When
WEST MEETS EAST

PENNSYLVANIA RAILROAD
PIONEERS sought the shortest way. The Pennsylvania Railroad followed the pioneers. It built and developed that route. Thus the Pennsylvania Railroad is, and always has been, the shortest route between West and East. From Chicago or St. Louis to New York it is shorter by more than 50 miles.

Pennsylvania Railroad trains, therefore, can cover the distance between its great midwestern terminals and eastern cities in the shortest possible time.

The basic advantages offered by the Pennsylvania Railroad do not end with reduced distance and time. Travelers from the West will find that, through convenient connections from the western lines, via The Pennsylvania's gate-

Diagram
showing the Pennsylvania system and the availability of its terminals for service to transcontinental travelers.
way terminals, they can reach the largest number of important eastern cities, including the nation's Capital, directly and without change of cars. It is the logical route also to famous eastern resort areas from New England to New Jersey and tidewater Virginia.

Moreover, Pennsylvania Railroad is the only direct route to the New York World's Fair... with station on Fair Grounds. It is the shortest, most convenient route also to connecting western trains speeding to the Golden Gate International Exposition.

So, in its primary function—swift, safe, convenient transportation—the Pennsylvania holds decided advantages for travelers and shippers of the West.
A Network directly linking more than 3,000 Cities and Towns ... among them 9 of the 10 Largest

Between New York and Philadelphia alone 96 passenger trains daily ... 40 between New York and Washington over a 24 hour span ... 15 high-speed trains flashing between New York and Chicago 365 days of the year. Multiply that by the hundreds of trains serving Pittsburgh, Detroit, St. Louis, Cincinnati and the thousands of other points on the Pennsylvania ... weave into this network of speed the vast fleet of freight trains bearing the produce and products of the nation to all these cities and towns ... consider this whole complex operation executed so flawlessly, so smoothly as to excite not a word in the day's news. That will give you, traveler or shipper, an idea of the all-embracing character of Pennsylvania Railroad service and its importance in the American pattern of life.
From Corral and Copper Mine to World Horizons

Through the key ports of New York, Philadelphia, Baltimore, and Norfolk pass much of the output of western enterprise for export. Pennsylvania Railroad freight trains run right to tidewater in these four great ports, making available to western shippers the advantages of the unexcelled facilities established there for the handling of freight from car to ship. So, benefits of the Pennsylvania's transportation go beyond national boundaries... to the very corners of the earth.
FOR YOUR TRAVEL COMFORT...

A FLEET OF MODERNISM

The Pennsylvania Railroad may well have taken its service philosophy from Abraham Lincoln, so aptly does its thinking express his words... "for the good of all the people."

Take the Fleet of Modernism—

Not just one modern train—but a whole fleet of them!

*Broadway Limited* (all-room train) and *The General* between Chicago, Philadelphia and New York; "*Spirit of St. Louis*" between St. Louis, Philadelphia, Washington and New York; *Liberty Limited* between Chicago, Baltimore and Washington. Eight crack modern trains daily, four in each direction. And soon to be joined in modern styling by two new flyers... *The Golden Triangle* between Chicago and Pittsburgh, and *The Pittsburgher* between Pittsburgh and New York. Altogether twelve modern trains!

Just what does this mean to the westerner with eyes on an eastern trip? This, above all: By Pennsylvania Railroad and a conveniently connecting western railroad you can enjoy the art, the beauty, the comforts, the speed of modernism from... *the Pacific to the Atlantic*!

What’s more, all trains of the Pennsylvania’s *Fleet of Modernism*, except the *Broadway Limited* and *The Pittsburgher*, carry luxury coaches—so the comforts of the modern spirit can be the privilege of all who travel.
Smart table arrangements, colorful drapes, murals . . . soft music . . . inter-car phone service for table reservations—that's modern dining, as you find it on—for example—the Broadway Limited.

The modern Lounge Car touches a new peak in luxury. Clever "conversation corners", individual furniture pieces, mirrors, murals, radio . . . and a handsome fanwise bar . . . are new features.

A glimpse of the new Observation Car which ends in a glass-enclosed solarium, with brocaded sofas facing the receding scenery. (bottom left) A cozy corner in one of the Lounge Cars. (bottom right) Private accommodations offer real homelike beds, personal toilet facilities, your own weather at fingers' twist and other innovations. The Roomette, for one traveling alone, is positively ingenious, yet only one of the newer types.
COUPLED WITH THE FLEET OF MODERNISM . . .
America's Greatest Electrified Mileage!

Did you ever ride behind a giant streamlined electric locomotive? For 194 miles from Harrisburg, Pa., to New York by one route—and for 226 miles from Washington to New York by another—the Pennsylvania Railroad provides the improvement of complete electrification. You’re certain to enjoy it because all Pennsylvania Railroad through trains from the west and south travel over one or the other of these principal routes. Great 4-track systems, these electrified routes stand out as a major advance in railroading.

Power is transmitted by overhead wires to locomotives of the most modern and powerful types, especially designed for this service.

Where electrification is economically sound and in the best interests of the public, and where the character of traffic is such that it makes better service possible, the Pennsylvania Railroad uses electricity. Where steam power conforms best to these principles, steam power is employed. At present 2,677 miles of Pennsylvania Railroad tracks are electrified—or approximately 40% of the total electrified standard railroad trackage in the United States.
...AND THE LARGEST FLEET OF AIR-CONDITIONED TRAINS IN THE WORLD!

There is one phase of railroad operation where the Pennsylvania Railroad aspires to be not merely "On Time"... but ahead of time.

That is in improvement. The Pennsylvania Railroad was a pioneer in developing and adopting many of the fundamental improvements by which the science of railroading has been advanced, among them the steel rail to replace iron, the air brake, automatic signal systems and all-steel passenger and freight cars.

So, when the first glimmerings of a new development—air-conditioning—attracted attention, the Pennsylvania Railroad asked, "How can it be applied to travel?" Today you have the answer... Pennsylvania Railroad offers the largest fleet of air-conditioned trains in the world!

And now, another milestone. The world's largest, fastest, most powerful passenger steam locomotive, capable of sustained speeds of more than 100 miles an hour! Thus does Pennsylvania Railroad carry on the tradition of keeping ahead of the times.
Once railroad freight moved haphazardly—but no longer!

Pennsylvania Railroad freight trains operate on fixed schedules—just like passenger trains.

And at speeds comparable to those of passenger trains of a few years ago. In fact, one can now get a freight shipment from a point approximately 500 miles away overnight—almost as fast as Uncle Sam can deliver a first-class letter. A far cry, truly, from the past.

Not hours but days have been clipped from long-haul freight movement over the Pennsylvania lines. Such reductions in time seem almost incredible, unbelievable—but that's how commerce "rides" today.
What's more, this huge Pennsylvania "magic carpet" has its own "Fleet of Modernism"... great trains, designated like passenger trains, by name... The Packer, the Greyhound, the Ranchman, the Cornucopia, the Bison, the Speed Witch. And proudly do their train crews lay their records for punctuality and performance alongside those of the system's crack passenger trains!

**SPEEDING WESTERN PRODUCTS TO BIG EASTERN MARKETS**

Those delicious fruits and vegetables the rich lands of the West grow in such abundance reach the great markets of the East quicker than ever before, thanks to the new, faster schedules of the Pennsylvania's modern freight fleet. "Perishables" now travel almost as fast as passengers, What's more, they reach eastern markets in prime condition, due to the marked improvements in rail transportation. The facilities of the Pennsylvania for handling perishables are most complete.

The entire western country, on both sides of the Rocky Mountains, benefits in equal degree from these excellent facilities and services. Cattle, grain, lumber, minerals, products of farm and sea, are moved to eastern cities with smoothness and dispatch. In shipments of all kinds from states west of the Mississippi, the shipper profits from the Pennsylvania's direct service to all major markets of the East.

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Specialized services now exist in general freight movement that were dreams a few years ago. Innovations of a revolutionary nature have been introduced, all tending to move freight more quickly and economically. "Pick Up and Delivery Service," where the railroad assumes responsibility from shipper's to consignee's door, is but one example. There are others—ask about them.
Who owns the
PENNNSYLWANIA RAILROAD?

A few wealthy families? The management? No. The American people. 215,000 stockholders—nearly half of them women—people such as you see and meet every day. And the Pennsylvania Railroad is proud of the fact that since its founding it has never failed in any year to pay them a return, a dividend, on their investment.

Consider the contribution this railroad has made to the national welfare. In the last 10 years, despite the severest depression in the country’s history, the Pennsylvania Railroad has paid over that period in interest alone to savings funds, insurance companies, educational and charitable institutions and thousands of individuals the sum of $464,000,000. To the support of government, good roads, schools and other public institutions through taxes . . . $355,000,000. To labor directly in wages . . . the huge sum of $2,381,000,000. And for materials, fuel and products bought from mills, mines and farms for day-to-day operations, $916,821,000. The sum total of this has helped mightily to keep wheels turning and families in food and warmth.

So, in a very real sense, the railroad that grew out of the vision of “opening the West” is a vital and constructive force in the well-being and happiness of the American people.
Gateway to America

Pennsylvania Station – New York City