

CHICAGO, Nov. 10.—Eight years ago the Chicago, Milwaukee and St. Paul Railroad Company decided to turn over the management of its sleeping cars to the Pullman Palace Car Company. To-night the contract between the two companies expired, and the road again began the operation of its sleeping-car service.

Though the contract did not expire until midnight, an arrangement was made by which the railroad was to control trains going out last night, and the profits accruing on all trains arriving at destination before 12 o'clock were to be retained by the Pullman Company. At the expiration of the contract all connection between the two companies was severed and the cars of every description on this line will be run solely in the interests of the stockholders of the Chicago, Milwaukee and St. Paul Railroad.

This action on the part of the company resulted from the impossibility of renewing the contract on easier terms than heretofore. In abandoning the Pullman service the Milwaukee and St. Paul will also abandon all Pullman vestibules except a few which it has already bought and has in service. In place of the Pullman vestibule, the Milwaukee and St. Paul will use a vestibule of its own.

"This whole trouble," said a Milwaukee and St. Paul official, "arises from the desire of the Pullman people to have everything in sight. While our sleeping car service has not been operated at a loss since the Pullman people took charge of it in 1882, we cannot say that it has been a source of great revenue. Why, the Pullman Company has managed to just about eat up our share of the profits with bills for repairs, and it reached a point where we could stand it no longer."

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