

These are obvious reasons
for the overwhelming public
preference for the 20th

CENTURY LIMITED
Chicago — New York

- 1 An operating personnel, rigidly trained to the highest standards of service, with an esprit de corps and pride of achievement that are proverbial in American railroading.
- 2 The unique natural advantage of a water level route all the way—assuring ease of operation and amazingly smooth running.
- 3 The scenic route through the Hudson and Mohawk Valleys—one of the world's famous highways of travel.
- 4 Train equipment always of the newest type, and the most powerful passenger locomotives used in express service between the two cities. These giant "Hudsons," with their great reserve power, easily handle the heaviest trains under all operating conditions.
- 5 Passenger terminals in the business centers of New York and Chicago that are convenient to hotels, clubs, theatres, banks, and shops.
- 6 The only route between New York and Chicago doubly safeguarded all the way by electric block signals and the modern Automatic Electric Train Stop.

The 20th Century Limited—The World's Premier Train.

NEW YORK
CENTRAL LINES

A CENTURY OF PROGRESS
OF THE
**NEW YORK
CENTRAL LINES**

ONE OF THE GREATEST
OF AMERICA'S RAILWAY
SYSTEMS—DIRECTLY
SERVING ONE-HALF
THE POPULATION OF
THE UNITED STATES

NEW YORK CENTRAL
BIG FOUR ROUTE

MICHIGAN CENTRAL
BOSTON & ALBANY

PITTSBURGH AND LAKE ERIE

NEW YORK CENTRAL LINES

THE WATER LEVEL ROUTE

2 CENTURIES



TWO mighty CENTURIONS of today—the Chicago *Century of Progress of 1933* and the *Twentieth Century Limited*, of the New York Central Lines. Two *Centuries* that meld into one. Each is representative of the progress of this swiftly moving age. Each typifies the highest advancement of man—the one in science and in industry; the other in swift, dependable transport.

Chicago's *Century of Progress* typifies, in full degree, the growth and advancement of the great city at the head of Lake Michigan—in no small degree, the wonder city of the world. One hundred years ago and the edge of the broad lake was swamp and morass—marked only by the lonely Fort Dearborn, at the very point where the Chicago River debouched into the waters of the lake.

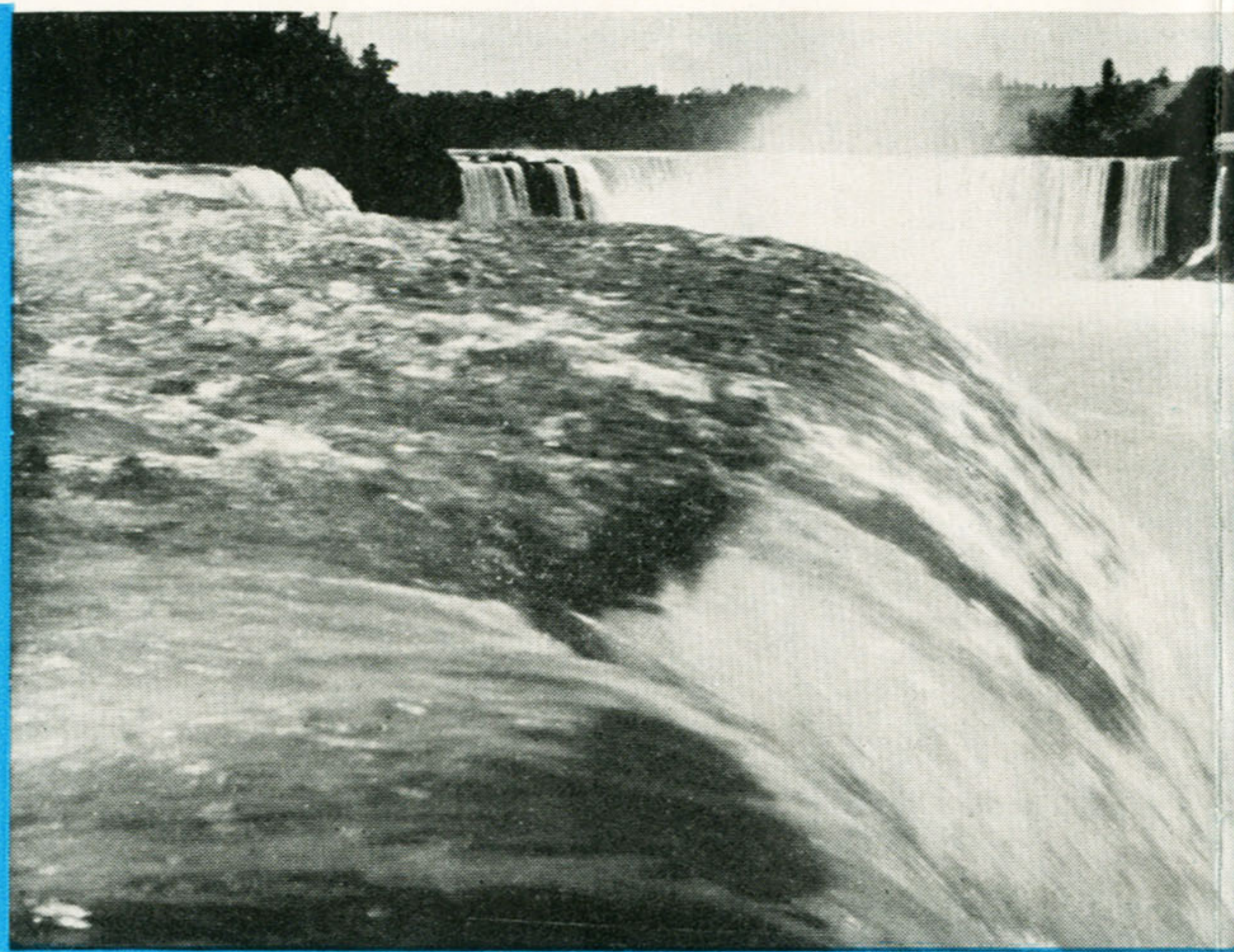
One hundred years ago and there was no *Twentieth Century Limited*. But in 1833 there was a New York Central Railroad, although under a different name. The road—a part of the main stem of the New York Central of this very day—was then known as the Mohawk & Hudson and it only reached from Albany to Schenectady, seventeen miles. Yet over it—in 1833—there was a steady and increasing service of both passenger and freight trains and people came from miles around just for the pleasure of riding upon this strange new toy—the rail road. . . . Two years earlier the operation of the Mohawk & Hudson had first begun, with the small American-built locomotive *DeWitt Clinton* hauling three small coaches—looking very much like highway stage coaches, from which they were modeled—from Albany to Schenectady and back, and at what was then regarded as a breath-taking pace. (The *DeWitt Clinton* engine and train which were shown at the great Chicago World's Fair of 1893 are honored guests again, at the *Chicago Century of Progress*. Three times a day they make their appearance, moving under their own power at the *Wings of A Century* travel pageant, which fronts the Travel and Transport Building. The New York Central's fast locomotive, 999, holding a world's record for speed, also appears in the same pageant.)



From these rather simple beginnings, progress was swift indeed. By 1836, the iron horse was making his daily trips between Schenectady and Utica, 78 miles; and seven years later one could go upon the railroad cars all the way from Albany to Buffalo, three hundred miles; even though several changes of cars were required at intermediate points and nearly twenty-four hours consumed in the journey.

Here were the beginnings of the New York Central Railroad, which was incorporated under that title in 1853, and took under its wings a dozen or more small railroads between Albany and Buffalo and Niagara Falls.

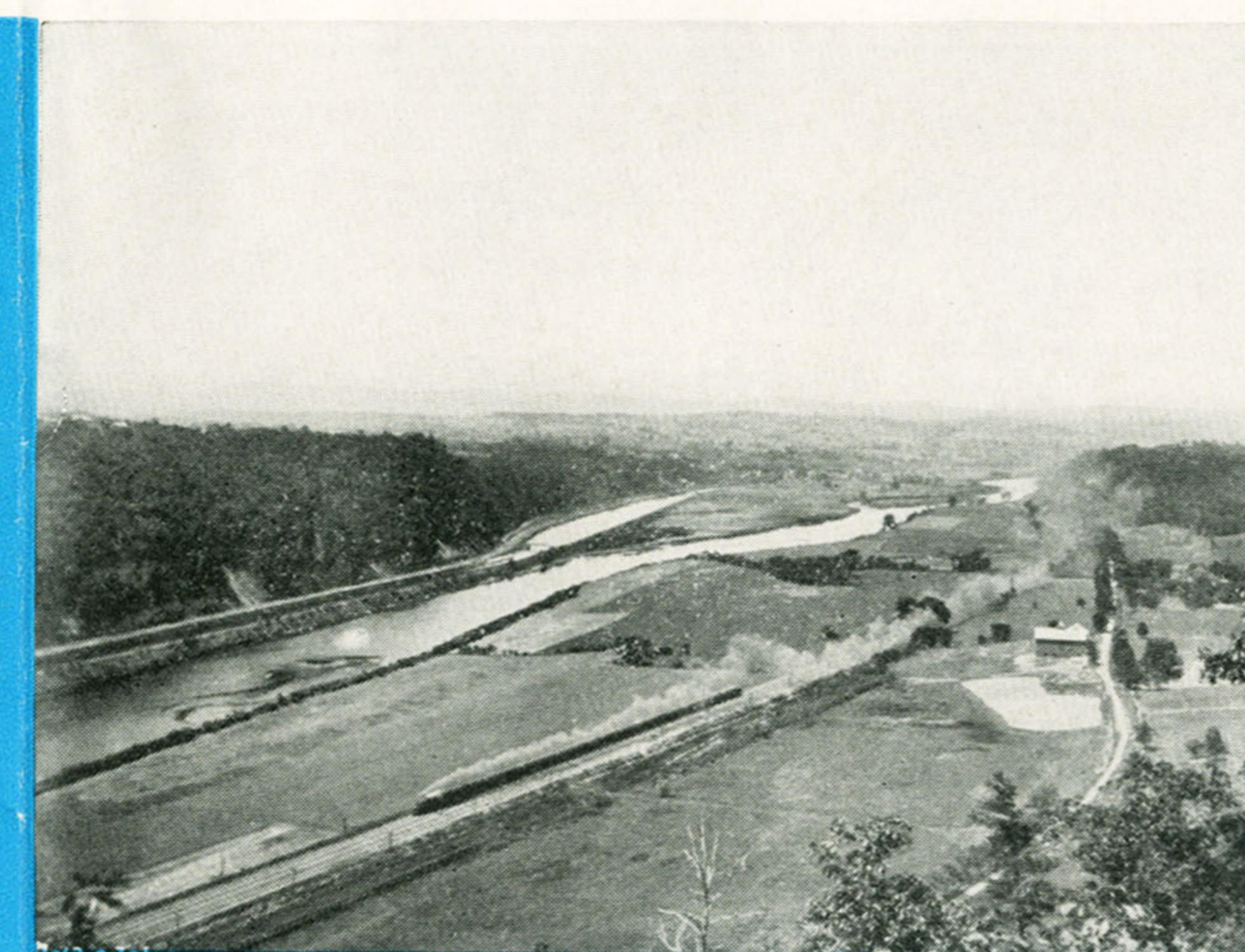
The Grand Central Terminal, New York—The Gateway to a Continent.



Niagara, the magnificent, directly on your pathway between the east and the west via the New York Central Lines. Passengers may stop over without extra charge.



The New York Central follows the shore of the Hudson for about 140 miles. The above view looking north from West Point is only one of countless similar vistas enjoyed by New York Central passengers.



The beautiful, historic Mohawk Valley traversed by the main line of the Water Level Route.

At Albany there was connection with railroads for New York and Boston, and at Buffalo and Niagara Falls with railroads that continued on, both north and south of Lake Erie, to Chicago. . . . Eventually, and after many changes, all these lines—many others, too, reaching to Cincinnati, Indianapolis, Louisville, St. Louis, Montreal and Ottawa—were to be brought into what today is known as the New York Central Lines, some 11,800 miles of line, a large part of which is double-tracked and much of it four-tracked, spreading through nine of the most populous states of the Union (and two provinces of Canada) and reaching most of the largest cities of North America.

THE WATER LEVEL ROUTE

From the first the New York Central sought to go from east to west through deep river valleys and along the broad level stretches at the south and north of Lake Erie. The grades in the valleys of the Hudson and the Mohawk rivers were so very slight as to be negligible—and the same was true of the two main stems from Buffalo west to Chicago. The only low level pass in the Appalachian Mountains, that extends from the St. Lawrence Valley nearly to the Gulf of Mexico, is where the Mohawk River cuts through from West to East in Central New York. It is through this pass that the New York Central builders laid its rails. So that most significant name—Water Level Route—became attached to the system and it has now become almost synonymous with it.

Water Level Route has come to mean not only easy and uninterrupted passage for the *Twentieth Century Limited* and the fleet of other swift passenger trains, over a well-nigh perfect and signal-protected track, to the great joy and quiet repose of travelers, but it also has meant a better path for the expedited movement of freight trains, of every sort. For New York Central, like almost all other American railroads, derives the greater part of its earnings from the merchandise that it transports. It hauls raw materials of every sort—timber and stone and iron and cement and foodstuffs, from the fields and mines of its production to the mills of the cities and towns where it is transformed into manufactured products, of an almost infinite variety. It takes perishable foods almost direct to the consumer. Milk is a great specialty of the railroad. And coal—for furnace and for hearth-stone and for boilers for producing energy, both steam and electric—a mainstay of the New York Central's vast freight traffic.

To handle this traffic—both freight and passenger—not only are many tracks necessary, vast fleets of locomotives and of cars

of every sort ready at all times, but adequate terminals must be provided.

BEAUTIFUL AND IMPRESSIVE PASSENGER TERMINALS

The terminals for the passenger traffic of the New York Central Lines are of splendid sort. The chief station in New York—the Grand Central Terminal—although now twenty years old, is still ranked in location, in size, and in convenience, as one of the master passenger terminals of the entire world. . . . Boston—reached by the New York Central's subsidiary, the Boston & Albany—has the roomy and convenient South Station. . . . In Chicago, the road has two principal stations: the one reached by its main stem trains, including the *Twentieth Century Limited*, is the fine La Salle Street Station, in the very heart of downtown, commercial Chicago and in fact the only railroad station in the city directly upon "the Loop" and reached by every elevated train. The other station—used by trains arriving and departing over the Michigan Central main stem of the New York Central is the so-called Central Station, on Michigan Avenue, at Twelfth Street, almost equally convenient to reach with the La Salle Street Station. . . . Into the Central Station are also operated the trains of the Big Four Railroad (another New York Central subsidiary) and of the Illinois Central Railroad, making convenient access and transfer for through travelers.

At various intermediate cities, the New York Central passenger stations are representative of the best that has been ac-

complished along this line of railroad development. . . . Cleveland has perhaps the most elaborate of these intermediate stations—a structure costing, with its yards and approaches, nearly \$100,000,000—but there are fine stations also at Detroit, at Pittsburgh, at Buffalo, at Rochester, at Albany and many other points along the New York Central Lines. . . . One of the handsomest and the very newest of all these great new railroad stations in America is the recently completed Union Station, at Cincinnati—a structure which for sheer beauty and uniqueness of design has no peer anywhere in the entire world. . . . Other important union stations used by New York Central are at St. Louis, Indianapolis, Toronto, Montreal and Ottawa.

GREAT AND CONVENIENT FREIGHT TERMINALS

Freight terminals are less picturesque but not less impressive. At two ends of its main stem—New York and Chicago, nearly a thousand miles apart—a railroad of the vast carrying capacity of New York Central has to be prepared to receive and discharge, in a day if need be, thousands of tons of merchandise, of every kind, sort and variety.

In Chicago, the natural contour of the surrounding country—broad and flat and unimpeded, gives New York Central's various main stems that enter the greatest railroad center of the world, splendid opportunity not only to serve the city's own great need, but to interchange with all the many other important rail-

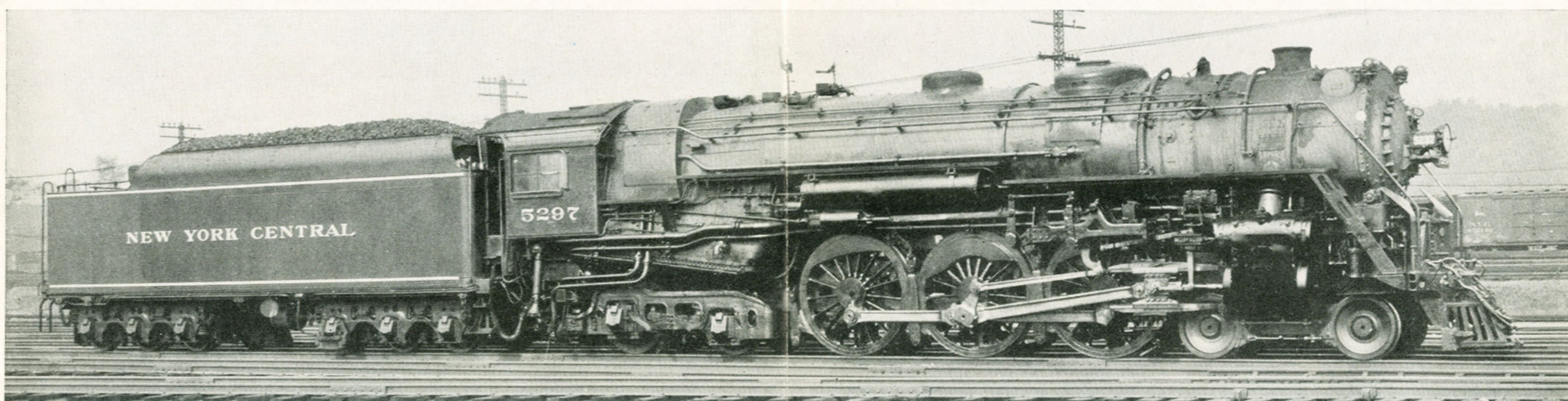
roads that enter that point from north, west and south. To accomplish this the better, not only are there a multitude of freight-houses and sidings downtown and in the various commercial centers of the widespread metropolitan area, but great yards and interchange tracks that extend for many miles and make a complete belt around the south, west and north sides of the city.

In New York the problem is much different. Here Nature has done little or nothing to assist in railroad operation. Rather she has done her best, seemingly, to impede it. A multiplicity of wide and navigable waterways upon every side of the island of Manhattan, with steep and rugged shores, makes railroad location and operation equally difficult. And has made it difficult for a hundred years or more. Yet railroads are not easily conquered. And in New York, great bridges and tunnels have been used by them to overcome the handicap of the water courses.

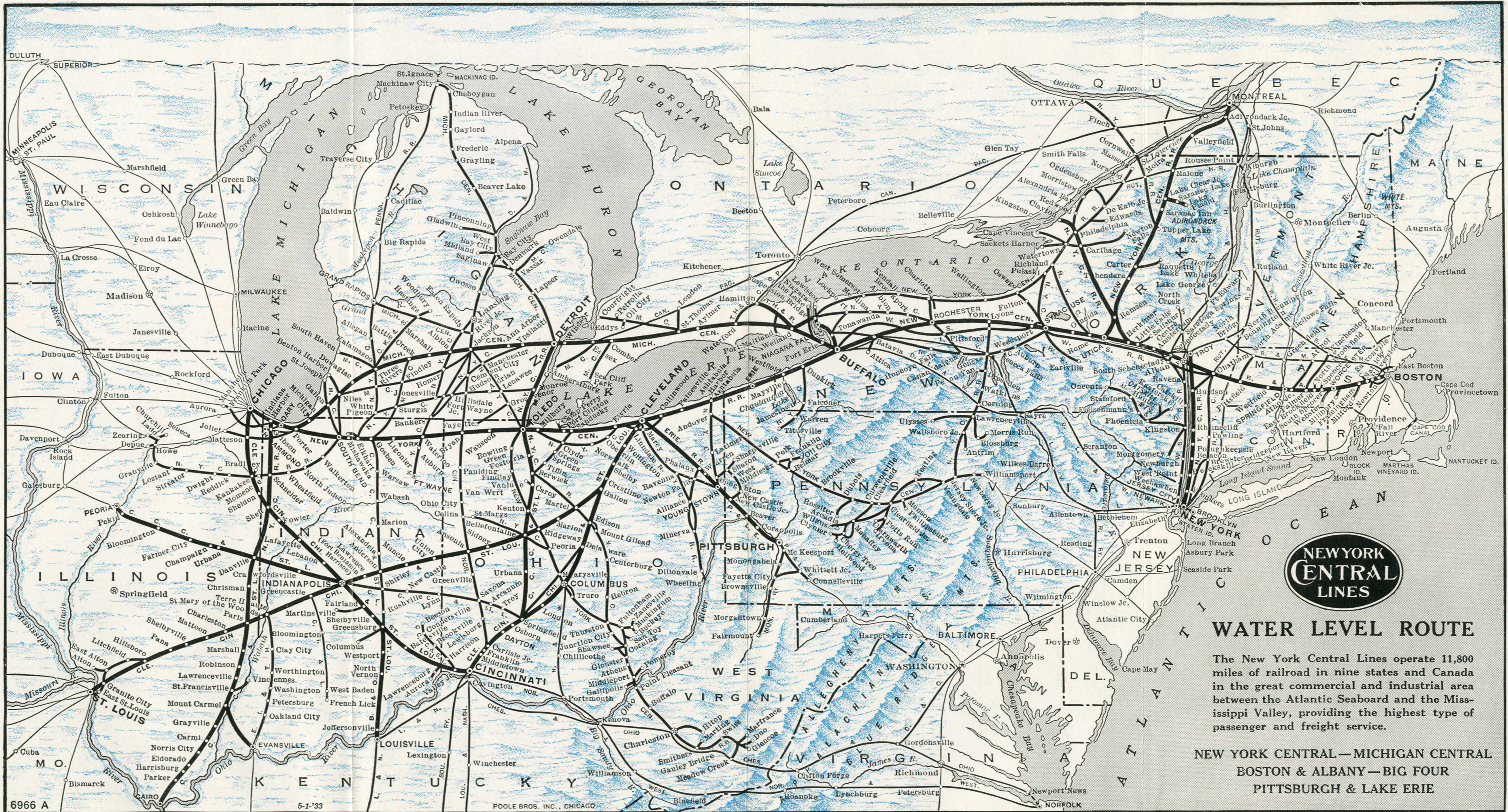
New York Central's ancient water-level route was adapted some sixty years ago to bring passenger trains in and out from the old Grand Central Depot, in Forty-second Street (predecessor upon the same location of the present magnificent Grand Central Terminal) through a long tunnel under Park Avenue and thence along the rim of the Harlem River to the point where the erstwhile Spuyten Duyvil creek poured itself into the Hudson. The rails of the old Hudson River Railroad then were turned over to freight operation. Commodore Cornelius Vanderbilt—whose remarkable vision made him founder of the New York Central system of today—built a great brick freight house in the lower part of Manhattan Island; known then and to this day as St. Johns Park. Originally St. Johns Park was for freight traffic of every sort; in more latter years it has been devoted almost exclusively to the handling of perishable freight.

THE VAST WEST SIDE IMPROVEMENT, NEW YORK

Out of that original conception of Commodore Vanderbilt there has come in the past few years a remarkable terminal development—known as the West Side Improvement. Some \$100,000,000 are now being expended, not only in eliminating all railroad grade crossings on the entire west side of Manhattan and in electrifying and burying the New York Central tracks as they run for miles alongside Riverside Drive under a splendid new city boulevard but in the construction of a variety of freight houses and terminal warehouses which will reach for two miles up and down the busiest commercial and industrial section of the busiest commercial and industrial city in all the world. . . . In addition to all of which New York Central possesses vast and



One of the giant Hudson type locomotives of the New York Central



valuable waterside terminals both on Manhattan Island, in the Bronx and along the New Jersey shore at Weehawken. The fact that New York is one of the great seaports of the world makes the railroad's freight terminal problem there all the more complicated. It is at a place like this that the railroad literally "goes to sea". Which means that it maintains a fleet of tugs, car floats, ferryboats and lighters, as well as the piers and docks and warehouses at which to accommodate them.

THE MAGNIFICENCE OF THE MACHINE, THE FAITHFULNESS OF THE MEN

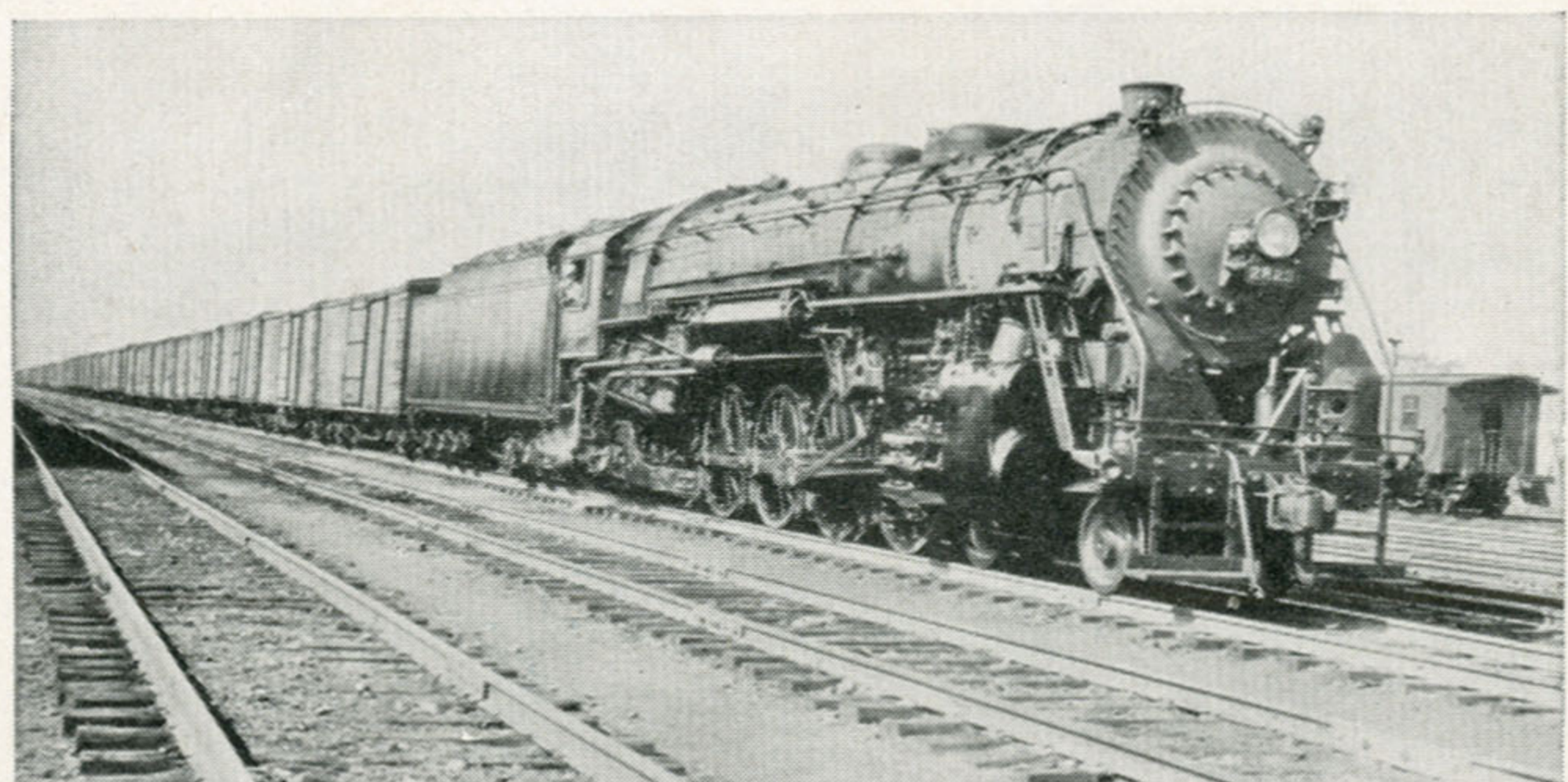
The casual passenger riding comfortably along the main line of a railroad such as the New York Central does not even vaguely realize the huge structure that functions to move him and his goods—at all times and under all conditions. He sees and feels the comforts of the train, itself, remembers the magnificence and the sweep of station concourse and departing platform . . . stops perhaps for an hour or a day to admire the beauties of Niagara Falls . . . reflects upon the sheer grandeur of the narrow defile through which the Hudson River finds its way between the sentinel mountains of Storm King and Break Neck . . . knows only vaguely that a hidden machine is working to move him and his, in comfort, in safety and speedily.

The machine is unobtrusive. It is composed of men—of various sorts and occupations—trained, energetic, responsible men who take themselves and the posts they fill upon the railroad very seriously indeed. Some of them you see in the station when you depart and arrive—others are in evidence, serving your comforts and your needs as you proceed upon your journey. The most of them, however, are quite unseen to you.

You may catch a fleeting glimpse of the two men in the engine cab as you enter the train, or leave it. But you cannot gain even a fleeting glimpse of the task that they have to perform; not unless you ride in the cab with them, and that is a privilege rarely accorded these days. Faith and a cool head and a sense of responsibility ride with them always . . . From time to time as you go along you may peer into some softly lighted signal tower along the line and there you will see the men working, swiftly and surely . . . Behind all these are many others that you do not even glimpse . . . The train dispatchers, who every minute watch the progress of your going . . . the lonely men, who, lights in hand, plod along the right-of-way, eternally vigilant against loose rails or ties or rocks or other obstructions on the track; back of these . . . the men who inspected the locomotive that carries you forth, the men who went over the mechanisms of the cars—couplings, air-brakes, all the rest of it . . . these are only some of those who have worked to make your journey a safe affair, as well as a pleasant one. Eternal vigilance. Unending responsibility. These are the real maxims of the railroad.

Fleet are its locomotives and most comfortable its cars. Superbly lovely are its passenger terminals. The food in the dining-cars of the *Twentieth Century* or any of its companion trains upon the New York Central Lines is quite the equal of the best restaurants and hotels of all the land . . . Staterooms,

The New York Central Freight Trains often exceed a mile in length.



DETROIT

SOME OF THE IMPORTANT PASSENGER TERMINALS OF THE NEW YORK CENTRAL LINES



CHICAGO



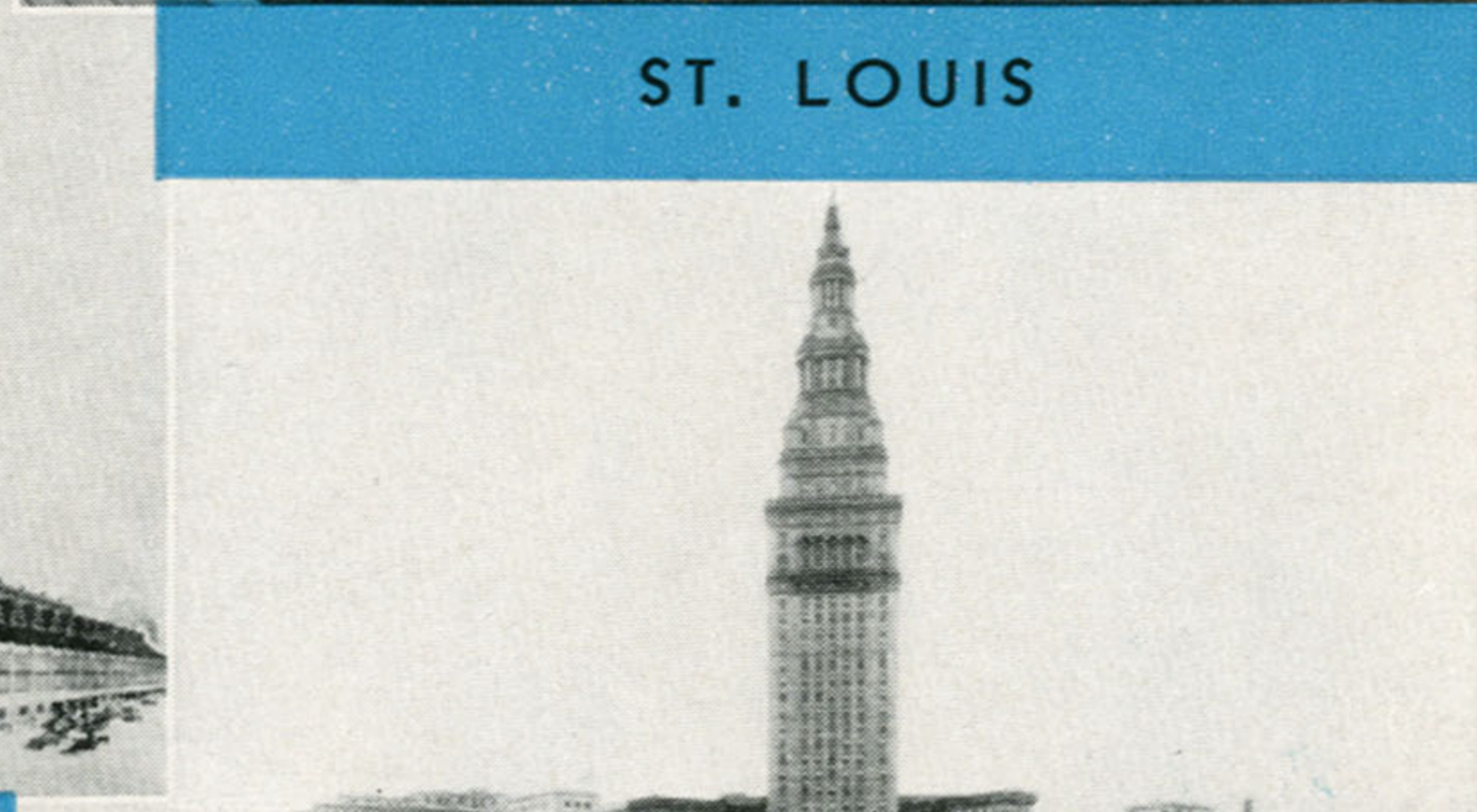
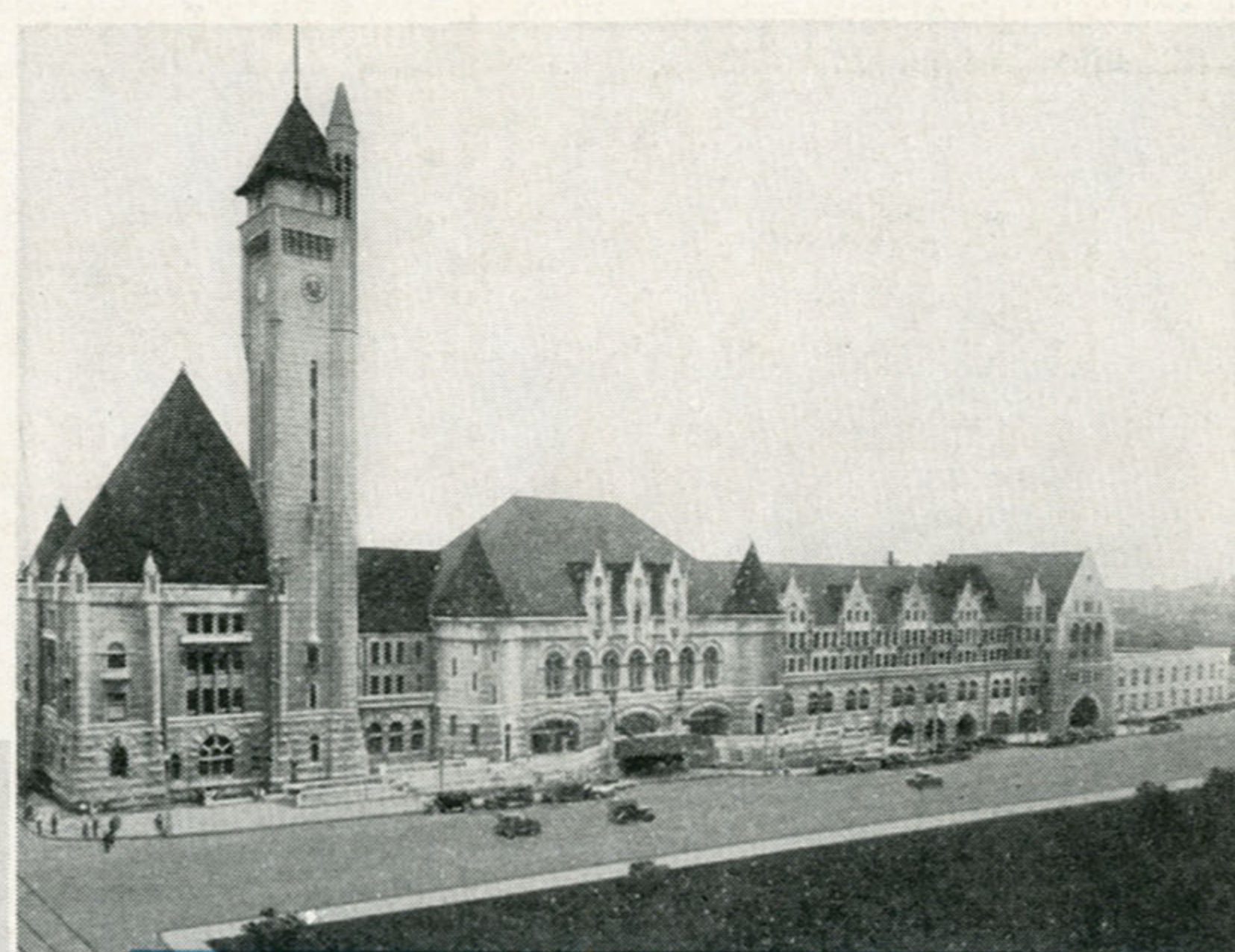
BUFFALO



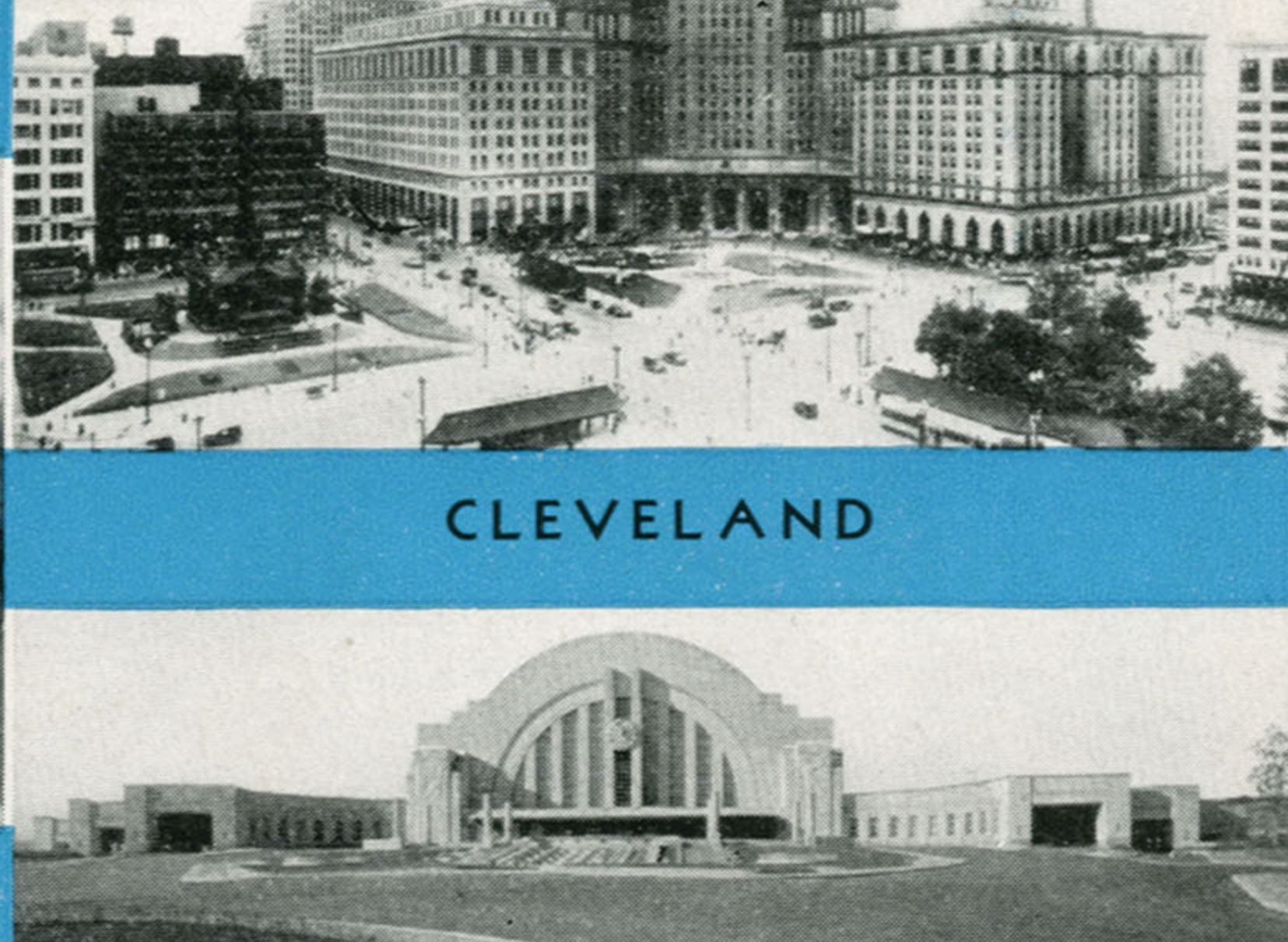
ST. LOUIS



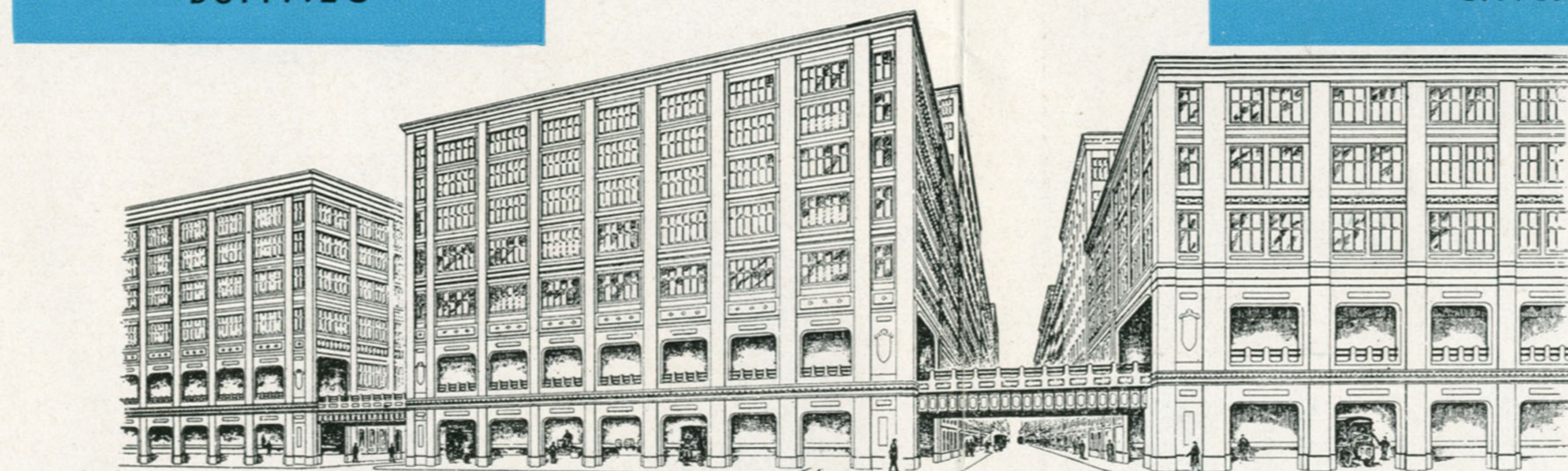
BOSTON



CLEVELAND



CINCINNATI



Typical view of the West Side Improvement, New York, now under way, showing the elevation of the New York Central freight tracks and the warehouse through which they pass.

large and small, bring still other hotel comforts to you. To say nothing of train baths and train barbers and train secretaries and all the rest of the comforts and luxuries of a well-run hostelry.

THE HUDSON TYPE—THE LAST WORD IN LOCOMOTIVE DESIGN AND PERFORMANCE

The *DeWitt Clinton* long since was superseded by other locomotives, growing heavier, stronger, swifter, all the while. Until now, a full hundred years and more after the coming of the first iron horse to New York Central, the passenger fleet of the system consists of more than two hundred great locomotives, of the so-called Hudson type—in addition, of course, to many other engines, both steam and electric.

The Hudson type forms the guard of honor of the New York Central locomotive fleet today. They represent the last word in locomotive design and performance.

Each of these engines is an even 96 feet in length. The wheel type arrangement is of the 4-6-4 type and the locomotive has, running free upon the line, a tractive power of 42,300 pounds. For starting purposes, it uses the wonderfully ingenious booster, and with the aid of this device attains an initial tractive power of 53,200 pounds. In less than a minute it can gain, with its heavy steel train, a speed of seventeen miles an hour.

Its six huge drivers are each 79 inches in diameter; its cylinders, 25 by 28 inches. It has all the modern appliances of high-grade, high-speed locomotives, boosters, stokers, superheat, feed-water heat, mechanical reversing and lubricating devices. With all of these, and its great tractive power and energy, the locomotive weighs over 659,400 pounds. Of this, 353,000 pounds is in the engine itself, the rest in tender which has a coal capacity of 28 tons and a water capacity of 14,000 gallons.

To operate the New York Central Lines in normal times requires the services of not less than 5,000 locomotives, 5,300 passenger cars of various types and description and 257,000 freight cars. This entire fleet of cars and locomotives, placed tightly end to end, upon a track, will reach 2,098 miles or practically from Chicago to Los Angeles or San Francisco. There are nearly 12,000 route miles of line in the system and, normally, over 100,000 employees are required to keep this great mechanism alert and on its job.

The New York Central Lines make no apologies for themselves. They are and always have been in the foreground of American rail progress—which means rail progress the world over. High standards have been set and high standards will be maintained. To this, the faith and loyalty of every New York Central employee, no matter what his position, is firmly pledged.

The New York Central Lines have representatives in principal cities throughout the United States who will be glad to give complete information regarding passenger and freight service. The American Express are general Foreign Agents with offices throughout Europe, Egypt, India and the Orient.

New York Central's Freight Terminal, Weehawken, just opposite New York's towering skyscrapers.

