

PULLMAN LIBRARY and RAILROAD ARCHIVES

GENERAL NOTES

The Library has relocated to a new room in the Multi-Purpose building on IRM's campus.

This move has allowed us to consolidate the archives. The scope and size of the collection has expanded quite a bit, with additions from donations and the inclusion of portions of various existing IRM archives.

Combined with the Pandemic, the move has created some challenges regarding visits and tours. We are also more embedded within IRM both physically and in terms of Museum events. We will also be working with the other archives now and coming soon.

Our usual workdays are Wednesdays and Saturdays, nominally 9am to 3pm. Communication is best via e-mail (irmpulllib@gmail.com) or US Mail – the phone system is not reliable nor recommended.

We have materials dating to the 1860s and forward. Materials are not all in pristine condition, and most have been used in manufacturing locations. They may be dirty, creased, folded, torn, or otherwise damaged. We do our best to repair them (both physically and digitally).

Drawings may be on velum, linen, mylar, parchment, and many variations of paper. They may be blueprints, sepias, Van Dykes, or original hand-drawn. Each medium and type has their own idiosyncrasies, and costs reflect this. Images may be glass plate negatives, glass plate positives, film, slides, or photographs and they may be black and white, sepia or color. Please ask when initiating an inquiry if you have any questions related to media or processing.

Drawings reflect as-built equipment. Railroad equipment may be modified often, and in most cases, we do not have the information related to said modifications. These are not diagrams, these are (usually) drawings used to construct equipment.

Glass Plate negatives are fragile, and may have chips, cracks, scratches, or peeling. These are original and they have been moved and used often.

Note that the term "Pullman" was not always a single entity. Most of our Pullman drawings, for example, derive from the Manufacturing department or company – not the Operating company (Pullman Co.). Pullman Co. drawings reflect changes to equipment, and many can be found at the Newberry Library, in Chicago. Pullman Company had shops around the company, the one in Chicago was called Calumet Shops. The manufacturing arm was (in order) Pullman Car & Manufacturing Department/Division (PC&M) until 1924, Pullman Car & Manufacturing (a separate company) until 1932-34 (when merged with Standard Steel Car Co.) and Pullman-Standard.

Each entity had their own standards and naming conventions. This can be confusing when dealing with drawing names and sizes. Most companies changed the names at some point in their life. A T sized drawing may be 180+ inches long for Budd, a T size P-S drawing is 12" x 18". Budd changed the name from T to A (which had been 9" x 12" making it all very confusing. Please refer to the price list and the drawing size documents for more information.

There is an incredible cost in housing and maintain a collection of over 2,000,000 drawings; tens of thousands of slides, photos and negatives, along with documents, film; brochures; timetables; maps; catalogs, text/engineering books; manuals; and hardware. Processing, cataloging and indexing them all takes significant time and costs.