

NEW PULLMAN LIKE PRIVATE CAR

Changes in Furnishings Give Hotel Style Accommodations—Evolution of Sleeper

RECENT changes in sleeping car equipment and decoration place the luxuries of the private car at the ordinary traveler's command. Staterooms in the latest model are like hotel bedrooms. In place of the berth is a three-quarters bed, with silk coverlets. An upholstered chair unfolds into washstand and dressing table. The rubber tiled floor has a rug.

Communicating doors may be opened between rooms for persons traveling together. Each entrance door has a knocker. A shoebox at the head of the bed opens into the corridor, so that the porter can remove and replace the shoes without disturbing the passenger. Every room has its own radiator, electric fan, ventilating device and candle-design wall lights.

This new car is for use only on single-night runs. It is a series of bedrooms, without facilities for conversion into a dining room by day. In this respect it goes back to the earliest American sleepers. Otherwise that primitive sleeper had little in common with the latest one: it was merely a box car with bunks built over one another along one side and a pile of blankets at one end, from which each traveler might select one, his coat being his pillow. Only men used these facilities; women arranged to make way stops at night.

In 1858 George Pullman got his first commission to convert two day coaches into sleeping cars, and it was then that the Pullman principle still in use had its first expression—a lower bunk made by bridging the space between two facing seats and an upper berth let down from the ceiling. There were

no sheets, but the bunks had curtains. The brakeman made up the berths. There was a stove at each end of the car, oil lamps or candles for light, the washroom held one person at a time and offered a small tin basin to be filled from the drinking water tank.

The first "palace sleeping car," the Pioneer, appeared. It was a marvel to travelers, who had not expected comfort on the road. It was higher than the ordinary car, wider and longer, had larger windows, polished wood, plush carpets and candles in fancy brass sockets. The Pioneer was followed by the Atlantic, the Pacific and the City of Chicago, and in two years forty-eight such sleepers were in use on American railroads.

Then came hotel cars, a kitchen in one end—the President, the Kalama-zoo and the Western World were the first—and from this time on sleeping cars grew more and more lavish and ornate, and in the rococo '70s and '80s brass claws held seats of plush, lurid in color. Floral patterns sprawled over carpets; acanthus and oak leaves, spirals, flutings and curlicues adorned the woodwork. Mirrors gleamed, heavy curtains caught the dust. Then in 1908 came a reversal of Pullman standards.

"Gingerbread" trimmings were swept out and severe simplicity took their place. Recent years have seen a recurrence of ornamentation, with elegance of objective, along with more privacy and comfort—headboards between sections, compartments for families. And now regular bedrooms have been instituted.