

I've just finished creating a new version of the painting and lettering history of the 379 (out of 474 proffered) HW sleepers accepted by the NYCS in the 31 December 1948 Pullman divestiture. I've been interested in these cars ever since I wrote an article about them in the NYCSHS "Central Headlight" more than four decades ago (yikes!).

About a decade ago, I created a summary of these 379 cars in a tabular format using Excel when Tom Madden first made his Pullman database available online as it was then possible, for the first time, to track the painting and lettering history of these cars. This latest version (copy attached) is now in a graphical format that is similar to what I've used for several summaries for other roads (ACL HW sleepers, CN HW sleepers, NH HW parlors and HW sleepers) as well as Pullman's HW roomette-rebuilds. I know that some of you are familiar with these other documents as I've shared them online and via email for several years now.

For this latest NYCS HW-sleeper summary, I made use of the latest version of Tom's master database as well as his Pullman shopping database that provides additional insight into periods of temporary OOS storage during a car's service life before the Pullman operational lease was terminated. BTW, for those who might not be familiar with Pullman shop locations, "Richmond" was in Richmond, CA, not Richmond, VA, and was Pullman's major shop on the West Coast. "Wilmington" was in Wilmington, DE and was Pullman's primary shop for PRR-assigned (and later owned) cars. The Atlanta, GA and St. Louis, MO shops covered other regions and, of course, Calumet was the center of The Pullman Co. (the operations company) universe. The Buffalo (NY) shop was the primary shop for NYCS sleeping cars (and for most other railroads in the Northeast and New England) and it closed in the late 1950s after the NYCS withdrew most of its sleepers from Pullman operation.

While the attached document is self-explanatory, I wanted to highlight several things:

- With few exceptions, I've not included the history of a car after the NYCS terminated its operational lease to Pullman. Between Bob Wayner's books and Terry Link's website, others have done a very complete job of this although I'm sure that additional details could be ferreted out here and there, especially for cars that may have wound up in NYCS non-revenue assignments.
- Unlike many roads, the NYCS did not send even one car into the Federal government strategic-storage program in the 1950s. Personally, I found this very surprising. I'm sure there is a reason for this and perhaps it's given in some NYCS or Pullman correspondence in some archived collection. I'd be curious as to why. However, the Central made up for it in a way by selling quite a few cars, either directly or indirectly, to Mexico as well as exchanging cars with Pullman in 1958 and then promptly selling the relatively decrepit cars they got in the exchange for scrap. On the other hand, Pullman kept the high-quality cars they got back from the NYCS in this exchange in service for a few more years, in most cases simply with the NYC name painted out as required. This resulted in cars running around with 'strange', non-standard lettering schemes such as no name at the center of the letterboard and only a small "Pullman" at each end of the letterboard. When photos of

these cars have been published over the years, the reason for these atypical lettering schemes has generally not even been commented on, no less explained correctly.

- I was surprised to see how many 'section' cars were in temporary storage (mostly in NYCS yards) by mid- to late-1949, within months after the NYCS took ownership of them. This tells me that many of these HW sleepers were excess the day the NYCS acquired them at the beginning of 1949 and that the NYCS took way too many cars at divestiture than they needed (note that they had declined almost 100 cars as it was), given that postwar LW-car deliveries were occurring. However, these stored HW cars got a temporary reprieve when the Korean War started up and they were needed for service for at least a few years. But most of these HW sleepers were excess by 1954 which is when Pullman and many of the railroads started sending off HW sleepers to government storage in large numbers (of the order of 1,000 cars in 1954 alone).
- The repainting of HW sleepers into NYCS two-tone gray (TTG) did not begin until 1953 (the use of TTG on NYCS-owned HW cars in general did not start until 1952) and progressed relatively slowly thereafter. Most section cars never got repainted and ended their careers wearing Pullman Green. Compared to other railroad owners of HW sleepers, it appears that the NYCS did not embrace widespread repainting of HW sleepers to its own painting and lettering scheme. Again, I'm sure they had their reasons. One factor that comes to mind is that the NYCS was the only major railroad that had large quantities of both painted smooth-side and unpainted stainless-steel LW cars (just about every other major railroad embraced either painted LW cars or unpainted stainless-steel LW cars for their post-WW2 passenger trains). As a result, by the early 1950s many NYCS trains were a visual hodgepodge of painted and stainless-steel cars so a Pullman Green sleeper or two in the consist wasn't really going to matter much in terms of aesthetics.
- Most HW sleepers left the roster during the 1956-7 timeframe. Relatively few made it to 1958 when the NYCS formally ended its relationship with Pullman (with a few exceptions of LW cars left in pool service) and many of the HWs that lasted 'til 1958 were traded back to Pullman.
- In view of the preceding two facts, the span of years over which it would have been likely to see a NYCS HW sleeper wearing NYCS TTG was surprisingly short. In fact, only two out of the 379 cars wore TTG long enough to be painted in both versions of this scheme, i.e., with "Pullman" at the center of the letterboard and then "New York Central" at the center of the letterboard. This has significant implications from a prototype-modeling perspective. My guess is that most modelers have way too many Branchline/Atlas and Walthers cars painted NYCS TTG on their layout than would have been prototypical. It's understandable as TTG is an eye-catching scheme, much more so than Pullman Green.
- The biggest surprise to me as a result of creating the attached document was learning how long the circa-1946 light-dark-light TTG scheme used for the C&NW-UP-SP "Overland" train lasted on the eight NYCS-assigned (and owned after 1948) HW 8-1-2s (Pullman Plan

3979A) that were assigned to this train as part of the Central's contribution to the transcontinental sleeping-car line. Seven of the eight cars made it to 1953 with this paint scheme intact (with one lasting 'til mid-1954), even though LW cars had replaced these HW cars in this transcon sleeper line several years earlier. I couldn't resist modeling one of these HW cars in the "Overland" scheme using undecorated Branchline parts as they would have been seen in any number of early-1950s assignments on the NYCS as well as in Midwest-Florida service. My thanks to SP-expert Jeff Cauthen for helping me research the official painting and lettering scheme used.

As with any large-scale endeavor, there may be typos or other errors that have crept into the attached document. If you see something, say something (as they say these days). If nothing else, I'd love to find out who the heck Carol Boardman was and why was she so important or famous that the NYC renamed a HW sleeper and the NH renamed a HW diner after her in 1949. I think this may have been the only NYCS-owned sleeping car, HW or LW, that the NYCS renamed for a person. And was this the only person who got two railroads to name a car for them?

In closing, I would be remiss if I did not express my sincere, deep gratitude to Tom Madden for generously sharing his voluminous knowledge about all things Pullman that he has acquired over the last couple of decades and for checking several specific issues related to NYCS HW sleepers for me. In addition, I thank Terry Link for his efforts as he provided some useful information concerning cars converted to dormitory and parlor service on his website. The two HW sleepers converted to parlor service (not to be confused with the Central's widespread use of 'sleeper as parlor' using both HW and LW cars) are of particular interest to me as I have a hunch that they may have been used on the Harlem Division trains to Chatham and North Adams in the early 1950s. I have no proof of this but suspect that somewhere out there is a photo of two as the Harlem Division was documented by railfans. The NYCS's Harlem Division is literally near and dear to me as it serves the town, I've lived in for the last 44 years.









	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958
Poplar Dell - 11036										
Poplar Town - 11037					see Note 15					stored at Wilmington Shop
Poplar Corners - 11038										see Note 2
Poplar Path - 11039										see Note 2
Poplar Port - 11040										see Note 2
Poplar Gardens - 11041										see Note 2
Poplar Mines - 11042										see Note 2
Poplar Haven - 11043										see Note 2
Poplar Highlands - 11044										see Note 2
Poplar Bay - 11045										see Note 2
Poplar Plains - 11046										see Note 2
Poplar Farm - 11047										see Note 2
Poplar Grove - 11048										see Note 2
Poplar Lodge - 11049										see Note 2
Poplar Meadow - 11050										see Note 2
Poplar Park - 11051										see Note 2
Poplar Rest - 11052										see Note 2
Poplar Tree - 11053										see Note 2
<b>8sec-5br (Plans 4036/A/B/G)</b>	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Clover Land - 11055										
Clover Glen - 11056										
Clover Knoll - 11057										see Note 2
Clover Grove - 11058										see Note 2
Clover Highlands - 11059										see Note 2
Clover Path - 11060										see Note 2
Clover Plains - 11061										see Note 2
Clover Trail - 11062										see Note 2
Garden Arbor - 11063										see Note 2
Garden Hill - 11064										see Note 2
Garden Home - 11065										see Note 2
Garden Grove - 11066										see Note 2
Garden Heights - 11067										see Note 2
Garden Isle - 11068										see Note 2
Garden Lane - 11069										see Note 2
Garden Canyon - 11070										see Note 2
Garden Dale - 11071										see Note 2
Garden State - 11072										see Note 2
Garden Valley - 11073										see Note 2
<b>8sec-5br (Plan 3993A)</b>	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Orchard Farm - 11074										
Orchard Lake - 11075										
<b>8sec-4br (Plans 4022A/B)</b>	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Emerald Hill - 11076										
Emerald Summit - 11077										
Emerald Creek - 11078										
Emerald Gorge - 11079										
Emerald Stream - 11080										
Emerald Beach - 11081										
Emerald Chasm - 11082										
<b>10sec-3br (Plans 3411/A)</b>	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Clan Cameron - 11083										
Clan Donald - 11084										
Villa Martha - 11085										
Villa Rosa - 11086										

Eisenhower/Pulman tour TTG (SKDS35)



	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958
Villa Cornfort - 11087										
Villa Rest - 11088										
Villa Park - 11089										
<b>12sec-3dr</b> (Plan 406A)	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
White Eagle - 11091										
White Mountains - 11092										
White River - 11093										
White Harbor - 11096										
White Haven - 11097										
White Star - 11098										
White Swan - 11099										
White Castle (see Note 16)										
White Cloud (see Note 16)										
White Creek (see Note 16)										
<b>8sec-1dr-3dr</b> (Plan 409)	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Martello Tower - 11100										
Dromedary Tower - 11101										
Kilcullen Tower - 11102										
Clock Tower - 11103										see Note 2
Canning Tower - 11104										
Holder Tower - 11105										see Note 2
<b>14sbr</b> (Plan 3980A)	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Night View - 11106										
Night Vista - 11107										
Night Harbor - 11108										stored at New York, NY
Night Sky - 11109										
<b>10sec-restaurant-observation</b> (Plan 4027E)	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Windsor Beach - 11110										
Windsor Springs - 11111										
Windsor Forest - 11112										
Windsor Park - 11113										
<b>8sec-buffet-lounge</b> (Plans 3989B/F/J/O/P/S, 4025C)	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Inwood Club - 11115										stored at Buffalo Shop
Siwanoy Club - 11116										
Circle Club - 11117										
Indianapolis Athletic Club - 11118 (see Note 19)										
Fox Hills Club - 11119										
Brook Farm Club - 11120										
Flossmoor Club - 11121										
Maketewah Country Club - 11122										
Highland Country Club - 11123										
Baltusrol Club - 11124										
Knickerbocker Club - 11125										
Detroit Club - 11126										
Mayfield Club - 11127										
Ridgewood Country Club - 11128										
Algonquin Club - 11129										
Garrison Club - 11130										
Yondotega Club - 11131										
Youngstown Country Club - 11132										
Scioto Country Club - 11133										
Toledo Country Club - 11134										
<b>6cvt-3dr</b> (Plans 3523A/C)	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Glen Pass - 11140										
Glen Anna - 11141										
Glen City - 11142										
Glen Elm - 11143										
Glen Onoko - 11144										
Glen Adair - 11145										
Glen Placid - 11146										
Glen Road - 11147										
Glen Adelaide - 11148										
Glen Echo - 11149										
<b>13sbr</b> (Plan 3997A)	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Fort Cralo Mansion - 11150										
Macomb House - 11151										
Old Manse - 11152										
Pringle House - 11153										
Verplanck Mansion - 11154										
Apthorpe House - 11155										
Hosbrouck House - 11156										
Phillips Manor - 11157										
Schuyler Mansion - 11158										
<b>2cvt-1dr-buffet-lounge-observation</b> (Plan 3953D)	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Great Divide (see Note 7)										temporarily stored at Cleveland then redesignated dormitory car; name removed; numbered 2794
Great Falls (see Note 7)										temporarily stored at Cleveland then redesignated dormitory car; name removed; numbered 2795

**Notes**

- NYC road numbers assigned in 1952 for accounting purposes only and did not appear on the car sides.
- Returned to Pullman ownership as part of an exchange for older Pullman-owned cars that the NYC subsequently scrapped.
- Named East Berlin as built. Renamed 12 May 1941.
- Named Blackstocks as built. Renamed 1 April 1942.
- Named Red Berry as built. Renamed 14 June 1934.
- Named Red Feather as built. Renamed 26 September 1925.
- Removed from Pullman operational lease prior to assignment of car numbers in 1952.
- Named New Buffalo as built. Renamed 25 May 1932.
- Named John James Audubon (1st) as built. Renamed 29 December 1939.
- Temporarily renamed Loyola on 8 January 1931. Original name reinstated on 9 April 1935.
- Named Glover Gap as built. Renamed 11 February 1947.
- CCR indicates repainting at Wilmington Shop to PRR scheme (MD04973C) but this is not supported by Culver DLU data. This was likely a clerical error and the car was likely repainted in the standard Pullman Green scheme as indicated.
- Named Rock Gap as built. Renamed 28 June 1949.
- Stored at Calumet Shop December 1957-January 1958, then shipped January-February 1958 and repainted Pullman-pool two-tone gray (CED64358) prior to being returned to Pullman ownership in March 1958.
- Stored at Buffalo Shop April-May 1953 then shipped at Atlanta Shop June-September 1953 for accident repairs and repainting.
- Owned by the P&LE and never assigned NYC road numbers that were likely intended to be the missing numbers in this series (11090, 11094, 11095). Not known if P&LE road numbers were ever assigned and, if so, what these numbers were.
- Named Col. Tower as built. Renamed 17 August 1943.
- Culver DLU indicates repainting to "NYC colors" by December 1953. However, shipping records clearly indicate that the car was stored instead of shipping, first at the St. Louis Shop (November 1953-March 1954) then at the Buffalo Shop (March-May 1954), after which it was removed from Pullman operational lease.
- Renamed Flossmoor Club as built. Renamed 9 July 1941.