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
PITTSBURGH AND LAKE ERIE

MICHIGAN CENTRAL
BOSTON & ALBANY

THE WATER LEVEL ROUTE
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 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.
At Albany there was connection with railroads for New York and Boston, and at Buffalo the passenger trains that continued on, both north and south of Lake Erie, to Chicago. Eventually, many other 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 11,000 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 east to west through deep river valleys and along the broad level stretches at the north and north of Lake Erie. The graces in the callings of the Hudson and the Mohawk rivers were so evident, so as to be negligible—and the same was true of the two main stems from Buffalo west to Chicago. The only less 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-surfaced perfect and signal-protected track, to the great joy and quiet ease 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 leadwood, 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 directly to the consumer. It has a great specialty of the railroad. And coal—for the 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 eminent 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 up "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. To the Central Station is 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 accomplished along this line of railroad development. Cleveland has perhaps the most elaborate of these intermediate stations—a structure setting, 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 most aesthetically most famous 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 land, 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 railroads that enter that point from north, west and south. To accomplish this the better, not only are there a multitude of freight-switching and storage connections, but others which go to the valves 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 railways 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 crosstown streets (Pennsylvania) cross around into the Hudson. The rails of the old Hudson Railroad there then were turned over to freight operation. Commodore 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. John's Park. Originally St. John's 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 $900,000,000 are now being expended, not only in eliminating all railroad structures, but in preparing a magnificent new terminal, here under a splendid new central business and commercial section of the busiest commercial and industrial city in all the world. In addition to all of which New York Central possesses vast and...

The causal passenger riding comfortably along the main line of a railroad such as the New York Central does not even vaguely realize the huge structures that invisibly move him and his goods—all at times and under all conditions. He sees and feels the comfort of the train, itself, represents the magnificence and the sweep of station concourses and waiting rooms stops perhaps for an hour or a day to admire the beauties of Niagara Falls, to reflect on the seething grandeur of the narrow defile through which the Hudson River cuts its way between the sentinel mountains of Storm King and Breakneck, (known only vaguely that a hidden machine is working to move him and his goods on his journey.)

The machine is unobtrusive. It is composed of men—of various sorts and occupations—mechanics, engineers, responsible men who take themselves and their posts till upon the railroad every journey is made. Some of these you see in the station where you depart and arrive—others are in evidence, serving your comfort and your needs as you proceed upon your journey. 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, have it. But you cannot gain your fleeting glimpses of their task. They have, however, one privilege rarely accorded these days: Faith and a cool head and a sense of responsibility give them always . . . from time to time you may see one, as you pass down some slightly elevated signal, gazing and throwing his hands at the uppermost, or, perched as he is on the top of the cabin,300

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

Each of these engines is an engine of 600 -foot length. The wheel type arrangement of the 4-6-4 type and the locomotive has running free upon the line, a tractive power of 42,000: pounds. For starting purposes, the wonders in ingenuity and speed, and with the aid of this device attains a maximum tractive power of 33,000: pounds. In less than a minute it can gain, with its heavy load, a speed of some miles an hour.

In six hours drivers are each 27 inches in diameter; its cylinder, 25 by 28 inches. It has all the modern appliances of highgrade, high-speed locomotives, booster, superheater, mechanical reversing and共同发展. With all of these, and its great tractive power and energy, the locomotive weighs over 300,000 pounds. On this 2,500,000 pounds is the engine itself, the rest its tender which has a coal capacity of 20 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 8,000 locomotives, 2,000 passenger cars, of various types and descriptions, and 250,000 freight cars. This entire fleet of cars and locomotives, placed lightly into a line, would reach 2,000 miles or practically Chicago to Los Angeles or San Francisco. There are 20,000 miles of track in this country, and over 100,000 employees are required to keep this great mechanism in operation.

The New York Central Line makes no apologies for themselves. They are the work of American rail railway which means rail progress the world over. High standards have been set and high standards will be maintained. To this, the fidelity and 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 and it will be glad to give complete information regarding passenger and freight services. The American Express Co. are general Agents with offices throughout Europe, Egypt, India and the Orient.

New York Central freight terminals, Washington, last up-to-date New York's famous locomotives.
These are obvious reasons for the overwhelming public preference for the 20th Century Limited.

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