

# Train Talks

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*Informal discussions by the Pennsylvania Railroad with its patrons on matters of mutual interest and concern.*

FEBRUARY, 1939

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## “Giant Strides” by Rail

**Half the Continental Expanse Linked  
by P.R.R. Through Passenger Service**

**S**PANNING the miles between the distant horizons of a continent, the passenger trains of American railroads serve the needs of the most travel-loving people in history. Providing throughout this great territory the safest, surest and most comfortable means of transportation which science has yet devised, the extent of service which these trains render is measured in impressive figures. Especially is this true of those systems whose lines unite many important centers of population and industry.

Every 24 hours the Pennsylvania Railroad carries in its trains about as many people as live in such a city as Cincinnati, O., or Newark, N. J., or Indianapolis, Ind., with its suburbs.



**The Master Room—newest and most complete private room accommodation for long distance travel.**

From sun to sun, throughout the four seasons, these passengers ride a daily total of some thirteen million miles.

To handle this business, 3500 passenger trains a day are dispatched from the railroad's division terminals. Over the 11,000 miles of the Pennsylvania's own lines, these trains unite cities and towns of 13 great states. In cooperation with connecting lines to the South, North and East, they provide a vast network of direct through service, without change, which ties into the Pennsylvania's own territory great surrounding areas.

### **Regularity of Schedules—Time Quickened**

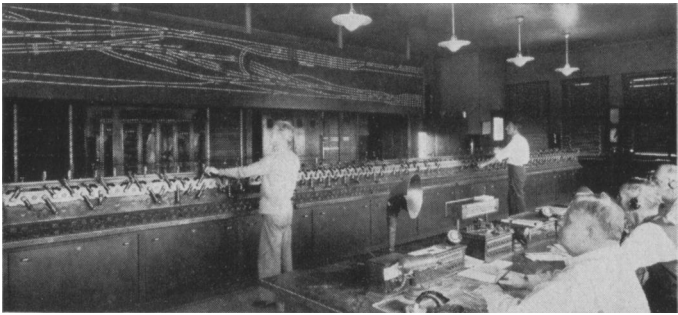
So smoothly and dependably does this far flung transport mechanism work that, year in and year out, these trains, flashing by the mile-posts of division after division, maintain their schedules and make their daily runs with almost complete freedom from interruption.

In recent years, also, schedules have been greatly quickened and improved with the building of more powerful locomotives, completion of the eastern electrification, many forward steps in signaling, the use of heavier and stronger rail, smoother and more compact roadbed, new and ingenious automatic protective devices, and other great advances in the art of railroad operation which have made faster time not only desirable but safe and comfortable.

The practically complete air conditioning of the entire through train service has added a finishing touch.



Typical of the Pennsylvania's through service to far distant cities, a train like this starts daily at New York and carries passengers without change to eight important cities of the South, in an area stretching from Virginia to Louisiana.

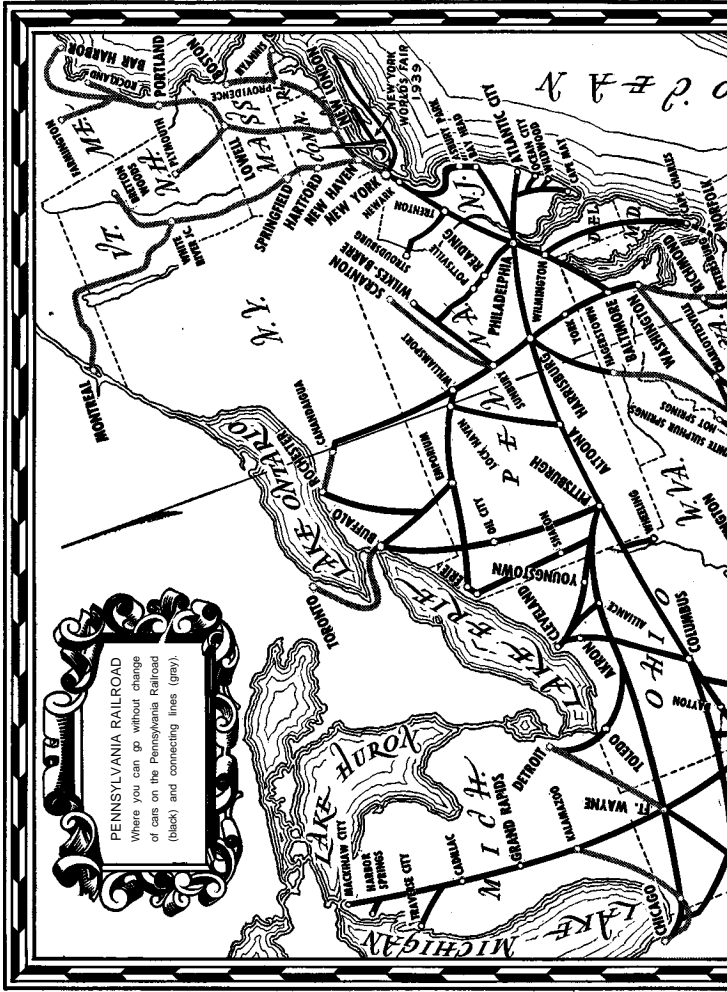


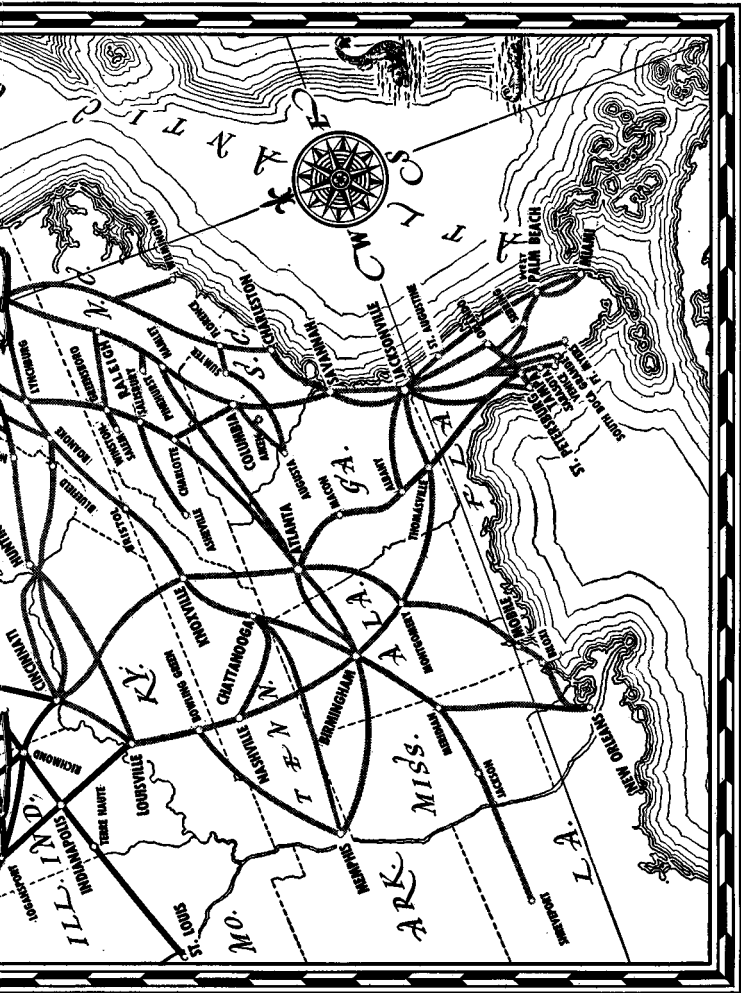
At great terminals the movements of arriving and departing trains are electrically directed by ingenious apparatus. The passage of each train is traced by the successive lighting of tiny electric bulbs which dot the trackage diagram. The interlocking switches and signals are controlled by the levers.

Throughout the greater portion of its history, the passenger traffic of the Pennsylvania Railroad has been a more than ordinarily important factor in contributing to its total business. In part this is because of the large number of populous cities to which the lines of this railroad have been extended over short and convenient routes. In equally significant degree it reflects the results of the progressively increasing comfort, speed and on-time performance of trains whose carefully planned schedules bring nearly all of these cities within delightful daylight trips, or restful overnight journeys, of one another.

In order of size, the first, second, third, fourth, sixth, seventh, eighth and tenth largest cities of the United States—New York, Chicago, Philadelphia, Detroit, Cleveland, St. Louis, Baltimore and Pittsburgh—are directly on the tracks of this railroad. Boston, ninth in order, is tied in by many daily through trains over directly connecting rails. Los Angeles, fifth in size, and upon the continent's farther rim, is reached with one change of cars.

The census bureau lists 45,400,000 people in the 40 largest metropolitan districts of the country. Of these, 31,100,000, or 69%, live in communities served directly by the Pennsylvania Railroad, while 6,000,000 more, another 13%, dwell in metropolitan areas reached by through service over connecting lines. In





other words, 82% of the large-city populations of the United States are accessible by trains on the Pennsylvania Railroad or by through cars from and to Pennsylvania Railroad trains, operating over connections without change.

Considering separately the densely peopled portion of the continent extending from the Mississippi River eastward, the proportion of the metropolitan populations so served is 94%.

Beyond their radius of direct through service, Pennsylvania trains also provide, via the Chicago and St. Louis gateways, service to and from every part of the country west of those cities, including the entire Pacific Coast, with only one change of cars.

This picture emphasizes the importance which the Pennsylvania Railroad will occupy as the principal rail highway to the New York World's Fair of 1939, where it will be the only railroad operating trains directly to the Fair grounds.

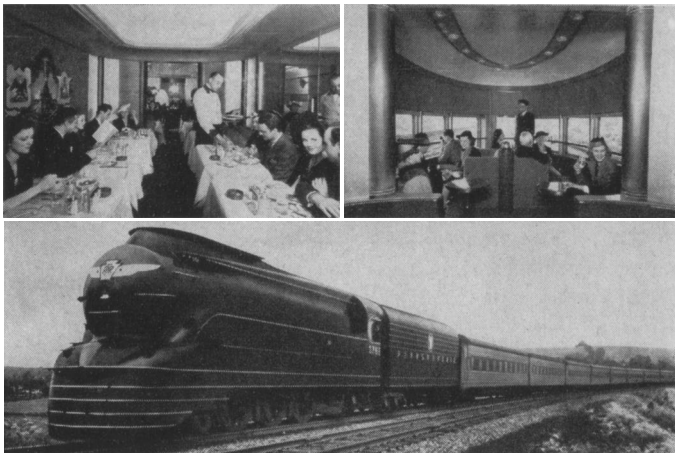
From the great cities of the East, also, it will be a main route to the Golden Gate International Exposition at San Francisco, through its convenient western connections.

## **Where Great Tides of Travel Meet**

In the territory directly gridironed by this railroad's lines, population is densest and big cities are nearest each other in the extreme northeastern tidewater sector, and from this area spread out inland across the map in somewhat fanwise pattern. The location of this railroad's lines and the arrangements of its train services naturally conform to the distribution of population, and consequently follow a pattern generally similar.

The result is to make this railroad's northeastern tidewater trackage, and particularly the 90 miles of main line between New York and Philadelphia, a focal area for much of the traffic of the entire system and its connections. Into this territory each day a vast flow of rail travel converges from far and near, and from it an equally heavy outward movement starts toward terminal cities dotting half the continental map.

The regularity and smoothness with which this great concentration of traffic is handled affects the precision and dependability of service, not only throughout the Pennsylvania's own System,



With its "Fleet of Modernism"—the Broadway Limited, The General, the Liberty Limited and the Spirit of St. Louis—and many other "blue ribbon" trains, this railroad on its own tracks directly serves eight of the ten largest cities of America. The Broadway Limited, premier train between New York, Philadelphia and Chicago, is shown with streamlined locomotive in steam territory. Above, right, a new observation car interior; left, a new dining car interior.

but on many connecting railroads in a vast domain extending from the St. Lawrence River on the North to the Gulf of Mexico on the South, and from the Atlantic seacoast on the East to the Mississippi River on the West.

At Pennsylvania Station, in New York City, where the tides of traffic meet from the South, the West, Long Island, New England and the Canadian gateway, a passenger train arrives or departs every 51 seconds between the hours of 8 and 9 o'clock each morning. For three continuous hours, from 7 to 10 a.m., the average is almost precisely one train a minute.

Standing in the concourse of Pennsylvania Station during those three morning hours, an observer would see passengers come or go on trains which provide direct through service to and from

