.) also are present in collection.

### ***Pullman-Miller family papers, ca. 1823-1988.*** ca. 40 linear ft. (75 boxes & 4 oversize boxes) 1 folder.

[filed under Miller, Florence Lowden, 1898-1988.] Correspondence, diaries, scrapbooks of newspaper clippings, obituaries and genealogical records, and memorabilia that were kept in Dr. and Mrs. C. Phillip Miller's home in Chicago's Hyde Park neighborhood, much of it relating to Mrs. Miller (Florence Lowden Miller), her husband, and their families, including her parents: Governor Frank O. Lowden and Mrs. Florence Pullman Lowden, and her grandfather George M. Pullman and other of his descendants. Topics include family relationships, child rearing, travel, and the Miller home at 5657 South Kimbark in Chicago. A portion of the collection consists of personal and/or travel diaries of Mary Catherine Sanger, Hattie Sanger Pullman, Florence Pullman Lowden, and Florence Lowden Miller. Extensive correspondence reflects strong family bonds and friendships experienced by the Sangers, Pullmans, Lowdens, and Millers. Business correspondence and records highlight Sanger activities in Chicago.

### ***Liston E. Leyendecker research files on George Pullman, 1975-1979.*** 1 linear ft. (1 box)

Research files, transcripts of original Pullman documents, and manuscript drafts by Liston E. Leyendecker, who a professor of American history at Colorado State University and author of *Palace Car Prince: A Biography of George Mortimer Pullman* (1992). Materials include four manuscript drafts, as well as transcripts of letters from George Pullman to his mother (1857-1861).

## Chicago Public Library Special Collections, Chicago, IL

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[www.chipublib.org/special-collections/](http://www.chipublib.org/special-collections/)

### ***Historic Pullman Collection, 1882-1979.*** 4 linear feet.

The collection is arranged into series: Pullman Co., Pullman Family, Pullman Free School of Manual Training, Pullman Educational Foundation, Pullman Strike, Pullman Town and Photographs.

## **Art Institute of Chicago - Ryerson and Burnham Libraries**

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[www.artic.edu/library](http://www.artic.edu/library)

### ***Pullman Town construction photographs, ca. 1881-1882. 1 portfolio.***

Ten mounted photographs showing construction phase (probably 1881-82) of both residential and manufacturing buildings. For George Pullman's company town, Solon Spencer Beman planned and supervised the construction of 1300 houses, factory, commercial and institutional buildings.

### ***Beman Drawings.***

The Ryerson and Burnham Library has a microfilm roll created in 1976 of 241 items, most of which are original Solon Spencer Beman drawings. The original drawings are among the items transferred to the Art Institute's Department of Architecture and Design when it was founded in the 1980s. The original drawings were not made available for the present study.

## **Historic Pullman Foundation, Pullman, IL**

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[www.pullmanil.org](http://www.pullmanil.org)

The material in HPF holdings was inventoried in 1999 by Frank Beberdick. A copy of this 45-page inventory, called "Catalog of the Archives of the Historic Pullman Foundation," can be found in the Newberry Library. The catalog lists this archival material according to its c.1999 arrangement in the Hotel Florence. The archives, however, were removed from the Hotel Florence when the State of Illinois acquired the hotel. According to Mike Shymanski, the archives were then moved to the Pullman Bank where the HPF had office and storage space. When U.S. Bank took over the old branch, HPF lost office space but kept the storage for its archives. In winter 2019, due to weather related condition concerns, the HPF archives were moved into the Historic Pullman visitor center and the HPF office at 614 E. 113<sup>th</sup> street.

The finding aid indicates that this collection includes 2500 photographs and slides, 50 tubes of blueprints for the utility systems in the factory and town, 5 linear feet of Pullman Masonic Lodge records, records of the Beman Committee and Historic Pullman Foundation, among many other items. These collections were not made available for the present study.

## **South Suburban Genealogical and Historical Society, Hazel Crest, IL**

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[ssghs.org](http://ssghs.org) (and see  
[drive.google.com/drive/folders/1JMeSBOfe5tVndJDbV\\_DjfOM0LtO3MvMd](https://drive.google.com/drive/folders/1JMeSBOfe5tVndJDbV_DjfOM0LtO3MvMd))

SSGHS co-president, Kathy Wellington-Nassios ([ssghskathy@aol.com](mailto:ssghskathy@aol.com)) has a finding aid/list of their Pullman holdings and then what holdings were transferred to other institutions (including the Newberry) in 2003. The SSGHS has an estimated 200,000 employee files (an unverified estimate) in over 700 sheet-metal boxes. The ID cards are organized in alphabetical order by the first 3 letters of the employees last name. They cover roughly the era of 1890s to 1950.

I took a look at the finding aid and asked them to pull some items that looked interesting from outside of the employee id collection. It appears that most of the non-employee file items have been moved to other institutions. The SSGHS seem very interested in making contact with and

working with NPS. They have tried to apply for grants to digitize the collection, but are having trouble coming up with funds to be able to cover that amount of work.

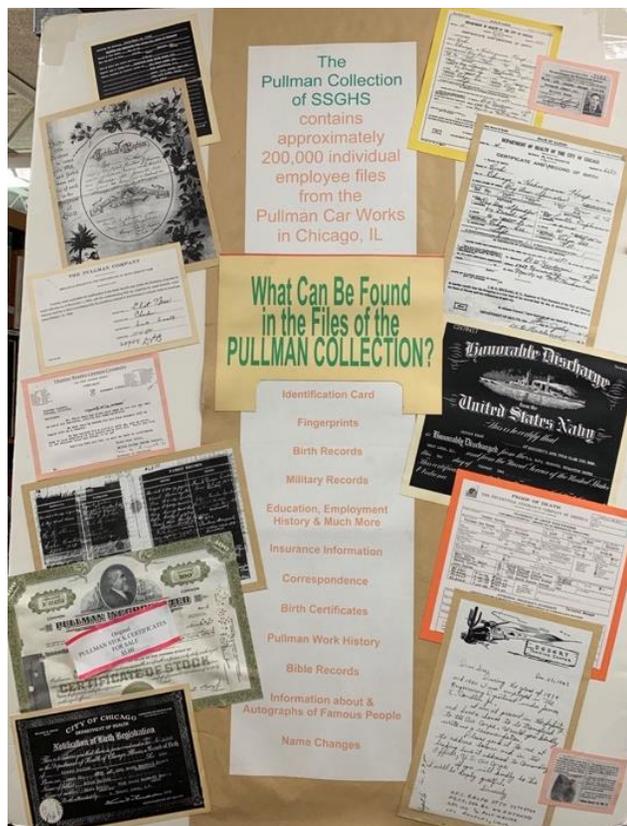
This collection is a great resource for data specific employees. See the photo below which is an image of a poster the SSGHS created as a guide to their Pullman collection.

### **Illinois Railway Museum, Union, IL**

[www.irm.org](http://www.irm.org)

The IRM holds an astoundingly complete collection of Pullman car drawings, so anyone who wishes to research a particular car or class of cars is likely to be able to find blueprints and shop of modification drawings to aid in their quest. The IRM also holds a small and currently unidentified collection of the manufacturing divisions Office Records, which it received from Pullman Technology, a division of Bombardier of Canada, along with the shop drawings in 1992.

The Pullman Library functions as a department of the IRM, though its holdings are not immediately publicly available or publicly cataloged. They hold “over 1.5 million engineering drawings; tens of thousands of photos, film negatives, glass plate negatives, slides & film; Specifications & Drawing Lists; Facility drawings and photos; Manuals; and over 1,000 Reference Books.” A very preliminary and general description of their holdings besides the car drawings may be found at <http://www.pullmanlibrary.org/IndexCollection.htm>. Contact the archivist, Bob Webber at [pullmanlibrary@irm.org](mailto:pullmanlibrary@irm.org), who can respond to very specific research requests, but the archive for all intents and purposes not open to researchers.



*Figure App.A.1. Poster by SSGHS describing contents of employee records in their Pullman Collection.*

### **Smithsonian Institution, Washington, DC**

The Archives Center at the National Museum of American history holds two significant Collections of Pullman related material, one extensive and one modest:

*Pullman Palace Car Company Collection, 1867-1982 (bulk 1900-1930s), NMAH.AC.0181*

<https://sova.si.edu/record/NMAH.AC.0181> and </details/NMAH.AC.0181>

also <https://amhistory.si.edu/archives/AC0181.html>

This collection consists of 11 boxes (8 ft.) of records assembled over a number of years by Arthur D. Dubin of Chicago (See under Lake Forest College, below) and donated in 1980, with additions. They are arranged in 7 series: 1) Historical Background, 1867-1982; 2)

Correspondence, 1912-1960; 3) Financial Records, 1875-1930; 4) Operating Records, 1875-1972; 7) Personnel Records, 1873-1979; 6) Drawings, 1907-1939 and undated; and 7) Photographs, 1932-1950s and undated.

*Pullman Palace Car Company Photographs, circa 1882-1955, NMAH.AC.1175*

<https://sova.si.edu/record/NMAH.AC.1175> and </details/NMAH.AC.1175>

also <https://amhistory.si.edu/archives/AC1175.html>

This collection consists of approx. 13,500 images for freight, passenger, private, and street and rapid transit cars manufactured by the Pullman Palace Car Company from the late 19<sup>th</sup> century through the mid-20<sup>th</sup>. They are arranged in 5 series: 1) Original prints, 1904-1949; 2) Copy prints, 1885-1955; 3) Film negatives, undated; 4) Glass plate negatives, circa 1882-1948; and 5) Indices, 1990 and undated.

Pullman was quite meticulous in taking a side, oblique, and end reference photo, as well as several relevant interior shots, of each completed car. The Smithsonian has digitized all the images, many of which are original glass plate negatives, and they are locatable by car name and date. For further information see the link above and Don Horn, "The Pullman Photographers," *Railroad Heritage*, No. 7 (2003) 5-13.

## **California State Railroad Museum, Sacramento, CA**

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[www.californiarailroad.museum/visit/library](http://www.californiarailroad.museum/visit/library)

The CSR Museum has an extensive library and archive of western railroading resources including [1500 individual items or collections in their catalog](#) relating to Pullman. Highlights include:

- 980 maps and technical drawings relating to Pullman
- over 400 negatives and photographs relating to Pullman
- over 80 published books and reports on Pullman activities
- 18 archival MS collections that contain Pullman-related materials including:
  - Ralph L. Barger Pullman Company Collection, 1874-1970 (22 boxes): Pullman Company corporate records including correspondence, blank forms, requisition forms, property ownership documents, car and equipment forms and other documents. They focus primarily on the sale of Pullman property and cars in the late 1960s.
  - The Pullman Company Denver District Car Service Collection, 1935-1969 (MS 680)
  - Pullman-Standard Car Manufacturing Company Color and Design Renderings, 1940s (MS 68)

For a railroading library and archive to visit for Pullman material, this one is a good choice.

## **Lake Forest College, Lake Forest, IL**

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[www.lakeforest.edu/library/archives/railroad/ArthurDubin.php](http://www.lakeforest.edu/library/archives/railroad/ArthurDubin.php)

The ArthurDubin / Donnelley and Lee Library Archives and Special Collections holds something like 10,000 photographs that comprise the collection of Arthur D. Dubin, architect and long time rail enthusiast who published *Some Classic Trains* (1964) and *More Classic Trains* (1974). More

relevant here is his *Pullman Paint and Lettering Notebook: a Guide to the Colors Used on Pullman Cars from 1933 to 1969* (1997) and the photographs in this collection that informed that work. A finding aid to that collection is available on the LFC Archives website above to some 5,500 of those images. Another 423 images of originals held at LFC are loaded on [Railroadheritage.org](http://Railroadheritage.org). Durbin assembled the Pullman Palace Car Co. Collection now held by the Smithsonian Archive Center (see above).

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### **Pennsylvania State Archives, Harrisburg, PA**

[www.phmc.pa.gov/archives/](http://www.phmc.pa.gov/archives/)

[\*Pullman-Standard Car Manufacturing Company of Butler, PA\*](#) [ca. 1902-1982].  
*155 cu. ft.*

Records of the Butler branch of Pullman-Standard consist primarily of general arrangement volumes, tracings and mechanical drawings of railroad freight cars and components manufactured between 1902 and 1969. Other technical material consists of trade association manuals and standards. Also included are employee indexes from 1909 to 1937 and employee records from 1949 to 1982. Audio-visual materials, including photographs, motion picture films and audio tapes, are available. Unusual items include a volume of car drawings produced by the Rio de Janeiro plant; die drawings of all the components used in the manufacture of artillery and naval shells; and a volume from the Imperial Railways of North China which contains drawings of the parts of road beds, rolling stock and locomotives, as well as pages on the operation of the railroad, conduct of personnel, and precautions to be taken during the flood season.

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### **The Metropolitan Museum of Art, New York, NY**

[www.metmuseum.org/search-results#!/search?q=Arthur%20E.%20Schermerhorn](http://www.metmuseum.org/search-results#!/search?q=Arthur%20E.%20Schermerhorn)

The Met has a collection of clothing worn by Harriett Sanger Pullman Carolan Schermerhorn. She donated these items to the Brooklyn Museum in 1957 and the Met acquired the collection in 1957.

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### **The Carolands Foundation, Hillsborough, CA**

[carolands.org/history/](http://carolands.org/history/)

Harriett Pullman and her husband Francis Carolan built Carolands, a mansion in Hillborough, California, in 1916. The Carolands Foundation has a number of artifacts and historical resources related to Harriett.

## APPENDIX B

# SURVIVING PULLMAN CARS IN NORTH AMERICAN MUSEUMS

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Numerous cars made by the Pullman company survive in museums across the United States and the world today. The best resource for the range of Pullman cars built for use on American rails is the 16-volume set, [The Official Pullman-Standard Library](#), edited by W. David Randall and William G. Anderson (Alton, IL: RPC Publications Inc., 1990). Unfortunately, the set only contains a selection of cars, predominantly from the 1930s-1950s and difficulty is that the set is divided by railway, rather than by car type. For those interested in, say, observation cars, all 16 volumes would need to be consulted and it would not necessarily provide the comprehensive study one would hope for. Still, it is the best published resource for photographs, side elevations, and floorplans of the cars when they were new.

As a small step towards providing a reference to *surviving* cars by type, rather than by road, the table below summarizes known existing Pullman railcars in public museums in the U.S. In July 2019, a brief survey was sent to approximately 110 museums in North America with online contact details (email or webform) and telephone inquiries were made to another 25 museums, asking them to self-identify any cars made by Pullman (in any of its incarnation) in their collection. We asked for whatever details that had about each car's manufacturing date, type, and condition.<sup>1</sup> Of these, only 42 museums responded to inquiries (and a disturbing number of museums contact details from their own websites were dead email addresses or disconnected phone numbers), and of those, about half held no Pullmans. The inquiry was, as it turns out, rather naïve, as a given Pullman car may have gone through a number of reconstructions during its lifetime, and in the process changed type, configuration, mechanical systems, and ownership. Nonetheless, the table below is a place to start if one wishes to investigate certain types of cars built by Pullman.

The following consolidated list of responses is representative. It is known to *not* be the full number of surviving cars in the U.S., and further outreach should be undertaken with U.S., Canadian, and Latin American railroad museums. Some large museums known to have Pullmans could not easily generate a list<sup>2</sup> some cars' makers are not known; other cars' rebuilding histories have obscured their origins. Nonetheless, the following list gives a good indication of the range of products built at Pullman Palace Car Co., Pullman Inc., and Pullman-Standard.

<sup>1</sup> Based upon the Wikipedia list: [https://en.wikipedia.org/wiki/List\\_of\\_railway\\_museums](https://en.wikipedia.org/wiki/List_of_railway_museums). There are over 300 rail museums on other continents, but we did not extend of the survey that far—partly for time considerations and partly because Pullman is not known to have exported that widely (though some special cars are known), but rather having set up shops abroad (notably in the UK). This project was also inspired by the too brief final chapter of Joe Welsh and Bill Howes, *Travel by Pullman: A Century of Service* (St. Paul, MN: MBI Publishing, 2004), 148-55.

<sup>2</sup> For example, the Illinois Railway Museum holds 71 Pullman cars, but their online Roster of Equipment Search Results can only display 50 items for a query and there is no other way to see the remaining 21. Those first 50 are included here.

## Seating cars

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This section includes all forms of parlor cars, day cars, and coach seating cars, including club cars and more modern interurbans.

### *Parlor Cars*

<i>BUILT</i>	<i>CAR DESIGNATION</i>	<i>STATUS</i>	<i>COLLECTION</i>	<i>LOCATION</i>
<b>1887</b>	<b>"Annette"</b> (renamed "Gabrielle" in 1900; renamed "Shafter" in 1914) <sup>3</sup>		Nevada Northern Railway	East Ely, NV
<b>1887</b>	<b>"Undine"</b> (renamed "Cobre" in 1913) <sup>4</sup>		Nevada Northern Railway	East Ely, NV
<b>1901</b>	<b>Northern Pacific Railway no. 1799</b> <sup>5</sup>	On Display (ext. only)	Northwest Railway Museum	Snoqualmie, WA
<b>1905</b>	<b>Mineral Point &amp; Northern no. 202 wooden 1st class coach</b> <sup>6</sup>	Not on display	Mid-Continent Railway Museum	North Freedom, WI
<b>1905</b>	<b>Wisconsin Central no. 63</b> <sup>7</sup>	On Display (ext. only)	Mid-Continent Railway Museum	North Freedom, WI
<b>1908</b>	<b>Chicago &amp; Northwestern Railway no. 613</b> <sup>8</sup>	Undergoing restoration	Mid-Continent Railway Museum	North Freedom, WI
<b>1910</b>	<b>Chair car</b> <sup>9</sup>	On Display	Travel Town Museum	Los Angeles, CA
<b>1915</b>	<b>Northern Pacific Railway no. 1361</b> <sup>10</sup>	On Display (ext. only)	Northwest Railway Museum	Snoqualmie, WA
<b>1916</b>	<b>Illinois Terminal "President One"</b> <sup>11</sup>	On Display (ext. only)	Virginia Museum of Transportation	Roanoke, VA
<b>1920</b>	<b>"Monsanto"</b> (Texas & Pacific no. 1603) <sup>12</sup>	Restored (tourable)	Museum of Transportation, St. Louis, MO	St. Louis, MO

<sup>3</sup> Wooden body, composite underframe, 68' 5" long, 6 wheel trucks, 36 inch wheels.

<https://www.nnry.com/history/httpdocs/pass/passroster/passrost.html>.

<sup>4</sup> Wooden body, composite underframe, 68' 5" long, 6 wheel trucks, 36 inch wheels. Reconfigured prior to 1900; reconfigured again prior to 1912; rebuilt 1918 with steel underframe and new roof (\$10,026.26). Retired April 1942 and later suffered fire.

<https://www.nnry.com/history/httpdocs/pass/passroster/passrost.html>.

<sup>5</sup> Intact interior with little change since retirement in 1939. <https://www.TrainMuseum.org>.

<sup>6</sup> Pullman Co., Lot 3148. Sold to the Cazenovia Southern Railway (WI) in 1920. Presently body only, awaiting restoration. <https://www.midcontinent.org/equipment-roster/wooden-passenger-cars/mineral-point-northern-2/>.

<sup>7</sup> Pullman Co., Lot 3182, Plan 1841 <https://www.midcontinent.org/equipment-roster/wooden-passenger-cars/wisconsin-central-63/>.

<sup>8</sup> Pullman Co., Lot 3584, Plan 2078-O <https://www.midcontinent.org/equipment-roster/wooden-passenger-cars/chicago-north-western-613/>.

<sup>9</sup> Car type 2513.

<sup>10</sup> Modernized in 1937. <https://www.TrainMuseum.org/>.

<sup>11</sup> Apartment on wheels and features a 9'x4' open observation platform, a Interior President One passenger car living/conference area (13'x9'), three bedrooms, a bath with a shower, a dining room (12'x9'), quarters for a steward, as well as a kitchen and pantry. This type of car was usually the last on the train. On the rear grill, there was often a large electric sign, which boldly displayed the train's name.

<sup>12</sup> *Museum of Transportation: Highlights of the Collection* (St. Louis: Transport Museum Assn., 1997), 24.

1921	<b>Southern Pacific no. 2175</b> (Galveston, Harrisburg & San Antonio [T&NO] coach no. 837) <sup>13</sup>	In Service	CA State RR Museum	Sacramento, CA
1925	<b>Southern Railway no.1207</b> <sup>14</sup>	Restored (tourable)	Coastal Heritage Society/Georgia State Railroad Museum	Savannah, GA
1926	<b>Heavyweight club car</b> <sup>15</sup>	storage	Richmond Railroad Museum	Richmond, VA
1927	<b>"White Diamond"</b> (Lehigh Valley Railroad no. 1552)	On Display (ext. only)	Railroad Museum of Pennsylvania	Strasburg, PA
1928	<b>Atchinson, Topeka, &amp; Santa Fe RR, no. 3355</b> <sup>16</sup>	On Display	Travel Town Museum	Los Angeles, CA
1937	<b>Union Pacific "The Little Nugget" no. LA-701 dormitory club car</b> <sup>17</sup>	On Display	Travel Town Museum	Los Angeles, CA
1941	<b>Southern Railway no. 805</b> <sup>18</sup>	On Display (ext. only)	Coastal Heritage Society/Georgia State Railroad Museum	Savannah, GA
1947	<b>Illinois Central no. 2640</b>	On Display (ext. only)	Mad River & NKP RR Society	Bellevue, OH
1948(?)	<b>RPCX 1236</b> (original number unknown) <sup>19</sup>	Not on display	Medina Railroad Museum	Medina, NY
1949	<b>Norfolk &amp; Western no. 512</b> <sup>20</sup>	Undergoing restoration	Roanoke Chapter, National Railway Historical Society	Roanoke, VA
1949	<b>Norfolk &amp; Western no. 537</b> <sup>21</sup>	Restored (tourable)	Roanoke Chapter, National Railway Historical Society	Roanoke, VA
1949	<b>Norfolk &amp; Western no. 538</b> <sup>22</sup>	Not on display	Roanoke Chapter, National Railway Historical Society	Roanoke, VA
1950	<b>Nickel Plate Road no. 105</b>	On Display (ext. only)	Mad River & NKP RR Society	Bellevue, OH

### *Coach cars*

<i>BUILT</i>	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
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<sup>13</sup> Converted to chair car. <https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

<sup>14</sup> Reconfigured in 1940 as a segregated passenger coach

<sup>15</sup> 12 open section one drawing room.

<sup>16</sup> <http://www.vmt.org/collections/rail/passenger-cars/southern-railway-sleeping-car-lake-pearl-2422/>.

<sup>17</sup> <http://rppicturearchives.net/showPicture.aspx?id=4868934>.

<sup>18</sup> Restored but used as static restaurant dining car; currently closed to public.

<sup>19</sup> Built as Lackawanna coach, currently gutted.

<sup>20</sup> Built as a P-2 class (divided) coach; later used in company service.

<sup>21</sup> Built as a P-3 class 58 seat long-distance coach; later rebuilt for Chicago commuter service.

<sup>22</sup> Norfolk & Western 538 was built in 1949 by Pullman Standard as a P-3 class 58 seat long-distance coach. It served on the N&W in passenger service through 1971 with the beginning of Amtrak.

1942	<b>Atlantic Coast Line M-5 Caboose</b> <sup>23</sup>	Restored (tourable)	Coastal Heritage Society/Georgia State Railroad Museum/Savannah Children's Museum	Savannah, GA
1905	<b>Illinois Central no. 3996 wooden coach</b> <sup>24</sup>		Illinois Railway Museum	Union, IL
1905	<b>Wisconsin Central no. 63</b> (renumbered to no. 1941 in 1909; renumbered to W-323 in 1935 as bunk car and foreman's office in work train) <sup>25</sup>	Restored	Mid-Continent Railway Museum	North Freedom, WI
1908	<b>Chicago &amp; North Western no. 613 wooden coach</b> (renumbered X300328 n.d.) <sup>26</sup>	stationary sleeping quarters	Mid-Continent Railway Museum	North Freedom, WI
1910	<b>Chicago &amp; North Western no. 151 PC</b> <sup>27</sup>		Illinois Railway Museum	Union, IL
1910	<b>Delaware Lackawanna &amp; Western no. 567</b> <sup>28</sup>		Illinois Railway Museum	Union, IL
1912	<b>Elgin Joliet &amp; Eastern 8766</b> (parlor car "Melanie") <sup>29</sup>		Illinois Railway Museum	Union, IL
1914	<b>Defense Plant Corporation 7271</b> <sup>30</sup>		Illinois Railway Museum	Union, IL
1914	<b>Delaware Lackawanna &amp; Western no. 556</b> <sup>31</sup>		Illinois Railway Museum	Union, IL
1914	<b>Delaware Lackawanna &amp; Western no. 561</b> <sup>32</sup>		Illinois Railway Museum	Union, IL
1914	<b>Northwestern Pacific no. 458</b> (SP 1012) <sup>33</sup>		CA State RR Museum	Sacramento, CA

<sup>23</sup> Built in 1942 as a boxcar; rebuilt in 1964 as an M-5 class caboose. Currently used as indoor museum space for a children's museum.

<sup>24</sup> 66' 8" L x 10' 6" W x 14' H; L-3 breaks and MCB 4-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>25</sup> Wooden car, 2nd class carriage. <https://www.midcontinent.org/equipment-roster/wooden-passenger-cars/wisconsin-central-63/>.

<sup>26</sup> <https://www.midcontinent.org/equipment-roster/wooden-passenger-cars/chicago-north-western-613/>.

<sup>27</sup> Steel Sheathed Wood Coach. 68' 4" L x 10' 4" W x 14' 5" H; 102,400 lbs. LN breaks and 4-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>28</sup> 84 seats. 80' L x 10' 6" W x 14' 4" H; 130,000 lbs. UC breaks and Pullman 2410 trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>29</sup> Steel. 62 seats. 82' 6" L x 10' 3" W x 14' 5" H; UC breaks and Pullman 2411 trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>30</sup> Steel. 78 seats. 70' 1" L x 9' 8" W x 11' 5" H; 106,000 lbs. P-2 breaks and Commonwealth 6223A trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>31</sup> Steel. 78 seats. 70' 1" L x 9' 8" W x 11' 5" H; 106,000 lbs. P-2 breaks and Commonwealth 6223A trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>32</sup> Steel. 78 seats. 70' 1" L x 9' 8" W x 11' 5" H; 106,000 lbs. P-2 breaks and Commonwealth 6223A trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>33</sup> <https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

<b>1917</b>	<b>SR 1212</b> <sup>34</sup>	On Display (ext. only)	Southeastern Railway Museum	Duluth, GA
<b>1921</b>	<b>Southern Pacific no. 2170</b> (Louisiana Western [T&NO] 832; SP 2170) <sup>35</sup>	In service	CA State RR Museum	Sacramento, CA
<b>1922</b>	<b>North Georgia RR no. 1104</b> (SR 3780) <sup>36</sup>	Open to tour	Southeastern Railway Museum	Duluth, GA
<b>1922</b>	<b>SR 1078</b> <sup>37</sup>	On Display (ext. only)	Southeastern Railway Museum	Duluth, GA
<b>1924</b>	<b>CofG 527</b> <sup>38</sup>	Exterior Display	Southeastern Railway Museum	Duluth, GA
<b>1924</b>	<b>SR 1065</b> (Pullman 1636) <sup>39</sup>	Open to tour	Southeastern Railway Museum	Duluth, GA
<b>1925</b>	<b>Grand Trunk Western no. 9695</b> (No. 2276) <sup>40</sup>		Illinois Railway Museum	Union, IL
<b>1927</b>	<b>Chicago Burlington &amp; Quincy no. 481</b> <sup>41</sup>		Illinois Railway Museum	Union, IL
<b>1928</b>	<b>Southern Railway no. 10</b> ("Purple Martin") <sup>42</sup>		Illinois Railway Museum	Union, IL
<b>1940</b>	<b>SR 812</b> <sup>43</sup>	Open to tour	Southeastern Railway Museum	Duluth, GA
<b>1959</b>	<b>Chicago &amp; North Western no. 1304</b> (NIRC 8700) <sup>44</sup>		Illinois Railway Museum	Union, IL
<b>unknown</b>	<b>Chicago &amp; North Western no. 8784</b> ("Floyd River") <sup>45</sup>		Illinois Railway Museum	Union, IL

<sup>34</sup> 80' Coach (Jim Crow).

[https://www.facebook.com/pg/roanokenrhs/photos/?tab=album&album\\_id=1436809756371350](https://www.facebook.com/pg/roanokenrhs/photos/?tab=album&album_id=1436809756371350).

<sup>35</sup> <https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

<sup>36</sup> 80'

<sup>37</sup> 80' [https://www.facebook.com/pg/roanokenrhs/photos/?tab=album&album\\_id=181790518539953](https://www.facebook.com/pg/roanokenrhs/photos/?tab=album&album_id=181790518539953).

<sup>38</sup> 80' Coach (Jim Crow).

[https://www.facebook.com/pg/roanokenrhs/photos/?tab=album&album\\_id=178297272222611](https://www.facebook.com/pg/roanokenrhs/photos/?tab=album&album_id=178297272222611).

<sup>39</sup> 80' [https://www.facebook.com/pg/roanokenrhs/photos/?tab=album&album\\_id=703499633035703](https://www.facebook.com/pg/roanokenrhs/photos/?tab=album&album_id=703499633035703).

<sup>40</sup> Steel. 64 seats. 81' L x 10' 5" W x 13' 10" H; UC breaks and Pullman 242A trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>41</sup> 84 seats. 79' 2" L x 8' 5" W x 14' 2" H; 152,400 lbs. UC breaks and Commonwealth 6-wheel trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>42</sup> 44 seats. 82' L. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>43</sup> 85'.

<sup>44</sup> First CNW Cab Car. 155 seats. 85' L x 10' 6" W x 15' 10" H; 127,900 lbs. 26C breaks and CXV1 trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>45</sup> 84' L x 10' 1" W x 14' 1" H; UC breaks and Pullman 2426 trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

### *Lounge and Observation Cars*

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
1910	"Glen Springs" lounge car ("Inglehome") <sup>46</sup>		Illinois Railway Museum	Union, IL
1914	Atichinson, Topeka, & Santa Fe RR, no. 1534 lounge car <sup>47</sup>		Illinois Railway Museum	Union, IL
1913	Oregon Washington Railroad & Navigation no. 1590 observation car	Restored (tourable)	Northwest Railway Museum	Snoqualmie, WA
1924	Southern Pacific no. 2902 "El Dorado" observation car (UP 1536, SP 2902) <sup>48</sup>	In Service	CA State RR Museum	Sacramento, CA
1928	New York Central no. 7 observation car	On Display (ext. only)	Mad River & NKP RR Society	Bellevue, OH
1948	"Silver Crescent" observation car <sup>49</sup>	Restored (tourable)	Gold Coast Railroad Museum	Miami, FL
1948	"Tower View" observation car (PRR No. 8420) <sup>50</sup>	On Display (ext. only)	Railroad Museum of Pennsylvania	Strasburg, PA

### *Combination Passenger-Baggage Cars*

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
c.1886	Combo no. 05 <sup>51</sup>	Under reconstruction	Nevada Northern Railway	East Ely, NV
c.1886	Combo no. 06 <sup>52</sup>	unsuitable for restoration; used for parts	Nevada Northern Railway	East Ely, NV
1888	Western Pacific no. 402 (D&RG coach no. 812; rebuilt as combine no. 550 in 1905) <sup>53</sup>		CA State RR Museum	Sacramento, CA

<sup>46</sup> 50 seats. 83' L x 10' 4" W x 13' 10" H; UC breaks and Pullman 2410 trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>47</sup> 79' 2" L x 10' 4" W x 14' 10" H; L-3 breaks and 6-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>48</sup> <https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

<sup>49</sup> Built for the *California Zephyr*, the "Most Talked About Train in the Country." Operated between Chicago and Oakland, CA, 1949-70. One of seven other such cars, this is the only surviving one that remains in the original condition and configuration when it was in service. It last saw service on the last westbound *California Zephyr* in 1970 and never was operated by Amtrak.

<sup>50</sup> Later a lounge and sleeper car.

<sup>51</sup> 59' 1" long, wooden body, composite underframe, 6 wheel wood frame trucks, steam heat, open platform. <https://www.nnry.com/history/httpdocs/pass/passroster/passrost.html>.

<sup>52</sup> Converted to outfit car no. 06 (for section gang living) in 1940. <https://www.nnry.com/history/httpdocs/pass/passroster/passrost.html>.

<sup>53</sup> Open platform. <https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

1898	<b>Lake Superior &amp; Ishpeming no. 1 wooden baggage-coach car</b> (renumbered to no. 15 n.d.; renumbered no. XB-15 in c.1930 as paint car) <sup>54</sup>	awaiting restoration	Mid-Continent Railway Museum	North Freedom, WI
1912	<b>Southern Pacific no. 3178</b> (chair car no 2523; combine no. 1926) <sup>55</sup>		CA State RR Museum	Sacramento, CA
1915	<b>Chicago &amp; North Western no. 7409</b> <sup>56</sup>	restored and operational	Mid-Continent Railway Museum	North Freedom, WI
1915	<b>Chicago &amp; Northwestern Railway no. 7409</b> <sup>57</sup>	Restored (tourable)	Mid-Continent Railway Museum	North Freedom, WI
1917	<b>Delaware Lackawanna &amp; Western no. 425</b> <sup>58</sup>	Restored (tourable)	Mid-Continent railway Museum	North Freedom, WI
1925	<b>Pennsylvania RR 8089</b> ("Glen Alta") <sup>59</sup>		Illinois Railway Museum	Union, IL
1927	<b>Atichinson, Topeka, &amp; Santa Fe RR, no. 2544 steel combo car</b> <sup>60</sup>		Illinois Railway Museum	Union, IL

### *Interurbans*

<i>BUILT</i>	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
1914	<b>Delaware Lackawanna &amp; Western no. 557</b> <sup>61</sup>	Restored (tourable)	Mid-Continent Railway Museum	North Freedom, WI
1914	<b>Delaware Lackawanna &amp; Western no. 563</b> <sup>62</sup>	Restored (tourable)	Mid-Continent Railway Museum	North Freedom, WI

<sup>54</sup> Pullman Palace Car Co., Lot 2325, Plan 1079 <https://www.midcontinent.org/equipment-roster/wooden-passenger-cars/lake-superior-ishpeming-1/>.

<sup>55</sup> <https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

<sup>56</sup> Steel car. <https://www.midcontinent.org/equipment-roster/steel-passenger-cars/chicago-north-western-7409/>.

<sup>57</sup> Lot 4334, Plan 2876 <https://www.midcontinent.org/equipment-roster/steel-passenger-cars/chicago-north-western-7409/>.

<sup>58</sup> Steel car with 58 seats and forward baggage compartment. 110,900 lbs. Lot 4434, Plan 2849. <https://www.midcontinent.org/equipment-roster/steel-passenger-cars/delaware-lackawanna-western-425/>.

<sup>59</sup> Originally had 6 compartments and 3 drawing rooms. 84' L x 10' 1" W x 14' H; 180600 lbs. UC breaks and 242A 6-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>60</sup> 42 seats. 76' 10" L x 10' 11" W x 15' H; UC breaks and Commonwealth 6-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>61</sup> Set of 3: Steel frame but with Wooden styling. 78 seats. 108,000 lbs. Lot 4298, Plan 2848. <https://www.midcontinent.org/equipment-roster/steel-passenger-cars/delaware-lackawanna-western-557/>.

<sup>62</sup> Set of 3: Steel frame but with Wooden styling. 78 seats. 108,000 lbs. Lot 4298, Plan 2848. <https://www.midcontinent.org/equipment-roster/steel-passenger-cars/delaware-lackawanna-western-563/>.

1914	<b>Delaware Lackawanna &amp; Western no. 595</b> <sup>63</sup>	Restored (tourable)	Mid-Continent Railway Museum	North Freedom, WI
1925	<b>Chicago South Shore &amp; South Bend no. 14</b> <sup>64</sup>	Not on display	Fox River Trolley Museum	South Elgin, IL
1925	<b>Chicago South Shore &amp; South Bend no. 7</b> <sup>65</sup>	Not on display	Fox River Trolley Museum	South Elgin, IL
1928	<b>North Shore Line no. 420</b> <sup>66</sup>	Partial Restoration	Seashore Trolley Museum	Kennebunkport, ME

## Sleepers

This section includes all cars originally built as sleepers.

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
1882	"Silesia" <sup>67</sup>	restored and operational	Nevada Northern Railway	East Ely, NV
1911	<b>Louisville and Nashville RR no. 1652</b> <sup>68</sup>	On Display (ext. only)	West Florida Railroad Museum	Milton, FL
1913	"Sumter"(renamed Canadian National commuter coach no. 5375 in 1942) <sup>69</sup>	Not on display	Mid-Continent Railway Museum	North Freedom, WI
1915	"Wetamoo" ("Emerald Vale"; now Ann Arbor 3296) <sup>70</sup>	Not on display	Southern MI RR Musuem	Clinton, MI
1917	"Vassar College" (rebuilt as "Vassar College" in 1934) <sup>71</sup>	On Display (ext. only)	Gold Coast Railroad Museum	Miami, FL
1919	<b>CNR "Colonist"</b> (Car no. 2791; GTW 8812in 1940) <sup>72</sup>	On Display (ext. only)	Iron Horse Park	Durand, MI

<sup>63</sup> Set of 3: Steel frame but with Wooden styling. 78 seats. 108,000 lbs. Lot 4298, Plan 2848.

<https://www.midcontinent.org/equipment-roster/steel-passenger-cars/delaware-lackawanna-western-595/>.

<sup>64</sup> <https://www.foxtrolley.org/equipment-roster>.

<sup>65</sup> <https://www.foxtrolley.org/equipment-roster>.

<sup>66</sup> Acc. 1966.1.1. Pullman Car Co. Steel Interurban Coach. 55' 3"L x 8' 8"W x 12' 8"H; 98,300lbs. 58 seat double-end Arch roof, 2 West. 557R5 motors with HLF(28A3) controllers; DH-25 compressors and AMU breaks.

<sup>67</sup> Coach no. 03 until conversion to Chair Car no. 5 c.1918 (~\$8,900). Retains original leaded art glass windows. <https://www.nnry.com/history/httpdocs/pass/passroster/passrost.html>.

<sup>68</sup> Car was one of four used 1961-1971 to transport atomic material across country from AEC Oak Ridge, TN.

<sup>69</sup> Early all-steel construction. Lot 4222, Plan2522. <https://www.midcontinent.org/equipment-roster/steel-passenger-cars/canadian-national-5375/>.

<sup>70</sup> Former Maintenance of Way (MoW) equipment.

<sup>71</sup> "Moffett" Lot 4527, Plan 2585-D; "Vassar College" Lot 4527, Plan 4042.

<sup>72</sup> 10' x 80', 132,500 lbs. Originally came with 18 undivided sections with facing seats that converted into dual-berth bunks at night and a rudimentary kitchen at one end with wood stove, ice box, and water. Rebuilt as a baggage car in 1938. Used as baggage and mail car until April 1971, where it became a temporary yard office for GTW in Pontiac, MI. Sold to the Durand Area Bicentennial Committee for use as a Railroad Museum (later Durand Railroad Museum, Inc.) in July 1975 which opened April 30, 1976 (dissolved 1991). Car subsequently passed to Michigan Railroad History Museum inside Durand Union Station and then to City of Durand in 2017.

1923	"Mt. Harvard" <sup>73</sup>		Illinois Railway Museum	Union, IL
1923	"St. Carvan" <sup>74</sup>		Museum of Transportation, St. Louis, MO	St. Louis, MO
1923	<b>Southern Railway no. 2422</b>	Undergoing restoration	Virginia Museum of Transportation	Roanoke, VA
	"Lake Pearl" <sup>75</sup>			
1924	"Cameron Pass" <sup>76</sup>	On Display (ext. only)	Gold Coast Railroad Museum	Miami, FL
1925	"Glen Alta" <sup>77</sup>		Illinois Railway Museum	Union, IL
1925	"McGirth" heavyweight <sup>78</sup>	Not on display	Richmond Railroad Museum	Richmond, VA
1926	"Dinwiddie County" <sup>79</sup>	Not on display	Richmond Railroad Museum	Richmond, VA
1929	"Inglehome" <sup>80</sup>		Illinois Railway Museum	Union, IL
1929	"Ruffin" (SR 2442)	Exterior Display	Southeastern Railway Museum	Duluth, GA

<sup>73</sup> With observation portion. Built with block ice air-conditioning, blow-fan activated. Floorplan revised 1939. <https://www.midcontinent.org/equipment-roster/former-collection-items/mt-harvard/>.

<sup>74</sup> Open berth. *Museum of Transportation: Highlights of the Collection* (St. Louis: Transport Museum Assn., 1997), 9.

<sup>75</sup> Said to be the finest example of a Pullman car remaining in the United States. The Lake Pearl is a deluxe sleeping car from the golden age of passenger rail travel. It contains a combination of sleeping compartments: open sections with seats that fold into beds with upper berths above, screened from the aisle at night by heavy curtains; two private bedrooms; and one drawing room, a bedroom with a private lounge. Fixtures are largely intact. Fabrics are authentic Pullman "rose-red," dating back to the 1940s, needing careful cleaning, and some minor repairs. "The interior is very special because it is so fully intact. It is extremely rare to find an unrestored, 'heavyweight-era' sleeping car interior in such authentic and complete condition, with Pullman berths, folding-berth hardware, seats with Pullman upholstery, and interior fixtures including dressing/bathroom fixtures." (Report of William Withuhn, Smithsonian Institution transportation curator, April 2012). The Lake Pearl cannot be open for display due to its current condition. The primary threat to the Lake Pearl comes from water damage/roof leaks and leaking around windows which has caused rusting. Heavily-flaking paint prevents visitor entry. The Museum has a plan for the car's conservation, which is underway. A private donor has already offered \$25,000 toward the restoration of the Lake Pearl. This funding has enabled an assessment of the condition of the car and the development of a restoration plan. New windows have been fabricated and installed to replace the rotting windows. The roof needs to be waterproofed and repainted and the exterior repainted. Flaking paint must be removed in the interior and then repainted. Upholstery, carpets and curtains need to be carefully cleaned, and in some cases repaired or replaced. A very few fixtures need to be repaired or replaced. All the wiring needs to be replaced, and an HVAC unit must be added for conservation and visitor comfort.

<sup>76</sup> Atlantic Coast Line as a 8-section, 1-drawing room, 2-compartment sleeping car. It was sold in 1948 to SAL No. 1251 to MofW bunk car to SCL No. 765310 to CSX to GCRM.

<sup>77</sup> 24 seats. 84' L x 10' 1" W x 14' H; 180,600 lbs. UC breaks and 242A 6-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>78</sup> 12 open sections and a drawing room.

<sup>79</sup> 10 open sections and a lounge.

<sup>80</sup> 23 seats. 84' L x 10' W x 14' H; 168,700 lbs. UC breaks and Pullman 2411 trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

1920-30s	"Donizetti"	On Display (ext. only)	Mad River & NKP RR Society	Bellevue, OH
1930	"Washington Club" <sup>81</sup>	Open to tour	Southeastern Railway Museum	Duluth, GA
1934	"Swarthmore College" <sup>82</sup>	On Display (ext. only)	Gold Coast Railroad Museum	Miami, FL
1937	18 roomette sleeper <sup>83</sup>	On Display	Travel Town Museum	Los Angeles, CA
1940s	Troop Sleeper no. 7407 <sup>84</sup>	Restored (tourable)	Mad River & NKP RR Society	Bellevue, OH
1940	2-4-4 Sleeper	On Display	Travel Town Museum	Los Angeles, CA
1940	Northern Pacific Railway no. 230 ("Cascade Knoll") <sup>85</sup>		Illinois Railway Museum	Union, IL
1942	Erie RR "American Life"	Restored (tourable)	Mad River & NKP RR Society	Bellevue, OH
1942	Illinois Central no. 2804 ("King Cotton") <sup>86</sup>		Illinois Railway Museum	Union, IL
1943	Cleveland Transit System no. 4223 (Army Troop Sleeper)		Illinois Railway Museum	Union, IL
1943	Duluth Missabe & Iron Range Railway no. 84 (Army Troop Sleeper) <sup>87</sup>		Illinois Railway Museum	Union, IL
1944	Troop Sleeper <sup>88</sup>	On Display	Wichita Falls Railroad Museum	Milton, FL
1948	Chicago & North Western X300902 lightweight ("Savanna") <sup>89</sup>		Illinois Railway Museum	Union, IL
1948	Chicago Burlington & Quincy "Dubuque" no. 482 <sup>90</sup>	Restored (tourable)	Museum of Transportation, St. Louis, MO	St. Louis, MO

<sup>81</sup> Sleeper/Lounge Car.

<sup>82</sup> The car was heavily modified and converted to MoW train service. Showers replaced the men's and women's lounges. The fold down bunks and chairs in the sections were removed leaving open areas and a kitchen space with a concessions counter, refrigerator and sink that were installed in the middle of the car.

<sup>83</sup> Ran on the City of San Francisco and Panama Limited.

<sup>84</sup> 7407 is restored to as built, also have 4 more in collection, converted to boxcars.

<sup>85</sup> 20 seats. 84' 6" L x 10' W x 13' 7" H; 126,500 lbs. D22 breaks and 4-wheel RB trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>86</sup> 26 seats. 84' 6" L x 10' W x 11' 6" H; HSC-D22 breaks and American Steel Foundry trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>87</sup> 51' 8" L x 10' W x 13' 2" H; 70,700 lbs. UB breaks and Allied trucks. [http://www5.irm.org/cgi-](http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman)

[bin/searchr.cgi?q=pullman](http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman).

<sup>88</sup> sold to MKT converted to MoW car, as MKT 100261.

<sup>89</sup> 29 seats. 85' L x 10' 6" W x 11' 6" H; HSC-D22 breaks and ASE 4-wheel trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>90</sup> *Museum of Transportation: Highlights of the Collection* (St. Louis: Transport Museum Assn., 1997), 7.

<i>1948</i>	<b>Sleeper</b> <sup>91</sup>	Unrestored	Florida Railroad Museum	Parrish, FL
<i>1949</i>	<b>Norfolk Southern no. 17</b> (SR 2019 "Tugalo River")	Open to tour	Southeastern Railway Museum	Duluth, GA
<i>1949</i>	<b>Sussex county lightweight 10 roomettes 6 bedroom</b> <sup>92</sup>	awaiting restoration	Richmond Railroad Museum	Richmond, VA
<i>1951</i>	<b>Spokane, Portland and Seattle Railway "Wapinitia Pass" no. 701</b> <sup>93</sup>	Not on display	Northwest Railway Museum	Snoqualmie, WA
<i>1956</i>	<b>"Silver Slumber"</b> <sup>94</sup>	Restored (tourable)	Gold Coast Railroad Museum	Miami, FL
<i>1956</i>	<b>"Silver Vale"</b> <sup>95</sup>	Restored (tourable)	Gold Coast Railroad Museum	Miami, FL
<i>unknown</i>	<b>No. 5341</b> <sup>96</sup>	On Display (ext. only)	Coastal Heritage Society/GA State Railroad Museum	Savannah, GA

## Dining cars

This section includes all cars built for food service, whether preparation or dining.

<i>BUILT</i>	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
<i>1906</i>	<b>Boston &amp; Maine 3285 wooden café car</b> <sup>97</sup>		Illinois Railway Museum	Union, IL
<i>1907</i>	<b>Baltimore &amp; Ohio "Villa Falls" wooden diner</b> <sup>98</sup>		Illinois Railway Museum	Union, IL
<i>1913</i>	<b>"Lotos Club"</b> <sup>99</sup>	On Display (ext. only)	Railroad Museum of Pennsylvania	Strasburg, PA
<i>1916</i>	<b>Illinois Central "King Cotton"</b> <sup>100</sup>		Illinois Railway Museum	Union, IL

<sup>91</sup> 10 Double bed and 6 roomettes. for use for the Silver Meteor between Florida and New York Owned by PA railroad operated from New York to DC. (possibly built by Edward Budd).

<sup>92</sup> Built for the N & W <http://www.vmt.org/collections/rail/other-unique-rolling-stock/norfolk-western-safety-instruction-car-418/>.

<sup>93</sup> [http://www.greatnorthernempire.net/index2.htm?GNPReservedGNPassengerCars\\_Sleepers.htm](http://www.greatnorthernempire.net/index2.htm?GNPReservedGNPassengerCars_Sleepers.htm).

<sup>94</sup> Built for the *Denver Zephyr*, a streamliner which operated between Chicago and Denver. A Slumbercoach provided private rooms for one or two persons. The room layout had 24 single rooms and 8 double rooms.

<sup>95</sup> Also built for the *Denver Zephyr*. The car is known as a 10 roomette/6 double bedroom sleeper or a "10/6." The floor plan for this car placed the less expensive 1-person roomettes over the wheels and placed the larger 2-person bedrooms towards the middle making them smoother and quieter. All rooms had their own toilet and sink but no bathing facilities.

<sup>96</sup> interior used as office space; doors and bed removed.

<sup>97</sup> 48 seats. 80' 4" L x 10' W x 15' 1" H; 133700 lbs. P-2 breaks and 6-wheel Wood trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>98</sup> 36 seats. 80' 3" L x 10' W x 15' 1" H; 124000 lbs. P-2 breaks and Pullman 5A 6-wheel trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>99</sup> Remodeled later as Sleeper Lounge. Limited tours of interior available with prior arrangements.

<https://sftm.org/pcccars.shtml>.

<sup>100</sup> 36 seats. 82' 7" L x 10' 5" W x 14' H; 167800 lbs. UC breaks and 6-wheel trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

1924	<b>Elgin Joliet &amp; Eastern 8726 buffet lounge</b> ("Dover Strait") <sup>101</sup>		Illinois Railway Museum	Union, IL
1924	<b>RMOX 3100</b> <sup>102</sup>	On Display	Railroad Museum of Oklahoma	Enid, OK
1926	<b>SR 3168</b>	Open to tour	Southeastern Railway Museum	Duluth, GA
1927	<b>Nickel Plate Road no. 104</b> (No. 127) <sup>103</sup>	On Display (ext. only)	Mad River & NKP RR Society	Bellevue, OH
1927	<b>Southern Pacific no. 10026</b> <sup>104</sup>		CA State RR Museum	Sacramento, CA
1943	<b>Troop Sleeper</b> <sup>105</sup>	On Display	Wichita Falls Railroad Museum	Milton, FL
1948	<b>RPCX 1919</b> <sup>106</sup>		Medina Railroad Museum	Medina, NY
1950	<b>Atlantic Coast Line "Birmingham" lightweight diner</b> <sup>107</sup>		Illinois Railway Museum	Union, IL
1955?	<b>Chesapeake &amp; Ohio "Bedford Tavern"</b> (renumbered DAWX 1407; now RPCX 1950)	In service	Medina Railroad Museum	Medina, NY

### Business/Office cars

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The following section contains cars built for businesses for corporate use.

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
1889	<b>No. 100 [1st]</b> (renamed no. 101 "Ely" in 1916; renamed "Noa" 1957) <sup>108</sup>		Nevada Northern Railway	East Ely, NV
1911	<b>"Superb"</b> (SCL 301)	Open to tour	Southeastern Railway Museum	Duluth, GA

<sup>101</sup> 26 seats and 6 bedrooms. 81' 7" L x 10' 5" W x 14' 8" H; UC breaks and 242A 6-wheel trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>102</sup> Converted to a portable surgery Hospital for the Vietnam War.

<http://rrpicturearchives.net/showPicture.aspx?id=445880>.

<sup>103</sup> The only heavyweight diner on the NKP that was never externally modernized.

<sup>104</sup> 36 seat dining car. Became SP MoW diner 7007F in 1959; 7058; to Western Pacific MoW 27-8 ca. 1985; 79-7. Gi' 3/2008 from Union Pacific to CSRMF (To be rebuilt as open air excursion car).

<https://www.californiarailroad.museum/assets/carousels/CSRMF-Public-Roster-7-19-2016.pdf>.

<sup>105</sup> Sold to MKT, converted to MoW car, as MKT 100260

<sup>106</sup> In service, converted from Lackawanna coach to dining car.

<sup>107</sup> 36 seats. 85' L 4-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>108</sup> Wood body, metal underframe, 66' 11½" long w/o its wide vestibules and 6 wheel trucks. Steel side sheathing and steel underframe added 1928. By end of service, it measured 75' 4" long, 9' 11" wide, 14' 6" high and seats 10. 143,200 lbs. and is fitted with L-2 brakes.

<https://www.nnry.com/history/httpdocs/pass/passroster/passrost.html>.

1913	<b>"Columbus"</b> (built as observation car no.3855; rebuilt as office car no.100; name change in 1953 to "Columbus;" retired in 1967)	Restored (tourable)	Coastal Heritage Society/Georgia State Railroad Museum	Savannah, GA
1913	<b>No. 100 [3rd]</b> (renamed [2nd] "Cyprus") <sup>109</sup>	Unknown	Nevada Northern Railway	East Ely, NV
1914	<b>Western Maryland Railway Business Car No. 203</b> <sup>110</sup>	On Display (ext. only)	Railroad Museum of Pennsylvania	Strasburg, PA
1916	<b>No. 100 [2nd]</b> (renamed "Anthracite" in 1935; "Scranton" before Aug. 1937; later No. 3 and No 97; "Setauket" in 1963; "Jamaica" in 1971) <sup>111</sup>	Operational	Nevada Northern Railway	East Ely, NV
1923	<b>Chicago, Burlington &amp; Quincy "Aleutian"</b> <sup>112</sup>	Restored (tourable)	Museum of Transportation, St. Louis, MO	St. Louis, MO
1924	<b>SMRX 307</b> (ACL 307)	Open to tour	Southeastern Railway Museum	Duluth, GA
1925	<b>"Atlanta"</b> (built as parlor car "Edith"; converted to coach no.647 in 1941; converted to executive office car "Atlanta" in 1950)	Restored (tourable)	Coastal Heritage Society/Georgia State Railroad Museum	Savannah, GA
1925	<b>Norfolk Southern research car no. 31</b> (Pullman no. 31) <sup>113</sup>	On Display (ext. only)	Virginia Museum of Transportation	Roanoke, VA
1926	<b>Union Pacific no. 102 "Overland"</b> (Harriman family car; UP no. 107) <sup>114</sup>		CA State RR Museum	Sacramento, CA
1929	<b>"Minnekahda Club"</b> (renumbered no. 775 in 1948 as a business car; Chicago & Northwestern business car no. 440; renumbered no. 100 in 1955 as crew car; renamed Edward I in 1968; renamed no. 440 in 1980) <sup>115</sup>	Restored and operational	Mid-Continent Railway Museum	North Freedom, WI

<sup>109</sup> Sold to the U.S. Army in 1943 for use as a "hospital car" (ward-dressing car during WW II for domestic service; converted in 1946 to mortuary car).

<https://www.nnry.com/history/httpdocs/pass/passroster/passrost.html>.

<sup>110</sup> Limited tours of interior are available with prior arrangements.

<sup>111</sup> All metal, 73' 6" long. For use of Solomon R. Guggenheim, president of the Nevada Northern Railway. <https://www.nnry.com/history/httpdocs/pass/passroster/passrost.html>.

<sup>112</sup> *Museum of Transportation: Highlights of the Collection* (St. Louis: Transport Museum Assn., 1997), 7.

<sup>113</sup> Later a Research car/Track Geometry car in mid-1960s. Rebuilt from a Pullman passenger car underframe only at the Hayne Shop of Southern Railway, 1966-67.

<sup>114</sup> <https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

<sup>115</sup> Steel car. Originally built with 4 single bedrooms, 2 compartments, 1 drawing room, and an "intimate club room" with walls finished in walnut paneling. Rebuilt 1935 and converted to business car 1948. <https://www.midcontinent.org/equipment-roster/steel-passenger-cars/chicago-north-western-440/>.

## Private and Custom cars

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
1889	<b>Minneapolis St. Paul &amp; Sault St. Marie (Soo Line) 67</b> (Private car "Ely") <sup>116</sup>		Illinois Railway Museum	Union, IL
1905	<b>"Colonial"</b> <sup>117</sup>	Restored (tourable)	Museum of Transportation, St. Louis, MO	St. Louis, MO
1905	<b>Chicago Burlington &amp; Quincy no. 6166</b> <sup>118</sup>		Illinois Railway Museum	Union, IL
1921	<b>Henry Ford's "Fair Lane"</b> <sup>119</sup>	On Display (ext. only)	The Henry Ford Museum	Dearborn, MI
1929	<b>"Ferdinand Magellan"</b> <sup>120</sup>	Restored (tourable)	Gold Coast Railroad Museum	Miami, FL
1948	<b>"John McGloughlin"</b> (Private car "Susan Marie") <sup>121</sup>		Illinois Railway Museum	Union, IL
unknown	<b>"W. Graham Claytor, Jr."</b> (Car no. 1070) <sup>122</sup>	Not on display	Virginia Museum of Transportation	Roanoke, VA

## Cabooses

Pullman apparently built a very small number of cabooses, as in our survey, only a single one seems to be known, and it was originally built as a boxcar.

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
1942	<b>Atlantic Coast Line M-5 Caboose</b> <sup>123</sup>	Restored (tourable)	Coastal Heritage Society/Georgia State Railroad Museum/Savannah Children's Museum	Savannah, GA

<sup>116</sup> 10 seats. 75' 4" L x 9' 11" W x 14' 6" H; 143200 lbs. L-2 breaks and 6-wheel trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>117</sup> *Museum of Transportation: Highlights of the Collection* (St. Louis: Transport Museum Assn., 1997), 24.

<sup>118</sup> 10 seats. 83' 1" L x 10' W x 13' 10" H; 175,000 lbs. UC breaks and Pullman 2411 trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>119</sup> Sold by Ford in 1942 to the Cotton Belt Railroad; then to the Cherokee Nation in Tahlequah, Oklahoma; then to private collector, who restored it; and then donated to the Henry Ford Museum in 1996 (Acc. 96.112.1).

<sup>120</sup> <https://www.goldcoastrailroadmuseum.org/the-ferdinand-magellan>.

<sup>121</sup> 82' L x 10' 1" W x 15' 1" H; 211240 lbs. D26 breaks and 6-wheel RB trucks.

<http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>122</sup> Private use open air luxury car used by the Claytor brothers, attorneys who both became presidents of a railroads (Graham Claytor of the Southern Railway; Robert Claytor of the N&W). Later outfitted with bench seating and low windows for excursion service.

<sup>123</sup> Built in 1942 as a boxcar; rebuilt in 1964 as an M-5 class caboose. Currently used as indoor museum space for a children's museum.

## Baggage Cars

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
1901	<b>Chicago &amp; North Western no. 1236 wooden Railway Post Office and baggage car</b> <sup>124</sup>		Illinois Railway Museum	Union, IL
1908	<b>Chicago &amp; Illinois Midland X-81 PC wooden</b> <sup>125</sup>		Illinois Railway Museum	Union, IL
1910	<b>Nevada Northern no. 10 baggage/storage/mail car</b> <sup>126</sup>		Illinois Railway Museum	Union, IL
1916	<b>CofG 405</b> <sup>127</sup>	Exterior Display	Southeastern Railway Museum	Duluth, GA
1924	<b>No. 430</b> <sup>128</sup>	Restored (tourable)	Coastal Heritage Society/Georgia State Railroad Museum	Savannah, GA
1936	<b>Chicago &amp; North Western "Floyd River" baggage and mail car</b> ("City of Denver" no. 30; no. 12203) <sup>129</sup>		Illinois Railway Museum	Union, IL
1936	<b>Chicago &amp; North Western X250398 baggage and bar-room car</b> ("City of Denver" no. 70; no. 11701) <sup>130</sup>		Illinois Railway Museum	Union, IL
1940	<b>"Normandy"</b> (St. Louis - San Francisco (Frisco) no. 251) <sup>131</sup>	Restored (tourable)	Museum of Transportation, St. Louis, MO	St. Louis, MO
c.1950	<b>SR 451 Library car</b> (Tourist Sleeper Pullman no. 6031; converted to Baggage Express 451 in c.1950) <sup>132</sup>	Not on display	Southeastern Railway Museum	Duluth, GA
1963	<b>Norfolk &amp; Western no. 1459 lightweight baggage</b> <sup>133</sup>		Illinois Railway Museum	Union, IL

<sup>124</sup> 63' 6" L x 10' W x 14' 4" H; P-2 breaks and Pullman 5A 6-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>125</sup> 69' L x 9' 11" W x 14' 5" H; 99,400 lbs. P-2 breaks and Pullman 5A 6-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>126</sup> 82' L x 10' 1" W x 14' 1" H; 147,000 lbs. UC breaks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>127</sup> 70'

<sup>128</sup> built as "Charles Carroll" parlor car; converted to coach no.639 in 1942; converted to baggage car no.430 in 1949

<sup>129</sup> 78' L x 10' W x 12' 8" H; 87620 lbs. AHSC breaks and UP-Pullman 4-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>130</sup> 36 seats. 78' L x 10' W x 12' 8" H; 98460 lbs. AHSC breaks and UP-Pullman 4-wheel trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>131</sup> Fluted Stainless Steel sides. Museum of Transportation: Highlights of the Collection (St. Louis: Transport Museum Assn., 1997), 25.

<sup>132</sup> 80'.

<sup>133</sup> 74' 3" L x 10' 6" W x 13' 7" H; ABD 4-wheel GSC breaks and trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

unknown	SR 116 <sup>134</sup>	Not on display	Southeastern Railway Museum	Duluth, GA
unknown	SR 4529 ("Dorado" 3009) <sup>135</sup>	Not on display	Southeastern Railway Museum	Duluth, GA
unknown	SR 582 (Benburb SOU no. 2438) <sup>136</sup>	Not on display	Southeastern Railway Museum	Duluth, GA
unknown	SR 6457 (Point Noire no. 6204) <sup>137</sup>	Not on display	Southeastern Railway Museum	Duluth, GA

## Freight Cars

Although few are collected in railroad museums, it is worth remembering that throughout its corporate lifespan, freight cars were the bread and butter of the car-building industry. Though no where near as glamorous as sleepers or parlor or observation cars, technologically they are quite important to the not only the running of railroads, but also their technological development.<sup>138</sup>

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
1904	<b>Missouri-Kansas-Texas no. 24420</b> <sup>139</sup>		National Museum of Transportation	St. Louis, MO
1913	<b>Chicago &amp; North Western no. 4103 flatcar</b> (ex Commonwealth Edison) <sup>140</sup>		Illinois Railway Museum	Union, IL
1916	<b>Western Pacific no. 75893</b> <sup>141</sup>		CA State RR Museum	Sacramento, CA
1921	<b>Soo Line no. 29667</b> <sup>142</sup>		Mid-Continent Railway Museum	North Freedom, WI
1934	<b>Seaboard Airline no. 17954</b> <sup>143</sup>	Restored (tourable)	Coastal Heritage Society/Georgia State Railroad Museum	Savannah, GA
1941	<b>Northern Pacific Railway NP 28129</b> <sup>144</sup>	On Display (ext. only)	Northwest Railway Museum	Snoqualmie, WA
1941	<b>Northern Pacific Railway NP 28417</b> <sup>145</sup>	On Display (ext. only)	Northwest Railway Museum	Snoqualmie, WA

<sup>134</sup> 60'.

<sup>135</sup> 80'.

<sup>136</sup> 80'.

<sup>137</sup> 80'.

<sup>138</sup> John H. White, *The American Railroad Freight Car: From the Wood-Car Era to the Coming of Steel* (Baltimore: Johns Hopkins University Press, 1993).

<sup>139</sup> Gondola type 30-ton capacity; wood frame and body; steel center sill.

<sup>140</sup> 44' 9" L x 9' 8" W x 4' 2" H; 33700 lbs. None breaks and Simp/Andr trucks. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>141</sup> Steel 40' stock car; Ex-WP box car 15000 series.

<https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

<sup>142</sup> Freight 40' stock car, 40-ton capacity. Built by Haskell & Barker Car Co. just before this Michigan City, IN plant became part of Pullman. <https://www.midcontinent.org/equipment-roster/wooden-freight-cars/soo-line-29967/>.

<sup>143</sup> Steel boxcar.

<sup>144</sup> <https://www.TrainMuseum.org>.

<sup>145</sup> <https://www.TrainMuseum.org>.

1951	<b>DLA90613 military boxcar</b>	On Display (ext. only)	Railroad Museum of Pennsylvania	Strasburg, PA
1953	<b>DLA90614 military boxcar</b>	On Display (ext. only)	Railroad Museum of Pennsylvania	Strasburg, PA
1953	<b>US Air Force no. 26687</b> <sup>146</sup>	Operational	CA State RR Museum	Sacramento, CA
1953	<b>US Air Force no. 26909</b> <sup>147</sup>	Operational	CA State RR Museum	Sacramento, CA
1961	<b>Southern Railway no. 992528MW</b> <sup>148</sup>	On Display (ext. only)	Coastal Heritage Society/Georgia State Railroad Museum	Savannah, GA
1965	<b>CHV 9012</b> <sup>149</sup>	Not on display	Southeastern Railway Museum	Duluth, GA
1965	<b>CHV 9014</b> <sup>150</sup>	Not on display	Southeastern Railway Museum	Duluth, GA
1965	<b>SR 33309</b> <sup>151</sup>	Not on display	Southeastern Railway Museum	Duluth, GA
1965	<b>SR 9690</b> <sup>152</sup>	Not on display	Southeastern Railway Museum	Duluth, GA
1969	<b>CHV 98705</b> <sup>153</sup>	Not on display	Southeastern Railway Museum	Duluth, GA

## Other cars

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Any cars which did not fit the above sections are listed here.

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
1912	<b>"Badger no. 2" fish car</b> (Wisconsin Fish Commission no. 2; renumbered no. 104 n.d.) <sup>154</sup>	Restored (tourable)	Mid-Continent Railway Museum	North Freedom, WI
1913	<b>Great Northern no. 6 Railway Post Office Car</b> <sup>155</sup>		Mid-Continent Railway Museum	North Freedom, WI

<sup>146</sup> Steel 40' box car. Purchased from McClellan AFB.

<https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

<sup>147</sup> Steel 40' box car. Purchased from McClellan AFB.

<https://www.californiarailroad.museum/assets/carousels/CSRM-Public-Roster-7-19-2016.pdf>.

<sup>148</sup> Freight car; Covered Hopper; later used as a scale test car.

<sup>149</sup> 50' Box PS1.

<sup>150</sup> 50' Box PS1.

<sup>151</sup> 50' Box rib sided.

<sup>152</sup> 84" DD Box.

<sup>153</sup> 50' Box Waffle Side.

<sup>154</sup> Steel underframe with steel tanks to carry fish to restock waterways. William D. Middleton, "Fish Cars," in *Encyclopedia of North American Railroads*, ed. William D. Middleton, George M. Smerk, and Roberta L. Diehl (Bloomington, IN: Indiana University Press, 2007).

<https://www.midcontinent.org/equipment-roster/wooden-passenger-cars/wisconsin-fish-commission-2/>.

<sup>155</sup> Steel car (may have been made by ACF; website contradicts itself).

<https://www.midcontinent.org/equipment-roster/steel-passenger-cars/great-northern-90/>.

1914	<b>Grand Trunk Western no. 5316 steel Rail Post Office car</b> <sup>156</sup>		Illinois Railway Museum	Union, IL
1915	<b>Chicago &amp; North Western no. 8202, auto and baggage car</b> <sup>157</sup>		Illinois Railway Museum	Union, IL
1921	<b>Great Northern no. 485 rider-storage-mail car</b> <sup>158</sup>	On Display (ext. only)	Northwest Railway Museum	Snoqualmie, WA
1924	<b>Chicago &amp; Illinois Midland 117 wooden auto car (C&amp;A 39167)</b> <sup>159</sup>		Illinois Railway Museum	Union, IL
1941	<b>SR 1701 Rail Post Office car</b> <sup>160</sup>	Open to tour	Southeastern Railway Museum	Duluth, GA
c.1942	<b>WWII Troop Car</b>	Restored (tourable)	New Buffalo RR Museum	New Buffalo, MI
1947	<b>Norfolk &amp; Western Safety Instruction Car no. 418</b> (Boston & Maine Railway "Bald Eagle"; Maine Central no. 15; Boston & Maine no. 70; Wabash no. 1570) <sup>161</sup>	Restored (tourable)	Virginia Museum of Transportation	Roanoke, VA
1949	<b>Great Northern no. 1148 lunch counter / crew dormitory car</b>	Undergoing restoration	Roanoke Chapter, National Railway Historical Society	Roanoke, VA
1950	<b>Chicago &amp; North Western no. 55659 lightweight Rail Post Office/Express/Baggage car (MOW No. 301030)</b> <sup>162</sup>		Illinois Railway Museum	Union, IL
unknown	<b>Boston &amp; Maine no. 3288 PC (Camp Car X117)</b> <sup>163</sup>		Illinois Railway Museum	Union, IL

## Streetcars and trolleys

Although thought of primarily for real travel, Pullman from the early days built street cars (See Figure 3.7) both electromotive as well as gasoline powered.

BUILT	CAR DESIGNATION	STATUS	COLLECTION	LOCATION
<sup>156</sup> 63' 8" L x 10' 2" W x 14' 4" H; UC breaks and Pullman 2411 trucks.			<a href="http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman">http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman</a> .	
<sup>157</sup> 73' 5" L x 9' 11" W x 14' 3" H, with a 8' 6" end door; 122,400 lbs. LN breaks and 6-wheel trucks.			<a href="http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman">http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman</a> .	
<sup>158</sup>			<a href="http://www.greatnorthernempire.net/index2.htm?GNPReservedGNPassengerCars_Sleepers.htm">http://www.greatnorthernempire.net/index2.htm?GNPReservedGNPassengerCars_Sleepers.htm</a> .	
<sup>159</sup> 44' 8" L x 9' 5" W x 14' 2" H; 48500 lbs. AB breaks and Bettendorf trucks.			<a href="http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman">http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman</a> .	
<sup>160</sup>			<a href="https://sftm.org/pcccars.shtml">https://sftm.org/pcccars.shtml</a> .	
<sup>161</sup> Began service as a stainless steel café lounge car as part of the famed train, the "Wabash Cannon Ball." As a safety car (refitted 190/71), included an office, a bedroom for the instructor, bathroom, and shower as well as an instructional theater capable of holding 48 people.				
<sup>162</sup> 82' 6" L x 10' 7" W x 13' 11" H; D22 breaks and General Steel Casting 4-wheel trucks.			<a href="http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman">http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman</a> .	
<sup>163</sup> 81' 6" L x 10' 7" W x 14' H; UC breaks and 6-wheel trucks.			<a href="http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman">http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman</a> .	

1890	<b>Pittsburgh Railways Pay Car M-1</b> <sup>164</sup>	Not on display	Pennsylvania Trolley Museum	Washington, PA
1895	<b>Union Pacific no. 501</b> <sup>165</sup>		Illinois Railway Museum	Union, IL
1895	<b>West Chicago Street Railway no. 4</b> <sup>166</sup>		Illinois Railway Museum	Union, IL
1908	<b>Chicago CTA no. 225</b> <sup>167</sup>	Partial Restoration	Seashore Trolley Museum	Kennebunkport, ME
1908	<b>Chicago Great Western 99</b> <sup>168</sup>		Illinois Railway Museum	Union, IL
1908	<b>Chicago Surface Lines no. 4001</b> <sup>169</sup>		Illinois Railway Museum	Union, IL
1923	<b>Boston MBTA no. 512</b> <sup>170</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME
1923	<b>Boston MBTA no. 513</b> <sup>171</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME
1924	<b>Boston MBTA no. 546</b> <sup>172</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME
1924	<b>Boston MBTA no. 547</b> <sup>173</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME

<sup>164</sup> ST Pay Car with Westinghouse 93A motors. 32'8" L x 12'0" H; 27,000 lbs. <https://pattrolley.org/collection/pittsburgh-railways-M1/>.

<sup>165</sup> Double End, Single Truck, Deck Roof, Closed with 30 seats. 30' L x 7' 9" W x 11' 1" H; 18000 lbs. Hand breaks and Brill 21E trucks. 2 GE 800 motor with K10 control. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>166</sup> Double End, Single Truck, Deck Roof, Closed with 30 seats. 30' L x 7' 9" W x 11' 1" H; 18000 lbs. Hand breaks and Brill 21E trucks. 2 GE 800 motor with K10 control. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>167</sup> Acc. 1957.6.1. Pullman Car Co. Wooden Prepayment. 49' 2" L x 8' 9" W x 11' 8" H; 53000lbs. 44 seat double-end Deck roof, 4 G. E. 216A motors with K-35G controllers; National A4C compressors and breaks.

<sup>168</sup> Double End, Double Truck, Deck Roof, Wood PAYE with 44 seats. 49' 2" L x 8' 9" W x 11' 8" H; 53000 lbs. Straight Air breaks and Pull/Bald 150 trucks. 3 GE 216A / 1 Westinghouse H194319B motor with K35G control and A4C compressor. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>169</sup> Double End, Double Truck, Deck Roof, Wood PAYE with 44 seats. 49' 2" L x 8' 9" W x 11' 8" H; 53000 lbs. Straight Air breaks and Pull/Bald 150 trucks. 4 GE 216A motor with K35G control and A4C compressor. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>170</sup> Acc. 1987.2.1. Pullman Car Co. no. 1 East Boston Rapid Transit. 47' 3" L x 8' 3" W x 13' 2" H; 44000lbs. 44 seat single-end Monitor Arch roof, 4 West. 514E motors with PC-5(CJ-127) controllers; DH-16 compressors and SMEE breaks.

<sup>171</sup> Acc. 1987.2.2. Pullman Car Co. no. 1 East Boston Rapid Transit. 47' 3" L x 8' 3" W x 13' 2" H; 44000lbs. 44 seat single-end Monitor Arch roof, 4 West. 514E motors with PC-5(CJ-127) controllers; DH-16 compressors and SMEE breaks.

<sup>172</sup> Acc. 1987.2.3. Pullman Car Co. no. 2 East Boston Rapid Transit. 47' 3" L x 8' 3" W x 13' 2" H; 44000lbs. 44 seat single-end Monitor Arch roof, 4 West. 514E motors with PC-5(CJ-127) controllers; DH-16 compressors and SMEE breaks.

<sup>173</sup> Acc. 1987.2.4. Pullman Car Co. no. 2 East Boston Rapid Transit. 47' 3" L x 8' 3" W x 13' 2" H; 44000lbs. 44 seat single-end Monitor Arch roof, 4 West. 514E motors with PC-5(CJ-127) controllers; DH-16 compressors and SMEE breaks.

1934	<b>Chicago Surface Lines no. 144</b> <sup>174</sup>		Illinois Railway Museum	Union, IL
1941	<b>Boston MBTA no. 3019</b> <sup>175</sup>		Seashore Trolley Museum	Kennebunkport, ME
1942	<b>Dayton, OH no. 376</b> <sup>176</sup>	Partial Restoration	Seashore Trolley Museum	Kennebunkport, ME
1944	<b>Boston MBTA no. 3037</b> <sup>177</sup>		Seashore Trolley Museum	Kennebunkport, ME
1944	<b>Boston MBTA no. 3069</b> <sup>178</sup>		Seashore Trolley Museum	Kennebunkport, ME
1944	<b>Boston MBTA no. 3127</b> <sup>179</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Boston MBTA no. 3083</b> <sup>180</sup>		Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Boston MBTA no. 3174</b> <sup>181</sup>		Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Boston MBTA no. 3327</b> <sup>182</sup>		Seashore Trolley Museum	Kennebunkport, ME

<sup>174</sup> Single End, Double Truck, Arch Roof, Experimental Streamliner with 58 seats. 47' 6" L x 8' 6" W x 10' 4" H; 39600 lbs. No breaking system Shop (Brill 67F) trucks. Westinghouse VA control but no motor. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>175</sup> Acc. 1974.2.1. Pullman-Standard Air Electric MU Pre-War Pullman Car Co.. 46' L x 8' 4" W x 11' 1" H; 36580lbs. 42 seat single-end Arch roof, 4 West. 1432D motors with West. PCC controllers; Quincy compressors and Dyn,Air Drum,Track breaks. <https://traveltown.org/projects/hunter.shtml>.

<sup>176</sup> Acc. 1969.3.1. Pullman-Standard 45-WS Trolley Coach. 37' 4" L x 8' 5" W x 10' 9" H; 22000lbs. 44 seat Arch roof, 1 G. E. 1213 motors with MRC controllers; DH-10 compressors and Str. Air breaks.

<sup>177</sup> Acc. n/a. Pullman-Standard \*\*\*Air Electric MU Wartime PCC. 46' L x 8' 4" W x 11' 1" H; 38860lbs. 42 seat single-end Arch roof, 4 West. 1432D motors with West. PCC controllers; Quincy compressors and Dyn,Air Trd/Track breaks. <https://www.laparks.org/traveltown/passenger/atchison-topeka-santa-fe-snack-car-3355>.

<sup>178</sup> Acc. n/a. Pullman-Standard \*\*\*Air Electric MU Wartime PCC. 46' L x 8' 4" W x 11' 1" H; 38860lbs. 42 seat single-end Arch roof, 4 West. 1432D motors with West. PCC controllers; Quincy compressors and Dyn,Air Trd/Track breaks. <https://www.laparks.org/traveltown/passenger/union-pacific-dormitory-club-la-701-little-nugget>.

<sup>179</sup> Acc. 1982.4.2. Pullman-Standard Air Electric MU Wartime PCC. 46' L x 8' 4" W x 11' 1" H; 39020lbs. 42 seat single-end Arch roof, 4 G. E. 1198F3 motors with GE PCC controllers; PC-2 compressors and Dyn,Air Trd/Track breaks.

<sup>180</sup> Acc. 1982.4.1. Pullman-Standard Air Electric MU Wartime PCC. 46' L x 8' 4" W x 11' 1" H; 39700lbs. 42 seat single-end Arch w/Monitor roof, 4 West. 1432H motors with West. PCC controllers; Quincy compressors and Dyn,Air Drum,Track breaks.

<sup>181</sup> Acc. n/a. Pullman-Standard \*\*\*Air Electric MU Wartime PCC. 46' L x 8' 4" W x 11' 1" H; 40195lbs. 42 seat single-end Arch w/Monitor roof, 4 G. E. 1220A1 motors with GE PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks. <http://www.vmt.org/collections/rail/other-unique-rolling-stock/norfolk-southern-research-car-31/>.

<sup>182</sup> Acc. n/a. Pullman-Standard \*\*\*Double End Air Electric PCC. 47' L x 8' 4" W x 11' 1" H; 39360lbs. 42 seat double-end Arch roof, 4 West. 1432HE motors with West. PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks.

1945	<b>Boston MBTA no. 3328</b> <sup>183</sup>		Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Boston MBTA no. 3331</b> <sup>184</sup>		Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Boston MBTA no. 3332</b> <sup>185</sup>		Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Boston MBTA no. 3338</b> <sup>186</sup>		Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Boston MBTA no. 3340</b> <sup>187</sup>	Partial Restoration	Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Boston MBTA no. 3343</b> <sup>188</sup>		Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Boston MBTA no. 3344</b> <sup>189</sup>		Seashore Trolley Museum	Kennebunkport, ME
1945	<b>Dallas, TX no. 608</b> <sup>190</sup>	Partial Restoration	Seashore Trolley Museum	Kennebunkport, ME
1946	<b>Boston MBTA no. 3221</b> <sup>191</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME

<sup>183</sup> Acc. n/a. Pullman-Standard \*\*\*Double End Air Electric PCC. 47'L x 8' 4"W x 11' 1"H; 39360lbs. 42 seat double-end Arch roof, 4 West. 1432HE motors with West. PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks.

<sup>184</sup> Acc. n/a. Pullman-Standard \*\*\*Double End Air Electric PCC. 47'L x 8' 4"W x 11' 1"H; 39360lbs. 42 seat double-end Arch roof, 4 West. 1432HE motors with West. PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks.

<sup>185</sup> Acc. n/a. Pullman-Standard \*\*\*Double End Air Electric PCC. 47'L x 8' 4"W x 11' 1"H; 39360lbs. 42 seat double-end Arch roof, 4 West. 1432HE motors with West. PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks.

<sup>186</sup> Acc. n/a. Pullman-Standard \*\*\*Double End Air Electric PCC. 47'L x 8' 4"W x 11' 1"H; 39360lbs. 42 seat double-end Arch roof, 4 West. 1432HE motors with West. PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks. <https://www.thehenryford.org/collections-and-research/digital-collections/artifact/96492>.

<sup>187</sup> Acc. 1982.4.3. Pullman-Standard Double End Air Electric PCC. 47'L x 8' 4"W x 11' 1"H; 39360lbs. 42 seat double-end Arch roof, 4 West. 1432HE motors with West. PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks.

<sup>188</sup> Acc. n/a. Pullman-Standard \*\*\*Double End Air Electric PCC. 47'L x 8' 4"W x 11' 1"H; 39360lbs. 42 seat double-end Arch roof, 4 West. 1432HE motors with West. PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks. <https://www.laparks.org/traveltown/passenger/southern-pacific-chair-car-2513>.

<sup>189</sup> Acc. n/a. Pullman-Standard \*\*\*Double End Air Electric Pullman Car Co. 47'L x 8' 4"W x 11' 1"H; 39360lbs. 42 seat double-end Arch roof, 4 West. 1432HE motors with West. PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks. <https://traveltown.org/projects/rosebowl.shtml>.

<sup>190</sup> Acc. 1978.2.3. Pullman-Standard Double End PCC. 47'L x 8' 4"W x 11' 1"H; 39360lbs. 52 seat double-end Arch roof, 4 West. 1432HE motors with West. PCC controllers; PC-2 compressors and Dyn,Air Drum,Track breaks.

<sup>191</sup> Acc. 1977.3.1. Pullman-Standard All Electric MU Post-War PCC. 46' 6"L x 8' 4"W x 11' 1"H; 40874lbs. 42 seat single-end Arch w/Monitor roof, 4 G. E. 1220E1 motors with GE PCC controllers; None compressors and Dyn,Elec Drum,Track breaks.

1946	<b>Chicago Surface Lines no. 460</b> PC <sup>192</sup>		Illinois Railway Museum	Union, IL
1947	<b>Chicago Rapid Transit Company</b> <b>no. 5001</b> <sup>193</sup>		Fox River Trolley Museum	South Elgin, IL
1948	<b>Boston MBTA no. 8361</b> <sup>194</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME
1948	<b>Shaker Heights Rapid Transit no.</b> <b>94</b> <sup>195</sup>	Undergoing restoration	Pennsylvania Trolley Museum	Washington, PA
1951	<b>Boston MBTA no. 3274</b> <sup>196</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME
1951	<b>Boston MBTA no. 3292</b> <sup>197</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME
1951	<b>Boston MBTA no. 8490</b> <sup>198</sup>		Seashore Trolley Museum	Kennebunkport, ME
1951	<b>MTA no. 3321</b> <sup>199</sup>	On Display (ext. only)	Shelburne Falls Trolley Museum	Shelburne Falls, MA
1951	<b>No. 3299</b> <sup>200</sup>	On Display (ext. only)	Shelburne Falls Trolley Museum	Shelburne Falls, MA
1958	<b>Boston MBTA no. 1178</b> <sup>201</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME

<sup>192</sup> Single End, Double Truck, Monitor Roof, One Man, Electric PCC with 53 seats. 46' 5" L x 8' 4" W x 11' 1" H; 39800 lbs. All Electric Clark B2 trucks. 4 Westinghouse 1432J motor with XMA452 control. <http://www5.irm.org/cgi-bin/searchr.cgi?q=pullman>.

<sup>193</sup> Chicago RTC agreed to try a rapid transit car utilizing all-electric Pullman Car Co. technology. Thirty such cars were ordered from the St. Louis Car Company, but the order was canceled due to financing difficulties. Ultimately, four were ordered, two from St. Louis and two from the PCC, all with similar dimensions. The Pullmans, numbered 5001-5002, were delivered first (August 1947), followed by the St. Louis cars, numbered 5003-5004. These became the 5000 series, of which only these four were built. By the time the final car was delivered, the Chicago RTC had been absorbed into the Chicago Transit Authority and the design was changed, resulting in the 6000 series. The four 5000 series cars were retired in 1985. <https://www.foxtrolley.org/equipment-roster>.

<sup>194</sup> Acc. 1963.5.1. Pullman-Standard 43-CX Trolley Coach. 37' 11" L x 8' 6" W x 10' 10" H; 20550lbs. 43 seat Arch roof, 1 West. 1442 motors with XC423L controllers; DH-10 compressors and Str. Air breaks.

<sup>195</sup> Currently [2019] repainting this car in its original paint scheme for static display. <https://pa-trolley.org/collection/shaker-heights-rapid-transit-company-94/>.

<sup>196</sup> Acc. 1978.2.2. Pullman-Standard Air Electric MU Post-War PCC. 46' 6" L x 8' 8" W x 11' 1" H; 40280lbs. 42 seat single-end Arch w/Monitor roof, 4 G. E. 1243A1 motors with GE MCM controllers; DH-10 compressors and Dyn,Air Drum,Track breaks.

<sup>197</sup> Acc. 1991.4.4. Pullman-Standard Air Electric MU Post-War PCC. 46' 6" L x 8' 8" W x 11' 1" H; 40280lbs. 42 seat single-end Arch w/Monitor roof, 4 G. E. 1243A1 motors with GE MCM controllers; DH-10 compressors and Dyn,Air Drum,Track breaks.

<sup>198</sup> Acc. 1976.1.2. Pullman-Standard 44-CX Trolley Coach w/ Le' Side Door. 40' L x 8' 6" W x 10' 9" H; 21350lbs. 44 seat Arch roof, 1 G. E. 1213 motors with MRC controllers; DH-10 compressors and Str. Air breaks. <http://www.rpicturearchives.net/showPicture.aspx?id=4868847>.

<sup>199</sup> This is a Pullman-Standard car, one of the last sets of trolleys built in Massachusetts.

<sup>200</sup> Ibid.

<sup>201</sup> Acc. 1991.4.2. Pullman-Standard no. 11 Lightweight Steel Subway Elevated. 55' L x 9' 8" W x 11' 10" H; 57540lbs. 46 seat single-end Arch roof, 4 G. E. 1250A1 motors with MCM(C-3) controllers; None compressors and SMEE breaks.

1958	<b>Boston MBTA no. 1179</b> <sup>202</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME
1963	<b>Boston MBTA no. 1450</b> <sup>203</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME
1963	<b>Boston MBTA no. 1455</b> <sup>204</sup>	Complete Restoration	Seashore Trolley Museum	Kennebunkport, ME

<sup>202</sup> Acc. 1991.4.3. Pullman-Standard no. 11 Lightweight Steel Subway Elevated. 55' L x 9'8"W x 11' 10"H; 58620lbs. 46 seat single-end Arch roof, 4 G. E. 1250A1 motors with MCM(C-3) controllers; A-4 compressors and SMEE breaks.

<sup>203</sup> Acc. 1997.1.1. Pullman-Standard no. 5 Cambridge Dorchester RT Car. 69' 6"L x 10' 5.25"W x 12' 5"H; 69080lbs. 56 seat single-end Arch roof, 4 West. 1454G motors with XCA-248 controllers; None compressors and SMEE breaks.

<sup>204</sup> Acc. 1997.2.1. Pullman-Standard no. 5 Cambridge Dorchester RT Car. 69' 6"L x 10' 5.25"W x 12' 5"H; 69900lbs. 56 seat single-end Arch roof, 4 West. 1454G motors with XCA-248 controllers; compressors and SMEE breaks.

## APPENDIX C

# PULLMAN MATERIAL CULTURE

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There is a great deal of material culture surviving from Pullman rail travel. Everything from Pullman branded towels, china, stationary, menus, or ticket stubs, to pieces of old cars ranging from small brass signs to lighting fixtures, lavatory fixtures, and even berths are typically usually available through sites like eBay as well as higher value items through auction houses that deal in “railroadiana.”

In what follows, we give just some examples of how the material culture of Pullman rail travel might be explored.

### **Pullman, Foodways, and Gastronomy**

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#### *Pullman China*

The dining experience aboard the Pullman car was one of the strongest selling features for luxury travel. One Pullman advertisement from the 1940s used the tagline, “I just Adore being waited on!” and in the accompanying image of a Pullman porter waiting on their table, reminded “experienced” travelers of the full-service table settings to be had on Pullman: “the ‘1st CLASS’ way to go!”<sup>205</sup> George Pullman had introduced the first dining car in 1865, and by the time he built the town of Pullman, most railroads were running at least buffet cars, if not full service dining cars.

Railroad china is a collectors’ niche unto itself and far too diverse to go into in this report, though note that such pieces are often the pride of railroading museums and is some of the most sought-after ephemera of the genre.<sup>206</sup> It is worth noting, however, that each rail line had its own china pattern, and it would therefore seem that although the Pullman cars were being run on a given line on contract, the china itself remained property of the railroad. There were a few cars which sported the Pullman-branded china, however, in patterns such as “Calumet”, “Indian Tree”, and “Verde Green”. Contrary to at least one recent assertion, Pullman did not manufacture the china itself. They took delivery from dozens of china manufactures in the U.S. and abroad, notably from Bauscher Brothers in Germany and Shenango China Co. and Syracuse China.

#### *Pullman bread and pans*

The square slices of bread that we have come to associated with institutional cafeteria lines—think of the pre-packaged sandwiches often now cut into two 45° right triangles and sold in the plastic cases with a tear-away cellophane film—also have a connection to Pullman and come from what are now known as “Pullman Loafs.” These loaves were baked in rectangular pans with very slightly tapering and corrugated sides and had a tight sliding lid that prevented the rising dough from creating the crown of a typical loaf of bread. Although the late nineteenth-

<sup>205</sup> Richard W. Luckin, *Dining on Rails: An Encyclopedia of Railroad China* (Denver, CO: RK Publishing, 1983), 229. and see brief catalogue of Pullman pattern china on 230-231. See also James D. Porterfield, *Dining by Rail: The History and the Recipes of America's Golden Age of Railroad Cuisine* (New York: St. Martin's Griffin, 1998); Neil Wooler, *Dinner in the Diner: A History of Railway Catering* (Newton Abbot: David & Charles, 1987).

<sup>206</sup> There is in fact an entire category on eBay for Collectibles>Transportation>Railroadiana & Trains>Dinnerware & Utensils.

century innovation of the dining car is not strictly the invention of George Pullman, his name came to be associated with very high-end dining on the rails. Counterintuitively, these institutional square loaves of bread were seen at the time as the pinnacle of the baker's art: "nearly crustless flat top, delicate texture, fine crumb and good flavor, Pullman bread was considered by connoisseurs to be something of a crown jewel."<sup>207</sup> The epithet of a "Pullman loaf" became common just after the turn of the century and was recommended across the country (spread by the extensive network of Pullman trains and travelers' experiences on them across the country) as the best bread for sandwiches. In 1905, a Pullman loaf sold for 10¢ while a cottage loaf was only 5¢; a modern Pullman loaf pan will cost you over \$30.

### Sumptuousness of the Pullman Cars

One of the selling features of the Pullman car in the late nineteenth century – really in its wooden-bodied phase – was the sumptuousness of the cars that Pullman could make for its clients. Private individuals might order an elaborate car, or certain lines, too, might splurge on an opulent parlor or dining car.

Take for example, car 2293, a general service parlor car built in 1898.<sup>208</sup> Built to plan 1278a, these six cars used ash, birch, maple, oak, and three types of pine plus mahogany, *primavera* (AKA 'white mahogany'), satinwood, and vermilion in the body, and then 18 different veneers to adorn the interior. Then many dozens of individual castings and forgings, most made at Pullman, outfitted the interior and underbody; something like 6,000 bolts and screws and 3,900 lbs. of glue held them all together; and over 160 itemized trimming items—from pull cords, water coolers and faucets, to springs, lifts, latches, locks and pulls—were added to each car (the inventories sometimes lead to curious rabbit holes: what, for example, was 4,400 ft. of 'Okonite' cable for electrical wiring [still in business!]). From these dockets, one could investigate how the running trucks were built, the steam heating plant and distribution, plumbing and electrical systems, and glass, paint, and upholstery came together to make the opulent hotel on wheels that everyone wanted to ride. Finally, one can see breakdown by department of the \$23,500 labor costs that went into these six cars, for which Pullman charged a total of \$86,000 (For purposes of comparison, when Charles M. Schwab ordered a single steel private car in 1916, it cost



Figure App.C.1.  
Knoxville Journal and  
Tribune, Oct. 22, 1920,  
p. 10.

<sup>207</sup> Peggy Wolff, "Pullman Bread Loaves, a Culinary Legacy of the New National Monument," *Chicago Tribune*, Feb. 27 2015..

<sup>208</sup> Pullman Car Co., "Details of Cost, Lot 2293," Dec. 22, 1897 – April 29, 1898, Smithsonian National Museum of American History (NMAH) Archives Center, Pullman collection, acc. 0181, folder 26. The 6 cars (Occia, Ocellina, Ocesia, Oenone, Ogygia, and Omphale) and were apparently initially ordered by the PRR, though that destination is struck through on the docket.

almost exactly the same, but consumed over \$31,000 in labor and took four times as long to complete.<sup>209</sup>

At the World's Fair in 1893, the Pullman exhibit was noted to be the most handsome of the fair. In the center of the Transportation annex, they displayed a "Limited" train (that is, an express, that made limited stops for long-distance travel), which was described as follows:

First is the baggage and smoking car *Marchena*, with bath-room, barber's shop, writing-desk and library. Next is the dining-car *La Rabida*, finished in the finest of vermillion wood imported from Central America, with windows of stained glass in delicate hues, seats elaborately carved, and kitchen which is a model of cleanliness and condensation of space. There are the sleeping car *America* and the compartment sleeping car *Ferdinand*, both marvels of comfort and decorative skill, the latter finished in Pompeiian red, and satin wood, artistically carved and polished to a mirror-like brightness, each of its compartments a miniature boudoir, and with separate design and color scheme, as in ivory and gold, in olive green, in blue and satin wood, all with upholstery of silk brocade. The last is an observation car, named *Isabella*, a portion of which is furnished as a drawing-room, with large railed platform at its end. In this train it would almost seem that the perfection of comfort and convenience had been attained, many skilful [*sic*] devices, though small in themselves, contributing to the general effect. All the compartments are provided with toilet appliances, and with water, hot, cold, and iced. The electric lights are shaded with silken fringe; the entrance ways paved with mosaic, and vases placed on

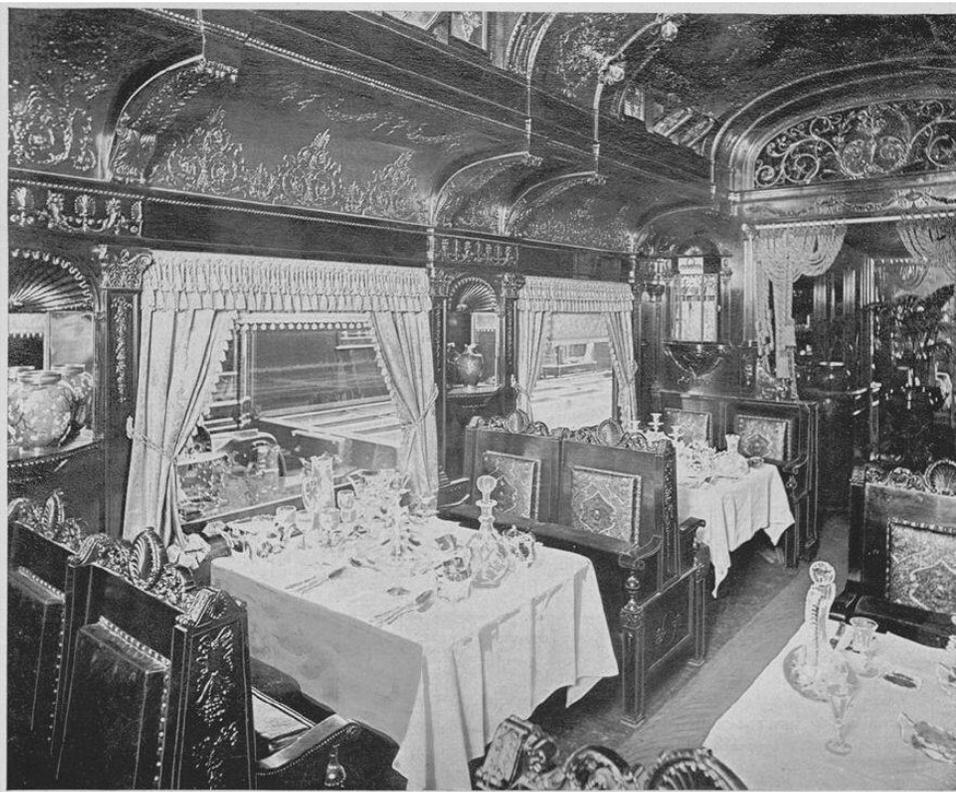


Figure App.C.2. Pullman dining-car *La Rabida*. (*Bancroft, 1893, p. 552*)

<sup>209</sup> Pullman Car Co., "Details of Cost, Lot 4460," Nov. 2, 1916 – Oct. 24, 1917, Smithsonian NMA Archives Center, Pullman collection, acc. 0181, folder 9.

stands remain undisturbed by the motion of the train; so smoothly run these palace cars, the very embodiment of the luxury of modern travel.<sup>210</sup>

### **(Im)Material Culture—Intangible Cultural Heritage**

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It would also be worth looking at various manifestations of Pullman in literature and media. Pullman cars are quite ubiquitous in novels, and films of the twentieth century, though there are also some interesting examples in the nineteenth.

There is, for example, a comic musical from the 1870s, “Tourist in the Pullman Car” by the noted comic composer (apparently something of a Weird Al Yankovich of his time), W.A. Mestayer. Mestayer and his “jolly company” performed a play—“for want of a name for something that is not an opera, comedy, burlesque, comedy, tragedy, or anything else in particular”—with “one act in Newport,<sup>211</sup> and another act somewhere else on the road.” The *New Orleans Picayune* said, “the idea of the tourists is to make as much fun for a dollar as anyone person can take during the evening.”<sup>212</sup> The play parodied popular songs of the time and some of the sheet music exists.<sup>213</sup>

The “Tourists” titular song goes as follows:

Over the grassy planes we swiftly whirl along  
No thought of care would ever dare to mar our happy song  
The car to ourselves, the time seems to fly away  
Without a fear of any interruption by the way.  
Oh what a joy to be a tourist and travel near and far

[Chorus] While we are riding in Pullman Palace, in a Pullman Palace car.  
Oh what a joy it is to be a tourist to be a tourist  
and to travel near and far in a Pullman, in a Pullman, in Pullman Palace car  
In a pull, pull, pull, in a man, man, man, in Pullman Palace car.

Here in the wildest districts of our wondrous land  
The rocky cañons are so rude, so fresh from nature's hand  
The trees of the east we miss for here we see but a few  
And of the distant mountains now we get a bird's eye view  
We tear across the country of the red man  
From whence he has gone off far

<sup>210</sup> Hubert Howe Bancroft, *The Book of the Fair; an Historical and Descriptive Presentation of the World's Science, Art, and Industry, Viewed through the Columbian Exposition at Chicago in 1893*, 5 vols. (Chicago: The Bancroft Company, 1893), 552-53.

<sup>211</sup> *I.e.*, Newport, RI, the resort of high society.

<sup>212</sup> *The Daily Review* (Decatur, IL), Feb. 21, 1883, p. 1. There is also a broadside for this play in the Chicago Historical Society (W.K. Mestayer, ‘Tourists.’ ‘Do You Think You Could Return My Love.’ Mestayer's Ever Popular Tourists, in A.P.P.C. Fifth Annual Season, over 1800 Performances Given by This Original Organization in All the Leading Cities and Towns in America. Tourists! Tourists!! Tourists!!!, 1870. Burrow-Giles Lithographic Co.).

<sup>213</sup> It should be noted that the lyrics are “of a time”, which is to say, somewhat offensive or at least awkward today: See The Lester S. Levy Sheet Music Collections archive at John Hopkins, <https://levysheetmusic.mse.jhu.edu>; search “Pullman.”

[Chorus]<sup>214</sup>

The Pullman strike also generated a (anti-)labor song, "Ruined Through the Strike" (1894). The story of the song, in short, is that an old man tells of how he (with wife and son) used to be happy (until they were ruined through the strike). One day he was just standing in a crowd of men, not meaning any harm, some soldiers fired into the crowd and as a result he lost an arm. The man loses his faith in humanity, the son dies from lack of the simple wants of life, and the wife dies of a broken heart. The events in the song could have been meant to relate to the railroad strike of 1877, which also had militia firing into a crowd, but it seems to have been written as a cautionary tale for the strikers of 1894. The style of the drawing on the sheet music is very much in the style of newspaper drawings of some of the events at Pullman.<sup>215</sup>

There are also plenty of songs that refer to the Pullman Porters, perhaps most famously, Etta James singing "Railroad Porter Blues" (written in 1922 by Clarence Williams, and on her album "Blues In The Night" from 1985). Other songs in the genre include "Porters on a Pullman Train" by Charles D. Crandall (1880 and redone by Arthur Collins & Byron G. Harlan [1923]); "Pullman Porter's Ball" by John Stromberg (1901); and "Pullman Porters Parade" by Maurice Abrahams and Ren G. May (1913), the latter a young Irving Berlin writing under a pseudonym [Ren G. May is an anagram of "Germany"]. There was also a song called "Pullman Passenger Train" by the Pullman Porters Quartette (1927), who may or may not have been actual porters, and an early ballad called "The Harvard Student" but also known as "The Pullman Train" and "Riding Down from Bangor" that involves a young man meeting a woman on a Pullman—wooing of course ensues.<sup>216</sup>

Then there several minstrel and blackface era songs that are racist caricatures from the early twentieth century. One such from 1911 went as follows:

On the 20<sup>th</sup> Century Limited train has a porter man named Daniel Lane  
Who let a double life. At each end he had a wife.  
He'd bid goodbye to number one Saying "goodness, how I'll miss you, hon!"  
Then go to number two and swear that he'd been true.

His wife, out in Chicago, sat a singing all day long,  
While in New York his other wife would sing the same old song.

[Chorus] He's my Dan, my Pullman Porter man!  
He's the high Magul and Czar of the Pullman Palace car.  
'Long the line, just his buttons shine,  
I'm swelled all up because I know he's mine.

<sup>214</sup> George Bowron, "Tourists in a Pullman Car" [sheet music] (New York: Spear and Denhoff, 1880).

<sup>215</sup> Richard Boyce with music by Stanley Clayton, "Ruined Through the Strike," Chicago, National Music Co., 1894. Compare the sheet music cover illustration (<https://levysheetmusic.mse.jhu.edu/collection/059/049>) to illustrations of the strike actions (<https://publications.newberry.org/pullman/archive/files/811ee9fd1047c6b8d7af84408dedd86f.jpg>). Our thanks to Alice Margerum for this information.

<sup>216</sup> Gleaned from "List of train songs" (Wikipedia). For the last, however, see Robert B. Waltz and David G. Engle, "The Harvard Student (The Pullman Train)," *Folklore. The Traditional Ballad Index: An Annotated Bibliography of the Folk Songs of the English-Speaking World* (Fresno: California State University, 2012).

At Buffalo they had a wreck and poor Dan and nearly broke his neck  
The news his wives both heard and thought that he was dead.  
They both packed up and jumped on trains to view their loved one's last remains,  
They reached his side next day While in a trance he lay;  
The doctor said "who is this man, now please identify,"  
Then both his wives look down at Dan and both began to cry.

[Chorus]<sup>217</sup>

It would no doubt be amusing (though perhaps also troubling) to find a copy of the Roscoe 'Fatty' Arbuckle short from 1919 called "The Pullman Porter."<sup>218</sup> There was (now lost) also a 1912 comedy short by the Foster Photoplay Company of Chicago, "The Railroad Porter" (also released as "The Pullman Porter") starring William D. Foster (also the director), Lottie Grady, Edgar Litterson, and Jerry Mills, which is credited to be the world's first film with an entirely black cast and director.<sup>219</sup> For more on Pullman Porters on screen, see the Black Film Center/Archive Blog.<sup>220</sup>

<sup>217</sup> Stanley Murphy (words) and Arthur E. Behim (music), "The Pullman Porter Man" [sheet music] (New York and Detroit: Jerome H. Remik Co., 1911).

<sup>218</sup> See <https://www.imdb.com/title/tt0794328/>. Also starring Al St. John. The IMDB entry links to a French archive of silent film which is supposed to have the short, but the website is not working as of July 2019.

<sup>219</sup> See <https://www.imdb.com/title/tt0139555/> (which somehow gives the film a rating of 8.1/10 from 7 reviews, even though the film is apparently lost) and <https://media.dream13.com/the-railroad-porter-1912/>, which has a plot summary. Also Livius to The History Blog, Sept. 23, 2014, <http://www.thehistoryblog.com/archives/32468>.

<sup>220</sup> Jonathan Jenner to Black Film Center/Archive Blog, Jan. 2, 2013, <https://blackfilmcenterarchive.wordpress.com/2013/01/02/pullman-porters-on-screen-part-1-pre-1960/>; Jonathan Donald Jenner *ibid.*, Jan. 18, <https://blackfilmcenterarchive.wordpress.com/2013/01/18/pullman-porters-on-screen-part-2-since-1960/>.

## APPENDIX D

# GRAVES ASSOCIATED WITH PULLMAN PORTERS

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These are records relating to known Pullman porters from various databases. There are included here to indicate the potential for citizen history-based programming related to building an historical spatial data infrastructure for Pullman NM.

### FindAGrave.com

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These records can be used to show the significance of the Great Migration in the lives of Pullman Porters.

Last Name	Location (City, State)	NOTES	Findagrave .com Memorial #
Allen	Italy, TX	Elmer Allen (1911-1991). Born in Temple, Texas, Mr. Allen settled in California while working as a Pullman Porter. Sometime after a debilitating injury in 1947, he returned to Texas, where he died at 80 years of age in Mansfield. Mr. Allen signed a labor contract with the Brotherhood of Sleeping Car Porters on 1937. In 1947, Mr. Allen fell from his train and broke his leg. Eileen Welsome later reported that while at the hospital, he was secretly injected with plutonium as part of Manhattan Project experiments to measure the effects of radiation. In this particular study, doctors injected 18 persons, including adults and babies. Doctors told Mr. Allen he had cancer in his leg, which they amputated three days later at the University of California Hospital in San Francisco. The Manhattan project researchers tracked Mr. Allen (using the code name CAL-3) during the rest of his life, without telling him or anyone of his role in cold war experiments. Of the 18 persons so injected, In 1973, researchers convinced Mr. Allen to travel to Argonne National Laboratory and New York's Strong Memorial Hospital for tests, but told him nothing of their experiment. The doctors also wrote a letter to Mr. Allen's personal physician asking that they be informed of Mr. Allen's death so they could study his body. His tombstone, designed by his son, is inscribed "One of America's human nuclear 'guinea pigs.'" His file includes portraits and other photos and the file for CAL-3 contains more detailed information.	46377356
Bass	Haltom City, TX	S. Daniel Bass (1884-1930) Born in Texas, Mr. Bass died in Fort Worth. He was a Pullman Porter. At the time of his death, he was living at 1015 East Magnolia Street in Fort Worth.	135835574
Boyd	Collingdale, PA	James W. Boyd (1889-1929). Mr. Boyd was born in Arkansas and died in Philadelphia. He was a veteran of WWI and a Pullman Porter.	154445655
Brockman	St. Louis, MO	Jason Brockman (1869-1905). Having been born in Alabama and died in St. Louis, MO, Mr. Brockman graduated from the Hampton Institute and became a teacher. At some point, he took a position as a Pullman Porter, which was his occupation at the time of his death.	103394337

Brown	Kansas City, MO	Rufus Brown (1878-1932). Mr. Brown was a Pullman Porter.	126505942
Burns	Dallas, TX	Clima D. Burns (1881-1950), born in Dallas and died in Dallas. Buried in Butler Nelson Cemetery in Dallas. At the time of his death, he lived at 2321 Jordan Street in Dallas.	134735235
Burns	Houston, TX	Robert Burns (1904-1982). Born and died in Texas, Mr. Burns was a Pullman Porter.	138296923
Burns	Dallas, TX	Robert Burns, Sr. (1894-1962). Mr. Burns was born and died in Texas. He was a Pullman Porter. At the time of his death, he resided at 3526 Packard Street.	144104117
Caldwell	Kansas City, MO	William L. Caldwell (1872-1926). Mr. Caldwell was born and died in Missouri. He was a Pullman Porter.	58083419
Cherrie	New Orleans, LA	Ernest E. Cherrie (1899-1981) Born in New Orleans and a soldier in the Army during WWI. As a young man, worked as a Pullman Porter, a "house boy", summer time singer and dance performer, and a blackboard artist. He was educated at local schools and then Straight College (now Dillard University), Northwestern University, Howard University, and Columbia University Medical School, becoming a physician and business executive. He held appointments to Tulane University Medical School's Department of Radiology and Flint-Goodridge Hospital and was very active in different civic, academic, and economic organizations.	114120480
Cobb	Eatontown, NJ	Charles H. Cobb (1873-1953). Mr. Cobbs birthplace is unknown. He died Eatontown, NJ. He was a Pullman Porter for the New York Central Railroad and at the time of his death, had lived in Eatontown for more than 40 years.	40334224
Daniels	Aslip, IL	Oscar J. Daniels (1888-1925). Born in Hawkinsville, Georgia, "O.J." Daniels was a Pullman Porter. He was killed in Rockport, New Jersey, while working as the porter on the Sirocco car. Mr. Daniels survived the accident and then charged into the billowing steam to close the door and save the passengers. He died as a result of his burns and injuries. In recognizing his heroism, the Sirocco was repaired and renamed the Daniels.	194590761
Eustace	San Antonio, TX	Eugene Eustace (1883-1950). Born and died in San Antonio, Texas, Mr. Eustace was a Pullman Porter for 32 years. He worked as a Porter Instructor for a number of years before his 1948 retirement. He was a member of the Pullman Porter Benefit Association and several church-based associations.	187935653
Fields	Chicago, IL	Calvin Fields (1892-1960) was born in Mississippi and died in Chicago. During WWI, he served in Company L, 806th U.S. Pioneer Infantry. He returned to civilian life in Mississippi in 1919. By 1940 he was living with his wife Cora in Chicago. His death certificate lists him as Pullman Porter, aged 67 years old. He lived at 2618 South Parkway in Chicago.	155204942

Gardner	Nashville, TN	Kossie Gardner, Sr. (1897-1990). Born with the name Carthegegerius Cosby in Pulaski, Tennessee, Mr. Gardner died in Nashville at 92 years of age. At the time of his death, he was living at 2707 Meharry Blvd. He had been apprenticed to a farmer and then became a Pullman Porter as a young man. When his great uncle died, he became an undertaker and operated a funeral home on Jefferson Street in Nashville for 50 years. In addition to his main business, Mr. Gardner owned, developed, and built the first house in the first black subdivision in the city (the "Gold Coast"), which he organized. Over the years, he also owned various businesses, including a chicken farm, a turkey farm, a chicken hatchery, a service station, a soybean farm, an 80-acre dairy farm, a school for waiters, a trade school for veterans, a construction company, a restaurant, and a gas station. He also broadcast a long-running live radio program from his funeral home, appearing for 14 years on WNAH.	198842831
Garner	Dallas, TX	Amos Cox Garner (1901-1953). Mr. Garner was a Pullman Porter.	193745431
Gauff	New Orleans, LA	Calvin Sylvester Gauff (1896-1963). Born and died in New Orleans, Mr. Gauff worked as a Pullman Porter.	92714858
Gilliam	Okolona, Ms	Charlie W. Gilliam (1870-1962) As a young man, Mr. Gilliam worked as a porter for the Gaston Hotel in Memphis, TN, and then became a Pullman Porter for the Frisco Railroad. For more than 70 years, he was the owner-operator of the C. W. Gilliam General Store in Okolona. During his life, he was one of the founders of the Okolona Industrial School and was an advocate for education.	25772032
Gilmer	Denver, CO	Floyd Gilmer (1877-1953). Born in Alabama and in Colorado on his death, Mr. Gilmer enlisted in the United States Army in 1899 and served in the Spanish American War and the First World War. He was a First Lieutenant in the 363rd Infantry at his discharge in 1918. In civilian life, Mr. Gilmer worked as a porter for the Pullman company.	120013307
Glaspie	Haltom City, TX	Tom Glaspie (1896-1945). Born and died in Texas. Mr. Glaspie was a Pullman Porter.	84232849
Gonerway	Longview, TX	Joel J. Gonerway (1913-1979). Born and died in Texas, Mr. Gonerway was a Pullman Porter for the T&P Railroad. At the time of his death, he lived at 3412 Bronco St in Longview, TX.	136499523
Hardeman	San Antonio, TX	Carlos Pee Hardeman (1885-1960). Born in Tilden, Texas, and died in San Antonio. Mr. Hardeman was a Pullman Porter and a member of the Old Mission Lodge of the Knights of Pythias #205. He was also a member of the Pullman Porters Benevolent Association.	137351816

Harkins	Spencer, OK	Clarence Harkins, Sr. (1922-2008). Born and died in Oklahoma. Mr. Harkins worked as a Pullman Porter during the summer months while he was a student at Langston University, a common strategy among students at historically black colleges and universities (HBCUs). He was a noteworthy student athlete while at Harkins, playing both basketball and football, and after university he accepted a position with the New York Brown Bombers in the Negro Football League. He held many other jobs, working at the Hoboken Shipyards while a student, owning and operating a gas station in Amarillo. He also created Jiffy Manufacturing, which made fraternal/sororal and HBCU logo paraphernalia.	25489207
Kimbro	Spencer, OK	Isaac Kimbro (1918-2005) born and died in Oklahoma, he attended public schools and then the Tuskegee Institute. He served in the United States Navy. Had multiple careers, including Pullman Porter for the Santa Fe Railroad, 20 years as a nursing assistant for the Veteran's Administration Hospital in Oklahoma City, owner-operator of Kimbro Plumbing, Jericho Corrections Center, and the Salvation Army. He also served as the Sargent-at-Arms for the Oklahoma State Senate.	67552969
Ledsema	San Antonio, TX	Agedo Uriegas Ledesma (1888-1955). Mr. Ledesma was a veteran of WWI, serving as a private in the infantry. He is buried in the Fort Sam Houston National Cemetery. By 1940, he was a tailor and porter in the employ of the Pullman Company. The details of his time as a porter and tailor are mentioned in his first spouse's memorial, Ms. Carmen Cardenas Ledesma (1900-1926). After her death, Mr. Ledesma married Luisa Luna.	81077623
Love	Santa Monica, CA	Nathan Love (1854-1921). Mr. Love was born an enslaved person in Tennessee, but learned to read as a child despite legal prohibitions. After the Civil War a short period of sharecropping and working odd jobs, Mr. Love left Tennessee to become a cowboy in Dodge City, Kansas. After years as a working cowboy in Texas, he spent many years working as a Pullman Porter on many different rail lines. He later wrote an autobiography, capitalizing on his interesting life story and the mystique of his "Deadwood Dick" and "Red River Dick" nicknames.	86810172
Lusk	Dallas, TX	George R. Lusk (1897-1973). Born and died in Texas, Mr. Lusk was a Pullman Porter.	136518104
Mapps	Spokane, WA	Ross Mapps (1890-1967). Mr. Mapps was born in Henderson, Texas, and died in Spokane Washington. When he registered for the draft in 1917 for WWI, Mr. Mapps was living in Galveston, Texas, and was working as a Pullman Porter. At that time, he listed himself as single, living only with his dependent sister. He served as a corporal. By 1920, the census found Mr. Mapps had moved to Ritzville, Washington, and working as a hotel porter.	126451761
Melton	Fort Worth, TX	Roy Melton (1894-1938). Born and died in Texas, Mr. Melton was a Pullman Porter and resided at 1162 Moann Street at the time of his death.	140085348
Mendinghall	Charlotte, NC	Featherstone L. Mendinghall (1891-1931). Born and died in Charlotte, North Carolina. He was a Pullman Porter.	166456354

Moten	Kansas City, MO	Ira Edward Moten (1877-1956). Ira E. Moten was born in Wyandotte County, Kansas and killed in Kansas City, MO. Mr. Moten was a Pullman Porter. He was the older brother of Bennie Moten, who led a band in which Count Bassie played. (Beware of confusion because another Ira Moten also played in that band, but he was the nephew of Bennie Moten and had the nickname Buster or Bus.)	6872076
Newman	Arlington, TX	Gusine L. Newman (1915-1989). Mr. Newman was born in Lindale, Texas, and died in Fort Worth. He was a veteran of the United States Army. He worked as a Pullman Porter and then for Santa Fe Amtrak, which would make him one of the "Grey Heads." He was a member of the Brotherhood of Sleeping Car Porters and was also a much sought after attendant for the American Association of Private Railroad Car Owners. He was very active in the Baptist church and was ordained as an Elder, serving as an assistant pastor and trustee for various churches.	169310170
Noell	Saint Joseph, MO	Isaac Noell (1880-1923). Mr. Noell was a Pullman Porter.	62429489
Payne	Dallas, TX	Maurice D. Payne (1891-1974). Mr. Payne was a Pullman Porter, born and died in Texas. At the time of his death, he was in hospital care, but lived at 2601 Marburg Street in Dallas.	136912686
Perpener	Halton City, TX	John Oliver Perpener, Sr. (1883-1951) born in Flatonia, Texas and died in Fort Worth, TX. Was a railroad porter, retired by the time of his death. His brother Lawrence Albert Perpener was also a retired porter and served as a representative to the Railroad Board.	157229137
Pierce	Madison, WI	Samuel S. Pierce (1870-1936). Born in Virginia and died in Madison, Wisconsin. Mr. Pierce was a Pullman porter. He left that job to become a messenger for the Governor's Office, working for Governor's Blaine, Zimmerman, Kohler, and Schmedeman. His passing was commemorated by Governor Phillip La Follette. Noted for his skills charming citizens who came into the Governor's office in anger, calming visitors and easing their interactions with the Governor.	46517664
Rupe	Nashville, TN	John Rupe (1891-1951). Mr. Rupe was born in Texas and died in Tennessee. He was a porter for the Pullman Company at the time of his death due to pneumonia. He was living at 1109 Scovel Street in Nashville at the time of his death.	198541972
Schooley	Fort Worth, TX	Clarence William Schooley (1894-1947). Born in Leander, TX, and died in Fort Worth. Mr. Schooley was a Pullman Porter for the T&P Railway Co. At the time of his death, he was living at 1106 Illinois St., Fort Worth, TX.	154400125
Scott	Houston, TX	Robert Scott (1888-1961). Born in Camden, Texas, and died in Houston. Occupation listed as a Pullman Porter. He was a resident at 1903 Sakowitz Street, Houston, TX, at the time of his death.	151117881
Selden	Norfolk County, VA	William Lewis Selden, Jr. (1915-2003). born and died in Norfolk, VA. Mr. Seldon was a Pullman porter for the Norfolk and Western Railway.	71573519

Shaw	Minneapolis, MN	Frank Shaw (1896-1963). Born in Arcadia, Louisiana, and died in Minneapolis, Minnesota. Mr. Shaw was a Pullman Porter. His grave site is not known and his wife's cemetery lot card indicates that she is interred in an unmarked grave in Crystal Lake Cemetery in Minneapolis.	187726880
Singleton	South Boston, VA	George Goodwin Singleton (1900-1980) worked as a shoe shine boy and in the tobacco fields until he got a job as a Pullman porter and selling insurance for Northwestern Life Insurance Company. Attended Mrs. Helen Cobb Industrial Institute in Barneville, Georgia, and then Atlanta University Preparatory School. He then went on to Atlanta University and New York University (MBA) and the American Extension School of Law. He then took positions first at Atlanta University and then at Virginia State College. He was a leader in many community, academic, and financial organizations, and notably as an administrator and advocate for college athletics.	8101981
Smallwood	San Antonio, TX	William Smallwood, Jr. (1880-1939). born and died in Texas, Mr. Smallwood worked for the Pullman Company for 21 years as a porter and retired. He was born and educated in San Antonio, Texas, living there all his life.	188067294
Sykes	Waco, TX	Harvey Sykes (1894-1975). Mr. Sykes was born and died in Texas. he was a retired railroad porter.	137559998
Tabb	Dallas, TX	M C Tabb (1886-1941). Born and died in Dallas, TX. Mr Tabb was a Pullman Porter. He died at a St. Paul (MN?) hospital due to injuries from an automobile accident.	134243828
Tabb	Dallas, TX	A C Tabb (1890-1958). Mr. Tabb was born and died in Texas. He was a Pullman Porter and a resident at 1610 Marburg St. at the time of his death.	134249385
Tapo	Metairie, LA	Lionel Joseph Tapo (1907-2001) was born in New Orleans and died in Southwest Louisiana. Mr. Tapo worked for 20 years as a Pullman Porter for the Illinois Central Railroad. He was an accomplished jazz and Dixieland musician, performing at Preservation Hall and listed in the Hogans Jazz Archive in Tulane University. He held membership in the musician's union. Over the years, he also worked as an insurance agent and broker and other jobs.	85835537
Thomas	Dallas, TX	Pete Taylor Thomas (1883-1950). Mr. Thomas was born in Dixie, Louisiana, and died in Dallas, Texas. He worked as a Pullman Porter.	195237894
Waller	Fort Worth, TX	John Pearl Walker (1887-1970). Mr. Waller was born and died in Texas. He was a Pullman Porter and resided at 1301 Stewart Street at the time of his death.	157353814
Washington	Marlin, TX	Leonard Washington (1877-1939). Mr. Washington was born and died in Texas. He was a Pullman Porter for the T&P railroad.	152229083
Waters	Fort Worth, TX	Henry Waters (1888-1932). Mr. Waters was born and died in Texas. He wa a Pullman Porter.	104348400

Williams	Dallas, TX	James Williams (1888-1932). Mr Williams was a Pullman Porter. He was murdered in Dallas, Texas, victim of a gunshot wound to the abdomen.	106057230
Williams	Monmouth, IL	Maurice Sam Williams (1987-1935). Mr. Williams was born in Pine Bluff, Arkansas, and he died in Chicago, Illinois. After his father was shot and killed in 1901 as a result of a dispute with a co-worker, the family moved to Illinois. When he registered for the draft for WWI, Mr. Williams said he was working as a porter for the Pullman Company of Chicago, but he gave his home address as with his mother in Monmouth, Illinois. By 1920, Mr. Williams identifies himself as a hotel porter. During the 1910s and the 1920s, Mr. Williams and his brothers were living in Chicago. His brother Luther Morris Williams was working as a dining car waiter for a Chicago railroad in 1918 (perhaps Pullman), while Mayo Williams had wrapped up his military service, studies at Brown University, and a career as a famous professional football player and started working in the music industry, producing and marketing "race records." Mayo recruited many well known musicians to record for Paramount Records, The Chicago Record Company, Brunswick Records/Vocalion, Decca, and finally his own Ebony Records.	20573948
Wooten	Houston County, TX	Howard Lincoln Wooten (1892-1990) born in Houston County, TX. He served in WWI, became a Pullman Porter after the war, then he completed college and became a teacher. He left teaching to become one of the Tuskegee Airmen during WWII. Following the war, he was a rancher and a farmer.	62252839
Brigham	Dallas, TX	David H. Brigham (1889-1950). Born and died in Texas. DaughterofCal3 identifies him as a Pullman Porter.	187496044
McClennie	Dallas, TX	Milton McClennie (1902-1955). Born and died in Texas. Mr. McClennie was a Pullman Porter.	193399361

## APPENDIX E

### PULLMAN-RELATED NATIONAL REGISTER NOMINATIONS AND LISTINGS

These are listings identified in the National Archives as having associations with the Pullman company, key persons associated with the company, or Pullman Porters. These are included as potential network site examples for building thematic heritage routes.

SITE NAME	Location (City, State)	NOTES	Return: Reference Number	Return: National Archives Identifier
Greenfield Village and the Henry Ford Museum (under The Edison Institute)	Dearborn, Michigan	<p>From the nomination form: "Greenfield Village is an open-air village museum. It is composed of nearly 100 buildings~ structures, and objects. Included are homes, shops, stores, mills, and laboratories. Most of the buildings are typical of 19th century America and were chosen because they illustrate the development of one of three fields -agriculture, manufacturing, and transportation." Among the inventory of buildings in Greenfield Village, there are several sites with Pullman connections.</p> <p>page 495/283, in the description of the Abraham Lincoln Courthouse, is a description of the significance of Lincoln, himself. His son, Robert Todd Lincoln, Civil War Veteran, Harvard-educated lawyer, Secretary of War (under Garfield), was also President of Pullman Company from 1897-1911.</p> <p>page 496/284, in the description of the Abraham Lincoln Courthouse, is mention that as President Lincoln's body was transported by train from DC to Illinois, Mary Todd Lincoln rode in George Mortimer Pullman's new sleeping car, "The Pioneer": "Car so large, bridges had to be raised and railroad platforms moved"</p>	69000071_NHL	25338797

Romine Avenue Historic District	Dallas, Texas	<p>From the nomination form: "The Romine Avenue Historic District encompasses a two-block area of Romine Avenue between Octavia and Latimer streets in South Dallas, and includes a small but cohesive grouping of Tudor Revival-inspired domestic buildings that were built between 1926 and 1938. The district is an important part of South Dallas' African American heritage and is representative of the concerted effort undertaken by the City, local financial institutions and powerful community organizations such as the South Dallas Improvement League to establish racially based sections of town. Houses in the district were built exclusively for African Americans; however, they are larger and more substantial than most other residences in the area, and historically were occupied by prominent members of Dallas African American community."</p> <p>page 13/14: "The subdivision was conceived, built and sold to African American clientele, as houses in Wheatley Place had been in the 1920s. ...the residents of Romine Avenue enjoyed an elevated status within the African American community. A resident profile in 1934 shows the street to be populated by educators, including the principal and several teachers at Booker T. Washington High School, a life insurance agent, the proprietor of a hotel, <b>and several Pullman porters, a job considered to be very cosmopolitan and highly esteemed by African American families of that period.</b>"</p>		40968728
City of Milwaukee (car ferry) (AKA S.S. City of Milwaukee)	Elberta, Michigan	<p>From the nomination form: "The Great Lakes Train Ferry City of Milwaukee, currently moored at the Arbor Railroad Terminal in Elberta, Michigan, is a steel-hulled vessel with a steel superstructure. A dominant feature of the vessel is the large four-track</p>		25338734

		<p>enclosed car deck which will hold 22 modern-size freight cars. City of Milwaukee is being prepared for museum use. She is nearly all original with only a few minor changes. She is in excellent condition."</p> <p>page 4/4: "The spar cabin deck contains six cabins for 11 crew members, galley, officer's mess, and passenger dining room. Forward is the main saloon with six passenger cabins alongside each flanking side. The forward cabin on each side has a fold-down "Pullman" berth, denoting the railroad influence of the vessel."</p>		
"The Marcia" (Pullman car) (AKA David H. Moffat private car)	341 East Victory Way, Craig, Colorado	<p>From the nomination form: "The Marcia" was built by the Pullman company in 1906 honoring David Moffat's daughter. The wood work in the Marcia is all solid mahogany imported from Africa. The Marcia has comfortable sleeping quarters for 12 people and a cleverly designed dining table will seat twelve."</p> <p>David H. Moffat was the first president of the Denver and Rio Grande Railroad. Car was gifted to City of Craig in 1953. It now stands on rails taken from the original Moffat line, at the entrance to City Park. Mr. Moffat was born in 1839, and by 1859 he was an early partner with C.C. Woolworth.</p> <p>page 5: "David Moffat died March18,1911, in a New York City hotel room, exhausted and beaten down in his efforts to raise funds for his beloved Denver and Northwestern pacific Railroad. Later it was disclosed that he was practically bankrupt; his own great fortune had vanished in pursuit of his dream of pushing a transcontinental railroad west from Denver."</p> <p>"The Denver, Northwestern and pacific Railway company was incorporated July18,1902, with David H. Moffat as president, and he continued in this capacity</p>	75000526	84131768

		until his death March 18, 1911. The "Marcia" was built by the Pullman Company in 1906 and named Marcia, honoring David Moffat's daughter. The car cost \$24,568. New Pullman cars purchased in 1952 cost \$206,000 each. The woodwork in the Marcia is all solid mahogany, imported from Africa. Available now only in small quantities, this African mahogany is not sold by the foot but retails at one dollar a pound. Upholstery of furniture in the Marcia is the original leather."		
"Mt. Broderick" Pullman Lounge-Observation- Sleeping Car	136 South Main Street, New Haven, Kentucky	Built in November and December of 1926. One of thirty cars that year constructed according to Plan 3521A Lot 4998. All cars of this plan were of the "Mt." series. Originally, the car was air conditioned by venting air over blocks of ice. A factory rebuild in 1935 replaced this with an electrical coolant system. Currently resides at the Kentucky Railway Museum, which purchased it in 1958. "One of the last known railways cars of its configuration. Divided into ten sections, the car held up to fifty-two passengers."		123851534
Roald Amundsen Pullman Private Railroad Car (AKA New York Central Railroad Business Car #17, North Star)	7301 Indian Bend Road, Scottsdale, Arizona	Built at a cost of \$205,000 in 1928. Built at the Chicago plant in a group of six cars, all named after explorers (the Explorer Series). Intended to be rented, leased or chartered by wealthy people for private travel. The Amundsen is identical to the Ferdinand Magellan from the same series, both built according to Plan 3972. Used ice cooling system and had a plug in telephone that was useable at stations. Originally had berths for 12 passengers. Used for Hoover's 1932 presidential campaign. Used for FDR's 1936 Presidential campaign. The car was leased to the government for FDR's use from 1940-1942. In 1940, the Amundsen was the site of intense discussions		75610244

		<p>between FDR and the Canadian Prime Minister William Lyon Mackenzie King, related to homeland defense, which immediately and directly lead to the founding of NORAD. The Ogdensburg declaration was signed on this train. The Magellan was rebuilt and used for FDR in 1942, so the Amundsen is the last surviving example of this plan. In 1942, the car began to be used by the NY Central RR. In 1942, Madam Cian Kai Shek of China rented the Amundsen in February and April. In 1945, as Eleanor Roosevelt rode in the Magellan, President Truman rode in the third car from the rear in the funeral train of FDR- in the Amundsen. The car was sold in 1948, as part of the Pullman divestiture. Was also used by Eisenhower's 1952 presidential campaign. In 1967, the NY Central RR sold it to Clifford Thomas, who changed the name to North Star, In 1968, it was sold to Franz Talley, to be used by his family when the family traveled to California on the Zephyr. In 1971, the family donated it to the City of Scottsdale for use at the park.</p>		
Dinwiddie County Pullman Car (AKA "Mt. Angeles")	Midlothian, Virginia	<p>The Dinwiddie County, built in 1926 as the Mount Angeles by the Pullman Company, is a heavyweight, all-steel sleeping car with ten sections and one observation lounge. The car was the first of a lot of thirty that were built by Pullman between October and December 1926. Of the thirty cars built to this plan only two are know to be extant. When it was completed in October 1926, the car was named the Mount Angeles. All thirty of the cars in this lot carried the names of mountains, for example the Mount Broderick and the Mount Wood. In June 1934 Pullman changed the name of the car to Dinwiddie and again in April 1937 the name was changed to Dinwiddie County, which name it retains to this day.</p>		41680176

		These name changes represent the car's transfer to service on the Norfolk and Western Railway's trains operating to and from Virginia.		
Pullman-Standard Historic District (AKA United States Housing Corporation Industrial Housing Project No. 457)	Hammond, Indiana	Began in 1916. The Pullman Standard Historic District comprises approximately fourteen blocks in the City of Hammond, Indiana. Its plat and construction as worker housing places it near an industrial area on its east side with railroad tracks running near its north side. Many of the original owners were workers in the Pullman-Standard Company (see registration form) with jobs like machinist and "axel-turner". The last house in the development was completed in 1957. page 29: "The Pullman-Standard Historic District qualifies under criterion A because of its development as company housing for the Pullman-Standard Company. This represents a unique response to housing needs for the industrial sector when demand for labor resulted in new residential developments. In addition to its broad association with industry and labor, a specific clash, part of the nationwide 1919 steel strike, occurred on the streets of the district. The district also qualifies under criterion C in the creative approach to the development's plat and in the unique architectural styling of its residential buildings. The neighborhood was a project of the United States Housing Corporation, and was planned by architect J.C. Llewellyn and completed in 1919. page 36: Locally, the Standard Steel Car plant became the scene of a long and violent summer of marches, confrontations, and riots centered around labor issues at the plant. SSC, while recognizing the labor union representing most skilled, native born labor, did not recognize the union representing less skilled and predominantly non-native born laborers. This		77835283

		<p>union was known as the Amalgamated Association of Iron &amp; Steel Workers (AA). In August of 1919, 4,000 rioters manned barricades at the plant's entrance. A month later a thousand men gathered at Columbia Avenue and Highland Street and began a march toward the SSC plant. The men, gathered behind the American flag, collided with police officers near the end of Highland Street. Four workers were shot and killed and sixty more were injured. The strike ultimately collapsed in October and the AA took on a passive role. Unions played an important part in the life of the residents of the district, so much so that the local chapter of the Polish Union of America had its headquarters in the neighborhood at 6037 Wallace Road during the middle part of the 20th century. This also portrays the ethnic background of the neighborhood as does many of the surnames of the occupants of the homes.</p>		
<p>Pennsylvania Railroad Rolling Stock- 1896 Passenger Day Coach #8177</p>	<p>Lancaster County, Pennsylvania</p>	<p>From the nomination form: "Many attempts had been made to provide a safe covered passageway between cars. Patents were granted on a number of devices to accomplish this as early as 1852. The use of canvas curtains proved impractical in 1857, and it was not until 1887 when the Pullman Company patented the 'vestibule', that the problem was satisfactorily met....The PH Class was a transition between the open-ended car and the Pullman Company's narrow vestibule."</p>		<p>71993193 OR 79002270 OR 71993195</p>
<p>J.M.S. Building</p>	<p>108 N. Main Street, South Bend, Indiana</p>	<p>Designed by Solon S. Beman, a Chicago architect who is best known for his design of Pullman, Illinois.</p>		<p>132002104</p>
<p>Northland (railroad car)</p>	<p>Proctor, Minnesota</p>	<p>Constructed in 1916 by the Pullman Company for the Duluth Missabe and Northern Railway. In limited use.</p>		<p>93203009</p>

Hillside Cemetery	Anniston, Alabama	The Hillside Cemetery is significant as an illustration of the concept of "welfare capitalism" that was espoused by many industrialists...during the second half of the 19th century. The cemetery, designed by N. F. Barrett, noted landscape architect who assisted in the design of the company town of Pullman, Illinois, was originally prepared for workers of the Woodstack Iron Company.	77834973
Mountz House	507 East Houston Street, Garrett, Indiana	The Mountz House is outstanding for the excellent condition of its original fittings. Most rooms of the first floor have classical enframements of polished golden oak; the built-in china closet in the dining room and the woodwork and wainscot of the kitchen are of yellow pine. The oak woodwork, as well as the central parlor's mantel, the stairway, and the built-in cabinets in the second floor hall were made by the Pullman Company in Chicago.	132002789
John Palmer Usher House	1425 Tennessee, Lawrence, Kansas	The John Palmer Usher house was built in 1872 for John Palmer Usher, Secretary of the Interior in Lincoln's cabinet. Usher became general solicitor for the Union Pacific Railway, Eastern Division, and was active in promoting the building of the railroad west from Kansas City. Later called the Kansas Pacific, the road was eventually consolidated with the Union Pacific in 1880. Interior ceiling heights are 14 feet and the windows are approximately eight feet high. The interior finish was the highlight of the house. The original seven-room house had five fireplaces; the most magnificent was in the music room: a single-piece dark red marble fireplace given to Usher by the other members of President Lincoln's cabinet. Much of the paneling and woodwork was dark walnut-trimmed in gold leaf made and installed by craftsmen	123863828

		of the Pullman Palace Car Company. Beams in the living room were made of railroad ties. The newel post of the walnut staircase at the downstairs hall bears the gold leaf monogram of the builder.		
Fourth Avenue Methodist Episcopal Church (AKA Fourth Avenue United Methodist Church)	318 West Street Catherine Street, Louisville, Kentucky	The Fourth Avenue Church was designed by Dodd and Cobb. Dodd was the architect and Cobb was the engineer. William J. Dodd came to Louisville in 1884, from Chicago where he had worked for William Jenny and S.S. Beeman on the town of Pullman.		123850560
Clara Barton National Historic Site (AKA Clara Barton House)	5801 Oxford Road, Glen Echo, Maryland	Written documentation identifies the second floor bedrooms across the rear as those of Clara Barton, George Pullman, and Dr. Julian Hubbell. George Pullman, financial secretary for the American Red Cross from 1892 until December 7, 1897. George Pullman was the son of Reverend Royal H. Pullman, a pastor at a Universalist Church in Baltimore and nephew of George M. Pullman, inventor of the Pullman Sleeper Car and railroad fame.		106777795
Manual Training High School for Negroes	704 Altamont Street, Muskogee, Oklahoma	Adapted from nomination form: Muskogee was a major rail center for Indian Territory as three railroad tracks were laid down in the town between 1872-1885. In 1910 there were six railroads and fourteen passenger trains daily, and Muskogee became division headquarters for Katy, Missouri Southern, Muskogee Union, and Pullman Company. Because of commercial and industrial growth, it became an attractive urban center for black migrants seeking employment. Muskogee's 25,278 population in 1910 consisted of 7,831 blacks. Educational facilities were needed.		86511549
Tears-McFarlane House	1200 Williams Street, Denver, Colorado	Designed in 1898 by the English architect Frederick Sterner. The interior of the house is a fine example of late 1800grandeur. A cherrywood staircase made by the Pullman Company is a front hallway feature.		8412886

Gleim Building	265 West Front Street, Missoula, Montana	<p>The Gleim building is eligible for listing in the National Register of Historic Places under criteria A and C. It is the building on West Front Street best representative of the "Red Light" district, which extended along West Front Street in the late nineteenth and early twentieth century. This building was constructed in 1893, when the property was owned by Mary Gleim (1889). Subsequent owners included Catherine Frazier (1903), Estate of Kate McCormick, Joseph Johnson (1939), and E. c. Mulroney (1944). The building was constructed as a women's lodging house in what was the "Red Light" district in Missoula between the 1880s and the 1920s. This building and those adjacent to it along Front Street are listed as female boarding houses on the early Sanborn maps. They appeared on the west end of Front Street early and proliferated with the coming of the railroad construction crews in the early 1880s. The construction of the railroad attracted gamblers and prostitutes to Missoula and led to the construction of a number of "hurdy gurdy" or "honky tonk" houses and female boarding houses ("brothels"). The buildings constructed along West Front Street openly operated as houses of prostitution until 1916 when city officials, under a great deal of public pressure, closed them. Prostitution did not disappear from Missoula in 1916, but operated with more discretion. Mary Gleim owned a number of houses of prostitution in Missoula at the turn of the century. In 1890, she owned eight. She was notorious for assaulting people and for her frequent outbursts at her court appearances. Joseph Johnson, a black man, began leasing the property from the estate of Catherine Frazier Crumplin in 1921 and operated a billiard parlor there. He acquired the</p>	71975215
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		property in 1939. Other businesses located in this building during the historic period include the Pullman Pool Hall (1929), Carroll Nash Cigars (1932), and the Hawthorne Club (1940).	
Alice French House (AKA "Thanford")	State Highway 228, Clover Bend, Arkansas [demolished]	Since demolished, this was the home of Alice French. "Though virtually unknown in the present day (1975), Alice French was one of the most consequential and highly paid American authors in the late nineteenth and early twentieth centuries. As a literary conservative, Alice French wrote in defense of the status quo, old values, and entrenched traditions. Her fictional treatment of contemporary problems, such as the Pullman strike, the rise of unions, and what was then referred to as "the Negro question," brought praise from many prominent public figures, including Presidents Theodore Roosevelt and Woodrow Wilson. Writing in a style halfway between Romanticism and Realism, Alice French was a local colorist whose works were admired by the major literary critics of her day."	137888789
Church of the Presidents (AKA St. James Episcopal Church, AKA Long Branch Historical Museum)	1260 Ocean Avenue, Long Beach, New Jersey	Built in 1879. When the area was a resort community for the rich and famous, many presidents and rich people worshipped there seasonally. The members included George Pullman.	135815246
Collings-Knight Homestead (AKA Collings-Knight House)	500 Collings Avenue, Collingswood, New Jersey	"After reaching majority, Edward Z. Collings' son, Edward III, obtained full ownership of the farm in 1862. In 1868, he sold the structure to his cousin, Edward Collings Knight, who had previously lived in the house after helping his uncle build it in the 1920s. In the interim, Knight had gained fame in South Philadelphia where he ran a grocery chain and a sugar refinery before inventing the Pullman car, for which he sold the patents in 1859."	135814137

Le Petit Trianon	De Anza College Campus, Cupertino, California	Originally built in 1892. Harriet Pullman Carolan (heir to the fortune of George Pullman) bought it in 1909. :As a small girl she earned her first allowance by thinking up names for sleeping cars." "The palatial Le Petit Trianon lent itself well to the lavish social functions of this "Gilded Age" in California history."	72001552	123861722
Folsom Depot	200 Wool Street, Folsom, California	This site consists of a station and other facilities, and "rolling stock" which includes a Pullman car. "Passenger Car #2210 was built in January of 1924 by the Pullman Company. The seventy two foot car was used as a commuter car on the San Francisco Peninsula until its retirement in February 1969.	82002229	123860588
Colfax Passenger Depot (AKA Southern Pacific Railroad Colfax Passenger Depot)	Colfax, California	This site sits on the same location as a previous depot- one which was on the site from 1865 to approximately 1905. This first depot housed the Stockton National Guard and 40 US Army Soldiers who slept on its floor while guarding the installation during the Pullman strike.	98001605	123860388
Louisville and Nashville Combine Car Number 665 (AKA "Jim Crow Car", AKA NE-410)	136 South Main Street, New Haven, Kentucky	Currently part of the stock of the Kentucky Railway Museum. Made by American Car Foundry. The car's passenger compartment was separated by a central baggage compartment, with white passengers sitting on one side of the baggage compartment, and blacks on the other. The car is preserved specifically to highlight the complicated relationship of African-Americans and rail travel- a place where they were distinguished as Pullman Porters, but relegated to second class status as passengers.	97001343	123851530
The L and N Passenger Station (AKA The Depot)	Berea, Kentucky	"The November 5, 1959, issue of the Citizen reports that Pullman service ended for Berea with the passing of the "Flamingo" on November 1, 1959. The March 7, 1968, issue reports: 'Berea no longer has passenger train service. The last southbound train, No. 17, cam	75000797	123851209

		through last night and No. 18 stopped here early this morning on its last northbound journey.' Freight service was halted in 1969."		
Old Presbyterian Theological Seminary (AKA Jefferson Community College)	109 East Broadway, Louisville, Kentucky	"The building committee chose a plan by architect William J. Dodd, then of Dodd and Cobb (later of McDonald and Dodd). Dodd (1862-1930) received his architectural training in Chicago under William Henney and S.S. Beman. He had worked on plans for the new town of Pullman and as an architect for the Northern Pacific Railway before coming to Louisville in 1884. In his partnership with McDonald, Dodd completed such Louisville structures as the Seelbach Hotel (listed on the National Register August 12, 1975) and the First Christian Church.	78001362	123850698
Temple Adath Israel (AKA Adas Israel)	834 South Third Street, Louisville, Kentucky	"...a most fitting example of the work of W.J. Dodd (1862-1930), on of the finest and most influential architects in Louisville's history...Dodd gained his early architectural experience in Chicago at a crucial time for the development of "modern architecture," the early 1880s, during the second wave of construction after the great fire of 1871. Dodd worked with two of the most influential architect-engineers of the period, Major William LeBaron Jenney, often considered the inventor of the steel skeleton skyscraper, and Solon. S. Beman, one of those who adapted the manner of H.H. Richardson to the new Chicago commercial structure. Dodd is said to have worked with Beman on one of his major accomplishments, the planned city of Pullman, Illinois.	74000882	123850420
Selim Newton House (AKA Edwin H. Galloway House, AKA Newton-Galloway House)	336 East Pioneer Road, Fond du Lac, Wisconsin	Galloway's devotion to his home is evident in the final product. He hired...William A. Heathcote to supervise the woodcarving. Heathcote was a retired church	76000060	106780947

		architect who, at the time, was in charge of woodworking on Pullman cars for the Northwestern Railroad. Heathcote and his railroad artisans produced the staircase, the gazebo, and the exterior woodwork, while the interior pine was worked at Galloway's lumbermill.		
Sargeant House	1036 Lake Avenue, Detroit Lakes, Minnesota	During his long tenure with various railroads, Sargent formulated the first through freight tariff from Boston to St. Louis and the Great Lakes area, served on the first Board of Directors of the Union Stockyards in Chicago, and he was one of the incorporators and directors of the famed Pullman Palace Car Company.	88003005	93201355
Harding Railroad Car (AKA Denali)	Alaskaland, Fairbanks, Alaska	from the nomination form: "The Pullman passenger-observation car Denali (Alaska Railroad equipment No.X-336) that was used by President Warren G. Harding and his party when he visited Alaska in July 1923 had been purchased by the railroad earlier in the year from the Great Northern Railroad." "...The primary purpose of the Alaska trip was to drive the golden spike that signified completion of the railroad owned and built by the Federal government, that connected the Interior of Alaska (Fairbanks) with the year-round port (Seward). By August, Harding was dead, with speculation that an itinerary change during his Alaska trip seemed to "sap him of his vitality." "In 1945 the car was converted to an outfit car. Shortly after, the car was retired and left on a siding at Nenana. The car was refurbished by the railroad in 1959-1960 at a cost of \$2,600 and donated, by request of the Pioneers of Alaska, Igloo No.4, to the City of Fairbanks." In 1967, it became part of Alaska and, "a park established by the City of Fairbanks in	78003423	75325494

		connection with the 1967 Alaska Purchase Centennial. [see: entry for The Superb]		
Arcade and Attica Railroad	Village of Arcade, Towns of Arcade and North Java, New York	<p>from the nomination form: "This nomination includes the fifteen-mile right-of-way remaining from the original system and the following significant buildings and structures: the Arcade and Attica Railroad Passenger Station Complex in Arcade, which includes the Repair Shop, the Sand House and a Storage Building; the Curriers Depot, Curriers and Java Center Depot, Java Center; and the Beaver Meadow Trestle crossing Beaver Meadow Creek and Road, north of Java Center. The Arcade and Attica Railroad rolling stock included in this nomination consists of a #14 Baldwin Locomotive, a #18 American Locomotive, and six passenger cars [built between 1914-1917]."</p> <p>page 7: "Passenger trains [non-Pullman cars] survived n the A. and A. until 1951."</p> <p>"In the early months of 1962, the A. and A. decided to pursue passenger excursions to augment freight service. They decided to purchase trains from the era of their original passenger service, which meant they purchased nostalgic cars. They purchased six Pullman cars.</p> <p>"Three of these were coaches and three were combines. These were purchased from the Delaware, Lackawanna and Western Railroad of Buffalo. A combine. No.305 and coach. No.307 werebuiltin1915and purchased in 1962. The numbers 306 and 309 combines were built in 1917 and purchased in 1962 and 1963 respectively. Coaches No.311 and No.312 were built in 1914 and purchased in 1972."</p> <p>page 4: "Passenger excursions are still run between Arcade and Curriers during the summer months,</p>	80002797	75323322

		which, coupled with the freight business for several industrial customers along the line, has enabled the Arcade and Attica Railroad to survive since the nineteenth century."		
Croton North Railroad Station	Croton-on-Hudson, New York	from the nomination form: In 1986, two self-propelled, electric commuter cars were moved on to the property and installed on track laid for that purpose north of the station on the east side of the platform. These steel, arched-roofed Pullman-Standard coaches were built in 1930 for use on the Erie Line in eastern New Jersey. They are fully intact and operable and have furnished interiors with upholstered seating, overhead luggage racks, and driving compartments." page 8: "...are rare surviving examples of historic electric railroad technology."	87001458	75322999
Wagner-Webster House	Palatine Bridge, New York	Built in 1876. Designed by architect Horatio Nelson White, closely linked with the railroad age. Built by Webster Wagner, the inventor of the Wagner sleeping car, of the drawing room car, and of the elevated ventilation panel for the roof of railroad cars. Webster was the president of New York Central Sleeping Car Company, which later merged with Pullman's company. On January 13, 1882, Wagner burned to death in one of his railroad cars in the Spuyten Duyvil Railroad accident on Hudson River Railroad.	73001210	75319061
United Methodist Church of Batavia	Batavia, Illinois	Designed by the same architect that designed Pullman, Illinois- Solon S. Beman.	83000320	28893190
Studebaker Building (AKA Fine Arts Building)	Chicago, Illinois	Designed by the same architect that designed Pullman, Illinois- Solon S. Beman.	75000653	28892450

<p>The Denver and Rio Grande Western Railroad Business Car No. 101 (AKA The Abraham Lincoln)</p>	<p>Othello, Washington</p>	<p>from the nomination form: page 4: In 1910, "the Denver and Rio Grande Railroad ordered 51 of Pullman's new steel passenger cars. Car No. 845 (which was renumbered by the railroad as Car No. 926) was completed in Fall" of 1910. The nomination says the car represents a pivotal year in the production of Pullman cars- 1910- when nearly overnight the company went from wooden to steel-beamed cars. "...rebuilt by the railroad in 1929 [and renumbered to Car No. 101] to serve as a luxury executive railroad car...original seating capacity of 84 and featured 40 windows arranged in 20 pairs (ten on each side of the car). The original interior was detailed in the Mission Style and included two bathrooms and electric lights...In 1937, further changes were made to update the appearance of the car...Between 1950 and 1980 minor alterations were made. Since 1984, rehabilitation has restored a part of the clerestory windows, two of the enlarged windows were reduced to original size, and modern lights were removed...." page 4: "...one of the oldest operable Pullman cars in the country."</p>	<p>88000740</p>	<p>75611963</p>
<p>Branford Electric Railway Historic District (AKA Branford Trolley Museum)</p>	<p>East Haven, Branford, Connecticut</p>	<p>On the nomination form, in the inventory that lists the rolling stock of the Museum, are dozens of rail cars of various types, with various past owners of private or transit system origin. Of those built by Pullman: Car No. 197 (or 167, or 324) and Car No. 824</p>	<p>83001278</p>	<p>132355253</p>
<p>Griffith Grand Trunk Depot</p>	<p>Griffith, Indiana</p>	<p>The depot sits in the town of Griffith, which was originally built as a planned company town. The area was settled in the 1850s, after the state's offer of swampland for \$1.25 and acre. The town was associated with railroads early in its history, and</p>	<p>3000985</p>	<p>132003623</p>

		formally founded in 1891 when Jay and Elmer Dwiggin purchased the 140 acres of farmland around the junction of four railroads. Originally billed as "Chicago's Best Factory Suburb" (Pullman, Chicago, was developed in 1880). The brothers borrowed against the land, and fled during the Panic of 1893. There was also a pipeline for Standard Oil in the town- another huge source of employment.		
Louisville Free Public Library, Western Colored Branch	604 South Tenth Street, Louisville, Kentucky	from the nomination form: "A handsome specimen of the Carnegie-endowed libraries, the Western Branch occupies a relatively small, rectangular site at the southwest corner of Tenth and Chesnutt Street. What was once a largely residential neighborhood street has been swept clear by Urban Renewal...designed by the local firm McDonald and Dodd [Dodd worked with Beman to help design Pullman, Chicago], it was dedicated in October 1908. The building was the inheritor of a 1905 effort of the black community in the are to open their own self-funded free library." The building served as a community center, and hosted many events, including "addresses made by professional men of the race." It is believed to be the nation's first free library for Black people. In its early years, it also hosted a library science training program for African-Americans.	75000771	123850652
Rossonian Hotel (AKA Baxter Building, AKA Baxter Hotel)	2650 Welton Street, Denver, Colorado	The building- built in a triangular style-- sits on a wedge of land at a five corner intersection, in what has historically been known as Five Points community ["the primary black community in Denver since the 1920s"]. from the nomination form: "The Rossonian Hotel was one of the most important jazz clubs between St. Louis and Los Angeles from the late 1930s to the early	95001009	84129887

		<p>1960s. ...these major African-American entertainers were denied lodging in most Denver hotels due to the racial segregation policies of the period.</p> <p>page 6: "The 1920s saw a transition to a Black majority in the Five Points area which has continued to the present."</p> <p>page 7: "Most men were employed as janitors, shoeshine boys, Pullman porter, railroad cooks, dishwashers, pimps, and gamblers...The largest employer was American Woodsman Insurance Company- an insurance company for Blacks still existing in Denver today."</p>		
Buffalo, Rochester, and Pittsburgh Railway Station	395 South Lincoln Avenue, Orchard Park, New York	This nomination is for a train depot built in 1911, which has a rolling stock with a Pullman Standard steel baggage car, built in 1925.	7000871	75317572
Tennessee Valley Railroad Museum Rolling Stock	2202 N. Chamberlain Avenue, Chattanooga, Tennessee	<p>The Tennessee Valley Railroad Museum owns 39 pieces of rolling stock, including the following Pullman-built cars:</p> <p>No. 98 B&amp;O Business Car (1917), a drawing room car Mountain Road (1923), a ten section observation car, used by the Pullman Pool Service, then Capitol Limited, and by Southern System. One of the few remaining "deep platform" Pullmans.</p> <p>No. 4530, 6464, 4064, and 598 baggage cars (1924), built as tourist sleeping cars for Southern System, who converted them to baggage cars. As a type, they were known as "head end" cars, because they were at the head end of the train.</p> <p>No. 906 (1923), a 64 seat passenger coach  No. 1076 (1923), a 54 seat passenger coach  No. 1000 (1924), a 48 seat passenger coach  No. 1008 (1924), a 48 seat passenger coach  No. 1058 (1925), a 48 seat passenger coach</p>	80003824	135818613

		<p>No. 1066 (1925), a 48 seat passenger coach  No. 1071 (1925), a 48 seat passenger coach  No. 1072 (1927), a 48 seat passenger coach  Maitland (1925), a Pullman sleeper with 12 sections and one dining room  Lake Moreau (1925), a Pullman Car with three dining rooms, eight open sections  The rolling stock inventory list also contains several train cars that are not attributed to a builder at all, and could be Pullman cars.</p>		
<p>The Superb (AKA Los Angeles, AKA Pope Pius XI, AKA Business Car 101, AKA Business Car 301)</p>	<p>3595 South Old Peachtree Road, Duluth, Georgia</p>	<p>The car is part of the rolling stock of the Southeastern Railway Museum. Constructed in 1911 as a "Private Car", plan number 2503, lot number 3847. In 1923, it carried Warren G. Harding and his wife on his speaking tour called "The Voyage of Understanding", during which, he died. Harding's casket was carried in the car from San Francisco to DC, then to Marion, Ohio, for burial. The Superb is the name given to it by Pullman. It is the second-oldest "heavyweight" car built by the Pullman-Standard Car Manufacturing Company still in existence in its original configuration. It is of a series of heavyweights that include The National, The Federal, and The Superb's "sister" car, The Ideal. Besides The Superb, only the Federal remains, and it is privately owned, undergoing restoration. The Ideal was last known to be owned by Monroe Auto Equipment Company in 1945. Pullman scrapped the National.</p> <p>Interesting in this nomination is the assertion by the author that The Superb was one of the last remaining Pullman cars used to transport the casket of a "sitting" President. "The Pullman-built Conneaut was used to transport the casket of FDR in 1945. However, the car has most likely been scrapped since it cannot</p>	<p>98001560</p>	<p>93208518</p>

		<p>be located."</p> <p>Also, the Pullman Company modified The Superb before the Presidential trip to include radio transmitters for broadcasting- the first nation-wide broadcast of Presidential speeches, and the first time a railroad car was fitted with such wireless transmission equipment.</p> <p>from the nomination form: "The car continued to serve as a passenger car until 1969. The Superb was briefly renamed Pope Pius XI during its participation in the Cardinals Train in 1926. ...The car was leased by Pullman to the Charleston &amp; Western Carolina Railroad in 1928. The car finished its service as a business car transporting managers and company officials. Ownership of the car changed hands several times from 1944 until it was donated to the Southeastern Railway Museum in 1969.</p> <p>[see: entry for Denali]</p>		
Ray Apartment Buildings (AKA The Baron)	1550/1560 Ogden Street, Denver, Colorado	<p>Constructed in 1906.</p> <p>page 3: "The Ray Apartment Buildings continue as originally designed with six luxury apartments each, two apartments on each level in each building. The buildings share construction, ownership, and use history. The buildings are located in North Capitol Hill, a neighborhood that has evolved in use from residential to residential and office use. The Ray Apartment Buildings are across the street from the Swallow Hill Historic District, listed on the National Register of Historic Places."</p> <p>page 7: A hall runs along the central brick wall from front entry hall to the rear rooms in each apartment. All rooms except the kitchens, formerly the servants' quarters, at the rear are accessed off the hall. The effect of the long hall with doors opening off it</p>	1000029	84129087

		resembles that of a Pullman train car. Ray Apartments tenants have long referred to the plan as a "Pullman plan." This term is in fact used to describe certain types of apartment in eastern US cities, but the eastern Pullman-style apartments are smaller and more simply furnished. The term in the east is used to describe small efficiency apartments.		
Bing Rooming House	205 South Allen Street, Plant City, Florida	<p>page 9: Janie Wheeler married Elijah L. Bing in 1917, recently arrived to Plant City and with a teaching certificate. Elijah was a business man who wore a tie to dinner every night. Janie was his second wife. She eventually had three kids and became a full time wife. They were an influential family and all three children went to college. One son drafted the 1971 desegregation plan for the schools in the same county in which he grew up.</p> <p>page 8: In the early 1900s, the railroad was essential to the livelihood of Plant City.</p> <p>page 11: The Bing Rooming House was a landmark in community though the early 1970s. It is the only Black community boarding house/hotel that remains from the years of segregation. A large, two-story rooming house located at 514 E. Haines appears on the 1919 Sanborn map. It was owned and operated by Lula Bing, Bing's first wife, but no longer exists."</p> <p>page 10: "Blacks were not allowed to stay in the white hotels or eat in downtown restaurants, so the hotels and restaurants in the black community were patronized by black teachers, baseball players, Pullman porters, cooks, brakemen, and many others....The hotel was briefly home to Frank Robinson, a Hall of Fame baseball player with the Baltimore Orioles. Robinson spent a spring training season in Plant City."</p>	2001009	77842662

		The Bing Rooming House was built and owned by the Bing's.		
Dr. JW Darden House	1323 Auburn Street, Opelika, Alabama	Dr. Darden was born to a former slave in South Carolina, in 1876. His father eventually became North Carolina's first Black mortician. Dr. Darden started his working life as a Pullman porter, and eventually worked his way through medical school being a porter. The house was his residence, and his office near the end of his life. He also ran an insurance company catering to Blacks from his house. When he died, a local Black high school was named after him. The house was used in a movie in the late 70s, because Mr. Darden's niece knew Maya Angelou, the author of the book the movie was based on (Sister, Sister). Lindsay and Mae Sistrunk acquired the house in 1980 and lost it to bank foreclosure in 1999. During their ownership, the City condemned it. Alumni of the high school named after him and members of the East Alabama Medical Society got together and bought the house and stabilized it. Over time, it was refurbished and opened as a community center.	9000605	77836650
Cobblestone Historic District	Childs, Gaines Township, New York	George Pullman spent his adolescence in Childs, and attended the Unitarian Universalist Church in this historic district. His father was a cabinet maker in Childs. After he made a fortune in the rail car industry, he donated \$64,000 to build a UU church in Albion to replace the Cobblestone Church in Childs.	93001603_NHL	75316014
Pullman Standard Office Building	Butler, Pennsylvania			
US Car #1 (AKA Ferdinand Magellan)	3398 SW 9th Avenue, Fort Lauderdale, Florida	Originally fabricated in 1928 as a private car in the Explorer Series. Rebuilt in 1942 for Presidential use. Was in service to 1958, when Air Force One took over.	77000401	77842169

		In 1958, it was sent to the University of Miami as surplus government property. Plan #3972-D.		
St. Ferdinand Avenue in the Ville Historic District	4200 block of St. Ferdinand Avenue (south side), St. Luis, Missouri	This nomination is for a residential neighborhood, built between 1884 and 1928. page 3: "Overall, the streetscape retains the historic character that it possessed during its period of significance when it was a block inhabited by working and middle-class African-Americans- many of whom were Pullman porters, cabinet makers, and electricians- in the 20th century.	11001023	63818082
Park Building	140 Public Square, Cleveland, Ohio	page 7: Built in 1912 for the Sweetland Candy Company. Still maintained as an office building. For years, the tenants were all transportation companies, including Pullman Company.	96000674	71987379
Wallace Chapel AME Zion Church	138-142 Broad Street. Summit Town, New Jersey	The Wallace Chapel AME Zion Church stands today as a living legacy to the life work of Reverend Florence Spearing Randolph (1866-1951). She was an African-American woman who spent her life as a social, political, and spiritual leader advocating for the progressive ideals of gender and racial equality, temperance, and suffrage. In 1886 she married Hugh Randolph, of Richmond, Virginia, who was a Pullman car cook. He died in 1913. Also, in the 1880s, she began to study with Rev. E. George Biddle, and AME Zion Holiness minister, Tale graduate, and Greek and Hebrew scholar.	7000877	135816095
Gary City Center Historic District	Gary, Indiana	Built as workforce housing for US Steel Company, and differs from Pullman-Standard area of Hammond in that it was built as a city, not a neighborhood. Platted so that Gary could avoid the Pullman issues, which "were based on housing conditions."	94001352	132003615
The Carolands (AKA The Chateau)	565 Remillard Drive,	page 6: "It is commonplace that in their search for status, wealthy Americans have often attempted to	75000478	123861494

	Hillborough, California	recreate the surroundings of the European aristocracy; but the Carolands is among the very best examples of this phenomenon. It was built by Harriet Pullman Carolans- heiress to the Pullman fortune. This was the house built with the seed money given by George Pullman so that the couple could afford to build a house "suitable to receive my daughter."		
Lindstrom House	4669 East Talmadge Drive, San Diego, California	page 6: This house is considered the first example of the bathroom sink fitted into a cabinet, which later was called the Pullman sink.	1000027	123860913
Roscino [a sunken yacht]	Lake Michigan, Wisconsin	A sunken steel yacht built with several "Pullman"-style features (beds, green carpeting, shades, etc.). The first diesel yacht on Lake Michigan. It is intact and extremely well-preserved. At the time of its loss, it was owned by Colonel Robert H. Morse. Built in 1916 by Wilmington, Delaware shipbuilders Harlan and Hollingworth. Originally named Georgiana III, then named Whitemarsh, then Roscino.	1000737	106781318
Dr. Brailsford R. Brazeal House	193 Joseph Lowery Boulevard, Atlanta, Georgia	Dr. Brazeal is the author of the seminal The Brotherhood of Sleeping Car Porters (1946).	5000278	93208098
Northern Pacific Railway Company's Como Shops Historic District (AKA Burlington Northern Incorporated: Como Shops)	1269 DeCourcy Drive, St. Paul, Minnesota	A 51-acre parcel of land that housed the Como shops, where railroad cars were worked on. The Como Shops constructed railroad coaches for a more modest passenger- below Pullman status.	83000937	93202666
Humboldt Street Historic District	Denver, Colorado	In this district is the Tammen House, with a dining room designed by George Pullman, himself. This room hosted Presidents T. Roosevelt and Taft, when they were in office. Tammen came to Denver as a bartender, and ended up buying the Denver Post.	78000848	84129255

Army National Guard Armories in New York State	New York (statewide)	page 17: A string of events that began with The Panic of 1873, and included an influx of radical European immigrants, the Railroad Strike of 1877 and the Pullman strike in 1894, "convinced many Americans that the United States was on the brink of class warfare. America's ruling upper classes argued that social order must be maintained at any cost and that military force could and should be used to ensure domestic peace. Some National Guard units and armories were even privately funded, and most were also considered elite clubhouses for military members. The State of New York has several of these, and they reflect their funders' and members' tastes and influence (to include interiors designed by Tiffany).	64500442	75315308
Kingswood Methodist Episcopal Church (AKA Kingswood Mission of the St. Paul's M.E. Church, AKA Kingswood Community Center, AKA Jimmy Jenkins Community Center)	Wilmington, Delaware	This nomination is for a church, built in 1891, that stands at the heart of the Kingswood neighborhood- a cohesive once-cohesive neighborhood of American Blacks (40%) and immigrant Italians (60%). The neighborhood was largely erased in the 1950s and 1960s "Urban Renewal" push. "The residents were generally employed by the Electric Hose and Rubber Company (whites only) and the Pullman Car Company (Blacks and whites). The church was absorbed by the community center, and then closed, and then eventually became a Senior Center. The building was sold to the city of Wilmington in 1983 and has been vacant since that time.	89000008	75324575
Peirce City Fire Station/Courthouse/Jail	Pierce City, Missouri	This building was the site of a lynching in 1901, and the city's entire black population left in three days. The atmosphere was further exacerbated by Pullman strikes, where the white Pullman employees tried to "drive the Negroes from the city."	98001108	63819629

Cote Brilliante Avenue in the Ville Historic District	St. Louis, Missouri	This nomination is for a district with residential dwellings built between 1890 and 1927. page 3: "...the district retains the architectural character that was prevalent during its period of significance as a working class and middle-class African American neighborhood in the 20h century." page 18: The neighborhood's employers were the Post Office, public schools, railroads, and several domestic workers. At least one was a Pullman porter.	11001021	63818080
Dunmere	560 Ocean Road, Narragansett, Rhode Island	The landscape architect for this property- the gardens are a large part of the historical value of the site- are done by the same person who did the landscape architecture for Pullman, Illinois (Nathan Franklin Barrett).	5001061	41375813
Parkway Garden Homes	6330-6546 South Martin Luther King Drive, Chicago, Illinois	The group low and high-rise dwellings that are the subject of the nomination were all completed in 1955 (first phase in 1944). The neighborhood in which they sit moved, during the 50s, from 6% African American to 86% African American. The neighborhood was within walking distance of several industrial plants in the south side of Chicago, to include the aircraft division of the Pullman Company.	11000848	28892594
Sacramento Northern Railway District (AKA Western Railway Museum)	5548 State Highway 12, Suisun City, California	This is a railway museum with rolling stock. In the inventory of rolling stock is the following Pullman-built car: Outside braced boxcar 15451 (1916)- rebuilt to become a caboose, and ended life as Sacramento Northern 1632	12000402	123862025
Old Fair Oaks Bridge	Fair Oaks, California	The nomination form is for a bridge. However, the bridge is situated in a community that was originally a real estate/railroad speculation that was originally sold to executives and management-level workers of Pullman Car Company.	6000913	123860582

Kirkwood Historic District	Atlanta, Georgia	The nomination form is for the entire neighborhood, which encompasses residences from single-family homes to old apartment buildings, a commercial center on Hosea Williams Drive (Boulevard) and industrial areas- many railroad-related. The neighborhood was formerly its own town-unincorporated, and then became a streetcar suburb, and eventually became a distinct neighborhood of Atlanta. Among the streetcar stops was "Pullman-Pratt Station", and the Pullman-Pratt Yard is still a neighborhood landmark. The Yard was, in the 1950s, the southeastern maintenance yard for Pullman Car Company. Many buildings from that are still stand, although the land is now owned by the Georgia Building Authority (the same entity that owns many public-use structures such as parking lots, the OMNI complex, and Atlanta metro area rights-of-way).	9000749	93207783
The Balsams	Dixville, New Hampshire	This hotel was in its heyday, and got its name from, the Hale family, who purchased the hotel with wealth gained from Mr. Hale's invention of "the reversible Pullman seat."	2000166	77844935
Dunbar High School (AKA Bessemer Colored High School, AKA Dunbar-Abrams Community Center)	2715 6th Avenue North, Bessemer, Alabama	This school- completed in 1923, and located across from what was then the Pullman Standard plant- was a high school for black children that emphasized a general curriculum, as opposed to the vocational curriculum that was standard for segregated high schools at the time. Also, the neighborhood was predominantly African-American, at the time.	10001051	77836488
West 147th-149th Streets Historic District [Harlem]	New York, New York	This neighborhood includes tenement dwellings, schools, and transportation-related infrastructure. Originally home to immigrants, starting in 1925, both the immigrants and the American-born (usually Southern migrants) residents began to be	3000407	75320055

		<p>predominantly Black.</p> <p>page 23: The jobs that residents held reflect the segregated nature of employment in New York and other northern cities in the early decades of the twentieth century. Jobs held by men included restaurant cook, railroad cook, railroad Pullman porter, elevator man...". The historic district remained a stable working class community until the final decades of the twentieth century when major abandonment of the tenements occurred.</p>		
Malcolm X house site	3448 Pinkney Street, Omaha, Nebraska	This nomination form is actually for a vacant lot where the house used to stand. Malcolm X's first job-the job he left to join "the street life" was as a Pullman porter (he ran between Boston and New York in 1942).	84002463	73920634
Elverson Historic District (AKA Springfield)	Elverson, Pennsylvania	This nomination is for a neighborhood that has an old railroad station in it. There is a Pullman car listed as a "noncontributing object." page 32: "Car owned by P.A.R.R. Co."	93000354	71995447
Wilmington and Western Railroad (AKA Landenberg branch of the Baltimore and Ohio Railroad)	Hockessin, Delaware	This nomination is for a scenic excursion railroad line, to include tracks, buildings, and rolling stock. Rolling stock manufactured by Pullman: Passenger cars 571 and 581 (1914 Boontoon-class), Passenger car 603 (1916, Boontoon-class)	80000932	75324493
Hickory Street District	St. Louis, Missouri	This nomination is for a neighborhood with records that reflect that many of the original tenants and owners of the residences were employees of Pullman Car Company.	85000107	63820621
Quinn Chapel of the African Methodist Episcopal Church	2401 Wabash Avenue, Chicago, Illinois	The chapel was originally constructed in 1891, and is significant in its association with the oldest Black congregation in Chicago. The congregation was originally non-sectarian, and organized in 1844 by citizens. It's first AME preacher was a circuit rider	79000827	28892400

		<p>named Bishop William Paul Quinn, in 1947. With other churches, it was the center of social life for the area's Black elite. The congregation founded other important community institutions, such as a children's home, a YMCA, a hospital, and a playground. The church was active in the abolitionist movement, and later in the Civil Rights movement. During the Civil Rights period, the leader of the church was Archibald J. Carey, who used his connections with the city's white establishment to get resources and support for actions against the Jim Crow South. He- and the congregation- led a petition to the Pullman Company to defy Jim Crow law and allow Black and white passengers together on rail cars. New Southern Black migrants to the area would be placed in Pullman jobs by the congregation's connections. The move to unionize Pullman porters split the black community in Chicago, and the congregation. The Chapel received a lot of financial support for George Pullman, when Florence Pullman helped save the congregations hospital and the Pullman Company donated to the YMCA.</p>		
Chicago Club	81 East Van Buren Street, Chicago, Illinois	Constructed beginning in 1927. The Chicago Club grew out of a defunct previous club that did not survive the Civil War. George Pullman was a member.	5000109	28892276
Prairie Avenue District (AKA Fort Dearborn Massacre Site)	Chicago, Illinois	This area is known as a residential area where homes for some of Chicago's wealthiest and most powerful citizens. It is also the site of a massacre of evacuees of the War of 1812. In 1893, George Pullman erected a monument to the massacre on his property at 18th Street and Calumet Avenue. page 16: "The statues stood on this site until 1931 when it was moved to the Chicago Historical Society.	72000452	28891918

		In 1959 a bronze tablet depicting in bas-relief Pullman's monument was affixed to an industrial building at the corner of 18th and Prairie. At present this is the only physical indication that in this vicinity occurred the tragic Fort Dearborn Massacre.		
Ethnic (European Historic Settlement in the City of Chicago (1860-1930)	Chicago, Illinois	This form is to document multiple properties- dwellings, churches, businesses, etc.- that are part of the indicators of waves of European migration into the City of Chicago. These groups include: German, Irish, Swedish, Norwegian-Danish, Bohemian (Czech), Jews, Italians, Hungarians, Lithuanians, Dutch, Greek, Ukrainians, Slovakian, and Croatian. The period covered is from 1860-1930. Many of these groups found work at Pullman Palace Car Company, benefited from Pullman-family philanthropy, or lived in Pullman-built dwellings. This form details specific connections to Pullman Palace Car Company and labor history of Chicago.	64501044	28891022
Captain Bror W. Olsson House	631 S. Tenth Street, Coos Bay, Oregon	This house was designed by the same architect (Benjamin Ostlind) that was instrumental in getting Pullman Palace Company to make accommodations in their cars for extra tall people. He founded the Longfellow's Club, for tall people (he was 6'4").	86002905	77849039
Portland Brownstone Quarries (AKA Shaler & Hall Quarry, AKA Middlesex Quarry, AKA E.&S. Brainerd Quarry, AKA Town Quarry, AKA A. Brazos & Sona, Inc. Quarry)	Portland, Connecticut	This quarry produced much of the brownstone used in Chicago's historic mansions and public buildings, to include George Pullman's mansion.	00000703_NHL	132353658
Fairmount Heights Historic District	Fairmount Heights, Maryland	from the nomination form, page 4: "The period of significance begins in 1900, with the platting of the first subdivision known as Fairmount Heights, and ends in 1960. The town has remained a prominent African-American community in Prince George's	11000821	106777954

		<p>County to the present day."</p> <p>The town hall was erected in 1908, and the school was built by local residents in 1912- the first elementary school for Black children in the county.</p> <p>page 5: "...Fairmount Heights was settled by African Americans seeking home ownership in a community that would allow them control over their lives. The early owners worked together to develop their own political and social institutions as a safe haven from the hostility brought about by segregation."</p> <p>page 21: "Settlement in the neighborhood appears to have been greatly influenced by affiliations, such as kinship, professional relationships, and school networks. For example, John S. Johnson, occupant of 612 60th Avenue, was one of a number of residents who worked as Pullman porters."</p>		
Historic Resources of Potlatch	Potlatch, Idaho	This lumber town, founded by and named after the Potlatch Lumber Company, was intentionally modeled after Pullman, Illinois. After the 1893 Pullman Strike, the company made a few changes to the town's structure and governance to keep the concept alive and address the issues brought up by the strikers.	64000169	84248523
Downtown Bessemer Historic District	Bessemer, Alabama	This nomination is for an entire town/downtown area that has an existing section of Black-owned businesses that have historically always been present there. This is significant for our project in that Pullman Standard Company was a major employer in Bessemer Alabama all the way until the 1980s.	92000852	77836448
Eastover (AKA Harold S. Vanderbilt Mansion, AKA Casa Miranda)	1100 South Ocean Boulevard, Manalapan, Florida	This nomination is for the home of Harold S. Vanderbilt, who also incorporated the town in which it was built. From 1952-1966, he was the mayor there. The town was developed as a upscale residential development, and his home was a	2001694	77843502

		<p>seasonal one. In the nomination, he is described as a "capitalist, contract bridge specialist, and yachtsman." He was the great-grandson of Cornelius Vanderbilt. page 19: "Vanderbilt's primary business interest and holdings were in the New York Central Railroad, which his grandfather, Commodore Cornelius Vanderbilt had assembled in the middle of the nineteenth century."</p> <p>He held a seat on the Board of Directors for the Pullman Palace Company.</p>		
Hildene (AKA Robert Todd Lincoln Estate)	Off U.S. Route 7. South of Manchester, Vermont, Bennington County	Otherwise known as Robert Todd Lincoln's summer retreat. There are architectural flares in the structure that match the Pullman Sleeping Cars and their combined components (aka. wood type, style, furnishings). Robert Todd Lincoln was the president of the Pullman Company after the death of George Mortimer Pullman in 1897.	PH0503088	84285081
Illinois Unity Building	127 North Dearborn, Chicago, Cook County, Illinois	The building was destroyed in the late 1900s. The Unity Building was built by Mr. Altgale, a Chicago Judge who defended the striking workers during the Pullman Strike of 1894.		137889340
Eugene V. Debs House	451 North 8th Street, Terre Haute, Vigo County, Indiana	Eugene V. Debs was the leader of the 1894 Pullman Strike. He was also a candidate for the presidency on a socialist platform. Its still standing to this day.	66000008_NHL	132002429
Vandergrift Historic District	Vandergrift, Pennsylvania	While not directly related to Pullman, this historic district was inspired by the industrial model town of Pullman.	95000525	71998482
Chocorua Lake Basin Historic District	Tamsworth, New Hampshire	One of the homes in this district is called Willowgate, this home was owned by John Sumner Runnells who, at the time of the Pullman Strike, was the Vice President of the Pullman Palace Car Company.	5000569	77844740

Kress Building	445 Third Street , Baton Rouge, East Baton Rouge County, Louisiana	In 1937 Congressman Arthur L. Mitchell began a lawsuit that would eventually end segregation in Pullman railroad car safer experiencing discrimination during a train trip.	6000714	73973535
Prospect Avenue Mansions Historic District	Prospect Avenue, Milwaukee, Wisconsin	Mansions along this avenue were designed by the architect Solomon Bemen, the architect hired by Pullman to design Pullman	90000478	106781783
Deerpath Hill Estate Historic District	Lake Forest, Illinois	In 1928, Turnbull (a resident of the estates) sold their house to Irvine Osborne Jr., President of the Pullman Railroad Car Company. This establishes a connection to Pullman.	6000676	28891292
St. Louis Union Station and Trainshed	1820 Market Street, St. Louis, Missouri	The second, third, and fourth floor of this building housed offices of the Pullman Company and other railroad organizations/businesses.	70000888	63818180
Santa Fe Railroad Station		In the 1920's the Santa Fe Railroad brought on dining cars and Pullman Sleeping Cars. Significance doesn't have to do with Pullman but the cars that were added to the line.	76002012	40971407
O'Mahony Dining Car No. 1107	981 W. Weber Canyon Road, Oakley, Utah	Not a Pullman Car, but it was specifically designed to emulate a Pullman Dining Car.	9000639	72001769
Budd, Edward G., Manufacturing Company		Budd (one of the company founders) designed all-steel Pullman Cars. Once their company got off the ground they did work for Pullman cars, as well as later competing with them in the 1930s.	7001328	71997486

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