

United States Department of the Interior National Park Service

RECEIVED MAY 22 1991

National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Dinwiddie County Pullman Car other names/site number DHR file 20-23

2. Location

street & number Hallsboro Yard, County Line Road city, town Midlothian state Virginia code VA county Chesterfield code 041 zip code 23112

3. Classification

Ownership of Property

- private public-local public-State public-Federal

Category of Property

- building(s) district site structure object

Number of Resources within Property

Table with columns: Contributing, Noncontributing, buildings, sites, structures, objects, Total. Values: 1, 0

Name of related multiple property listing: n/a

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official Director, Virginia Department of Historic Resources State or Federal agency and bureau

Date April 29, 1991

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. determined eligible for the National Register. determined not eligible for the National Register. removed from the National Register. other, (explain:)

Patrick Andrews 7/3/91

Signature of the Keeper Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

Transportation: rail-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Current Functions (enter categories from instructions)

Transportation: rail-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

Architectural Classification  
(enter categories from instructions)

No style  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Materials (enter categories from instructions)

foundation n/a  
walls steel  
\_\_\_\_\_  
roof steel  
other  
\_\_\_\_\_  
\_\_\_\_\_

Describe present and historic physical appearance.

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## National Register of Historic Places Continuation Sheet

Section number 7 Page 1

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### Summary

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.

### Description

The Dinwiddie County is a heavyweight, all-steel sleeping car with ten sections and one observation lounge (known as a ten-and-one design). The standard Pullman sleeping car was of the twelve-and-one design. The standard car had a dozen pairs of facing seats that were made into lower berths. The upper berth folded down from the ceiling and the wall. This arrangement yielded a dozen upper and lower berths. There also was a drawing room for the traveler who wanted more privacy and could pay for it. The Dinwiddie County has only ten open sections and instead of a drawing room it has an observation lounge.

The car was built at the Pullman Company's works in Chicago, Illinois, and was completed on 30 October 1926. The car was the first of this design produced by Pullman. The Dinwiddie County measures 84 feet 1/4 inches between draw bar faces, which are the extreme end of the car, and stands 14 feet 11/16 inches from the top of the rail to the top of the roof. The body is 10 feet 1 inch wide and the car weighs 172,400 pounds. It has a celestery roof that provided ventilation to the car through a series of vents and fans. The roof was modified, with the addition of an enclosure over the middle section, by the Pullman Company in 1937 for the addition of mechanical air-conditioning.

As originally built the Dinwiddie County did not have a vestibule or platform on the observation lounge end. The car was thus a blunt-end car and could only be operate as the last car in the train. During the 1930s the Pullman Company fitted a platform, vestibule, diaphragm, and buffer plate to the car to allow it to be operated at any position in the train.

The trucks, upon which the car rides, are of the triple axle, swing-hanger design. The wheel sets were originally the waste-and-journal type. This method had a brass bearing resting atop the axle and lubricated by oil-saturated wool waste enclosed in a hinged-lid journal box on the side frame of the truck. As car weights and train speeds increased this method of lubrication lead to problems with journal overheating and cars being placed out of service. To solve this problem railroads started to replace waste journals on both passenger and freight cars with roller bearing journals beginning after World War II. The Dinwiddie County's were replaced in 1970 with a transitional journal system known as lubricator pads. With this

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National Park ServiceNational Register of Historic Places  
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system the journal box, in which the axle sits, is packed with pads soaked in oil. The car is fitted with Type E couplers.

Westinghouse UCB passenger-type air brake equipment was installed on the car. The brake shoes are of the composition type. Air brake equipment is identified by letters which refer to the components of the system. As with all passenger-type air brakes the UCB equipment has a pressure maintaining feature. This feature keeps the brake pipe pressure constant once a service reduction--an application of the brakes to slow or stop the train--has been made. Without this feature air pressure would continue to leak off after the initial reduction causing an increasingly stronger, and potentially undesirable and dangerous, over-application of the brakes. The air brake equipment has been modified many times over the life of the car to keep it in compliance with Federal Railway Administration regulations. The car is fitted with a hand brake located in the vestibule of the B, or leading, end. Each vestibule is also fitted with a conductor's valve, for emergency application of the brakes, and an air signalling appliance by which the conductor can communicate with the locomotive cab.

The exterior car body of the Dinwiddie County is painted Pullman green. The name Pullman was painted above the windows on both sides of the car. At the time of the car's sale in 1965 the name Old Dominion Chapter was painted over the name Pullman. Before the installation of mechanical air-conditioning the windows of the car could be raised and lowered by passengers. After the air-conditioning was installed the windows were fixed in the closed position. The interior is painted in the standard light shade of Pullman green and cream colors. The seats of the ten open sections are covered in Pullman green fabric. The furniture and furnishings in the observation lounge are original to the car and were manufactured in the Pullman shops in Chicago. They are of a style commonly referred to as Railroad or Pullman Deco.

The men's and women's washrooms are fitted with standard Pullman sofas and frosted, etched glass windows. The sinks and toilet fixtures are porcelain and nickel. Water for drinking and washing is provided from tanks located beneath the floor of the car. Heat for hot water is provided through the train steam line, this is the same line that provided heat for the car. As was the American practice until the late 1980s, waste water from the washrooms was dumped directly onto the roadbed.

As built, the car received electrical power through a belt-driven generator mounted on the A, or trailing, end truck. This produced electricity to run the fans and lights when the train was in motion. To provide power when the train was stopped, wet-cell Edison batteries were

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## **National Register of Historic Places Continuation Sheet**

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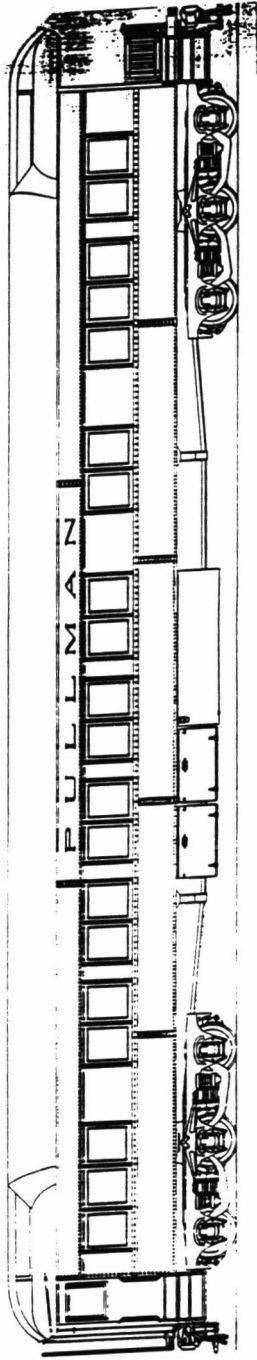
located under the car body. All passenger cars in the United States, both sleepers and day coaches, used 32-volt DC power. This changed in 1971 when the National Rail Passenger Corporation (Amtrak) started to equip its locomotives and car fleets with 440-volt AC electrical service, known as hotel power or head-end power. The Dinwiddie County still has her Edison batteries and car body mounted generator.

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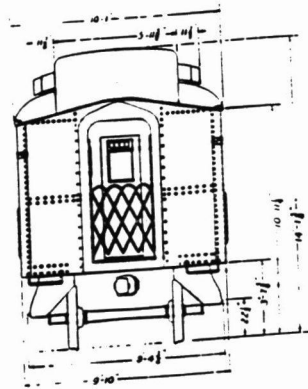
National Register of Historic Places  
Continuation Sheet

Section number 7 Page 4

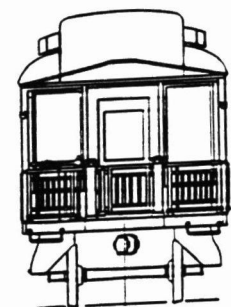
ELEVATIONS:



Typical Mount Angeles class side elevation (showing celestery filled in)



Standard Pullman vestibule end



Standard open platform end







**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

**Areas of Significance (enter categories from instructions)**  
Transportation  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**  
1926-1940  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**  
n/a  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**  
n/a  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**  
n/a  
\_\_\_\_\_

**Architect/Builder**  
The Pullman Company  
\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

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### Statement of Significance

The Dinwiddie County, built in 1926 as the Mount Angeles by the Pullman Company, is an excellent example of a heavyweight, all-steel sleeping car. Built with ten sections and one observation lounge, the car is typical of the railroad passenger sleeping cars that once criss-crossed the nation from the 1920s to the 1950s. Of the thirty cars built to this plan only two are known to be extant. The twelve section one drawing room car, which was the standard car of the Pullman fleet, had over five thousand built during the Company's life. The Dinwiddie County possesses a high level of integrity and has national significance in the area of architecture.

### Historical Background

Before the advent of subsidized highways and air transportation, if a businessman or tourist wanted to travel between cities he went by rail. If he wanted to travel in comfort and luxury he travelled in a Pullman car.<sup>1</sup> The Pullman Company was founded by George M. Pullman in 1868. When it took over its last competitor, the Wagner Palace Car Company, in 1899, the Pullman Company, located in Chicago, Illinois, had a monopoly on sleeping car operations in the United States.<sup>2</sup>

At the height of its operation fifty thousand people a night traveled on the Pullman system. In 1930 it operated 9,801 cars that covered 133,800 route miles and earned the Pullman Company a profit of \$7,404,000.<sup>3</sup> Pullman was such a large part of American life that for many people a sleeping car was simply a Pullman and the name quickly passed into the language.<sup>4</sup>

The Pullman Company operated a unique enterprise: it leased its cars to the railroads instead of selling them. The railroads hauled the cars and performed routine maintenance on them. Pullman did everything else. The company supplied its own porters, conductors, linen, blankets, tableware, food, and so on. The company was in effect the largest hotel proprietor in the United States. The major difference between Pullman's operation and a conventional hotel was that Pullman's guests went to sleep in one town and awoke in another.

In 1940 the United States Justice Department sued the Pullman Company for violating both the Sherman and Clayton anti-trust acts and charged the company with operating a monopoly and other unfair trade practices. When judgment was finally rendered against the company in 1947 Pullman chose to sell its operating division to a group of fifty-seven railroads. Pullman continued to provide the crews and supplies for the cars, but no longer owned them. On 1 January 1969, after posting losses of \$22,000,000 in 1968, Pullman announced that it would no longer operate sleeping cars.<sup>5</sup> As part of Pullman's fleet reduction program to try

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and curb losses many cars were sold. The Dinwiddie County was sold to the Old Dominion Chapter, National Railway Historical Society, in 1965.

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. These name changes represent the car's transfer to service on the Norfolk and Western Railway's trains operating to and from Virginia.

The Dinwiddie County differs from the standard Pullman sleeping car in that it has ten open sections and an observation lounge as opposed to the standard twelve open sections and one drawing room. The car was designed to run as the last car in a train, taking the place of the open-platform observation car. The car was designed to allow passengers to have a large area for observing the passing scenery without exposing them the elements as was necessary with the open-platform cars. The standard twelve-and-one car did not provide a place for passengers to move about in the same way that the observation lounge did. Of the almost 10,000 cars operated by the Pullman Company only the thirty of this design were ever built. Physical evidence on the underside of the car suggests that this car may have started out as an observation platform car. The area of the vestibule on the lounge end shows signs of welding that are consistent with the addition of an enclosure for that end. In the absence of documentation in existing Pullman Company records it is believed that the lounge end of the car was closed off so that a diaphragm and buffer plate could be added. These devices are necessary so that passengers and crew can move from one car to another. Until the addition of the diaphragm and buffer plate the Dinwiddie County could only run as the last car in a train, thus severely limiting its use. Of the thirty cars built to this plan only the Dinwiddie County and one other car are known to exist.<sup>6</sup> It is not known why Pullman chose to build cars of this particular design. They accommodated fewer revenue passengers than the twelve-and-one car and did not make up for the loss of revenue by having a bar. In a highly regulated industry, which the railroads were during the car's operational life, to give up revenue space without some sort of compensation was highly unusual. It is believed that only thirty cars were built because they were seen as not being as productive of revenue to the Pullman Company as the standard twelve-and-one car.

The car was built as a fleet car, that is, it was to operate anywhere within the Pullman system. In June 1950 the car was repainted in Norfolk and Western Railroad colors and assigned to exclusive use on the N&W's routes.<sup>7</sup>

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Section number 8 Page 3

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With the exceptions of the addition of mechanical air-conditioning and the observation end platform and vestibule, the car remained unchanged, and does to this day, from when it was placed in service. That she has done so after accumulating uncounted thousands of miles and severing thousands of patrons is a testament to both the durability of the car and the skill of her builders.

The Dinwiddie County has national significance in the area of transportation as an excellent example of the only method of inter-city travel in the United States for many years. It is one of two known survivors of its type and plan. It retains its original furnishings and appointments and evokes a way of travel and life that is no longer.

Joseph S. White III

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number   8   Page   4  

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**ENDNOTES**

1. Maiken, Peter T. *Night Trains: The Pullman Company System in the Golden Years of American Rail Travel* (Chicago: Lakme Press, 1989), p. 8.
2. *ibid.*
3. White, John H., Jr. *The American Railroad Passenger Car* (Baltimore: Johns Hopkins University Press, 1978), p. 246.
4. *Ibid.*, p. 245.
5. Maiken, *Night Trains*, pp. 10-11. White, *The American Railroad Passenger Car*, p. 246.
6. Stith, Jack. Memo to Mechanical Committee, Old Dominion Chapter, National Railway Historical Society, 19 March 1986. On file Archives, O.D.C. N.R.H.S.
7. Pullman Company Records. Newberry Library. Chicago, Ill.

**9. Major Bibliographical References**

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

See continuation sheet

**Primary location of additional data:**

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

**Specify repository:**

VA Dept. of Historic Resources  
221 Governor St., Richmond, VA 23219

**10. Geographical Data**

Acreage of property Less than one acre

**UTM References**

A 

1	8
---	---

2	5	8	0	6	0
---	---	---	---	---	---

4	1	5	1	7	8	0
---	---	---	---	---	---	---

  
 Zone Easting Northing

C 

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B 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--	--

  
 Zone Easting Northing

D 

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See continuation sheet

**Verbal Boundary Description**

All of the area included within the overall dimensions of the car, including trucks, couplers, and appliances.

See continuation sheet

**Boundary Justification**

The boundary includes the car and the mechanical devices and appliances necessary for its operation.

See continuation sheet

**11. Form Prepared By**

name/title Joseph S. White III  
 organization Old Dominion Chap., N.R.H.S. date April 26, 1991  
 street & number 34 Milhaven Ct. telephone 804-786-3143  
 city or town Richmond state VA zip code 23233

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number   9   Page   1  

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### Major Bibliographical References

Barger, Ralph L. *A Century of Pullman Cars*. Sykesville, Md.: Greenburg Publishing Co., 1988.

*The Complete Roster of Heavyweight Pullman Cars*. New York: Wayner Publications, 1985.

Maiken, Peter T. *Night Trains: The Pullman System in the Golden Age of American Rail Travel*. Chicago: Lakme Press, 1988.

Pullman Company Records. Newberry Library. Chicago, Illinois.

*The Railroad: What It Is, What It Does*. 2d ed. St. Louis: Simmons-Boardman Publishing, 1982.

White, John H., Jr. *The American Railroad Passenger Car*. Baltimore: Johns Hopkins University Press, 1978.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number Photo Page 1

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**PHOTOGRAPHS**

All photographs are of:

DINWIDDIE COUNTY PULLMAN CAR  
Midlothian vic., Chesterfield County, Va.  
DHR File 20-23, Neg. No. 10995

1. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: Side elevation  
PHOTO: 1 of 5
2. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: A-end vestibule  
PHOTO: 2 of 5
3. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: B-end vestibule  
PHOTO: 3 of 5
4. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: Interior open-section  
PHOTO: 4 of 5
5. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: Interior lounge section  
PHOTO: 5 of 5

**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 91000834 Date Listed:7/3/91

Dinwiddie County Pullman Car Chesterfield VA  
Property Name: County: State:

\_\_\_\_\_  
Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrews  
Signature of the Keeper

8/5/91  
Date of Action

=====  
Amended Items in Nomination:

The VA SHPO has clarified that the property is significant for both its association with transportation history and as an example of engineering construction and that it meets both Criteria A and C. The form is officially amended to make these changes.

\_\_\_\_\_  
**DISTRIBUTION:**  
National Register property file  
Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Dinwiddie County Pullman Car

MULTIPLE NAME:

STATE & COUNTY: VIRGINIA, Chesterfield

DATE RECEIVED: 5/22/91 DATE OF PENDING LIST: 6/17/91  
DATE OF 16TH DAY: 7/03/91 DATE OF 45TH DAY: 7/06/91  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 91000834

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: Y

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 7/3/91 DATE

ABSTRACT/SUMMARY COMMENTS:

Historically & architecturally significant early 20th century railroad sleeper car. The nomination suggests national significance, but I do not believe that it qualifies - this car was not typical of Pullman cars - its design differed from the standard, and its not clear why the company built the 30 or so models of this type.

RECOM./CRITERIA accept A&C  
REVIEWER Patricia Andrews  
DISCIPLINE Historian  
DATE 7/3/91

DOCUMENTATION see attached comments Y/N see attached SLR Y/N  
sls

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CLASSIFICATION

count       resource type

---

STATE/FEDERAL AGENCY CERTIFICATION

---

FUNCTION

historic       current

---

DESCRIPTION

architectural classification  
 materials  
 descriptive text

---

SIGNIFICANCE

Period      Areas of Significance--Check and justify below

Specific dates      Builder/Architect  
Statement of Significance (in one paragraph)

summary paragraph  
 completeness  
 clarity  
 applicable criteria  
 justification of areas checked  
 relating significance to the resource  
 context  
 relationship of integrity to significance  
 justification of exception  
 other

---

BIBLIOGRAPHY

---

GEOGRAPHICAL DATA

acreage       verbal boundary description  
 UTM's       boundary justification

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ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps     USGS maps     photographs     presentation

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OTHER COMMENTS

Questions concerning this nomination may be directed to

\_\_\_\_\_ Phone \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_



OLD DOMINION CHAPTER

DINWIDDIE COUNTY

Dinwiddie County Pullman Car, Chesterfield Co., VA

1 of 5



ERN  
S  
851  
1923

Dinwiddie County Pullman Car, Chesterfield Co., VA

2 of 5



Dinwiddie County Pullman Car, Chesterfield County, VA

3 of 5



Dinwiddie County Pullman Car, Chesterfield Co., VA

4 of 5



Dinnwiddie County Pullman Car, Chesterfield County, VA

5 of 5



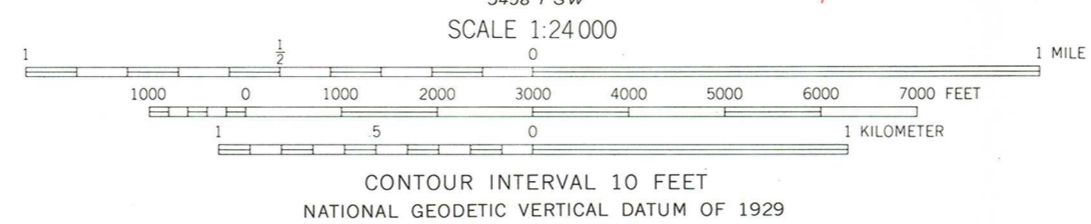
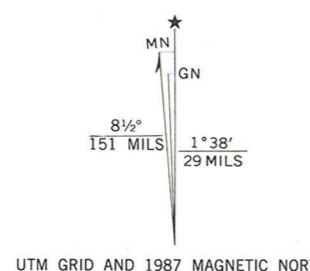
Divide County  
Pullman Car  
18/258060/4151780  
HALLSBORO, VA QUAD

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA  
Topography by photogrammetric methods from aerial photographs taken 1962. Field checked 1963

Polyconic projection. 10,000-foot grid based on Virginia coordinate system, south zone. 1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue. 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 11 meters south and 26 meters west as shown by dashed corner ticks

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR RESTON, VIRGINIA 22092,  
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



HALLSBORO, VA.  
37077-D6-TF-024

1963  
PHOTOREVISED 1987  
DMA 5458 1 NW - SERIES V834

Revisions shown in purple and woodland compiled in cooperation with Commonwealth of Virginia agencies from aerial photographs taken 1984 and other sources. This information not field checked. Map edited 1987.  
Purple tint indicates extension of urban areas



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MAY 22 1991

NATIONAL  
REGISTER

# COMMONWEALTH of VIRGINIA

## *Department of Historic Resources*

221 Governor Street  
Richmond, Virginia 23219

Hugh C. Miller, Director

TDD: (804) 786-1934  
Telephone (804) 786-3143  
FAX: (804) 225-4261

April 29, 1991

Ms. Carol Shull  
National Register  
National Park Service  
1100 L Street, NW  
Washington, DC 20240

RE: Dinwiddie County Pullman Car, Chesterfield County, Virginia

Dear Ms. Shull:

The enclosed nomination, Dinwiddie County Pullman Car, Chesterfield County, Virginia, is submitted for inclusion on the National Register of Historic Places. This nomination has been considered by the State Review Board and there have been no owner objections received.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "James Christian Hill".

James Christian Hill  
National Register Assistant

Enclosure