

PENNSYLVANIA

RAILROAD

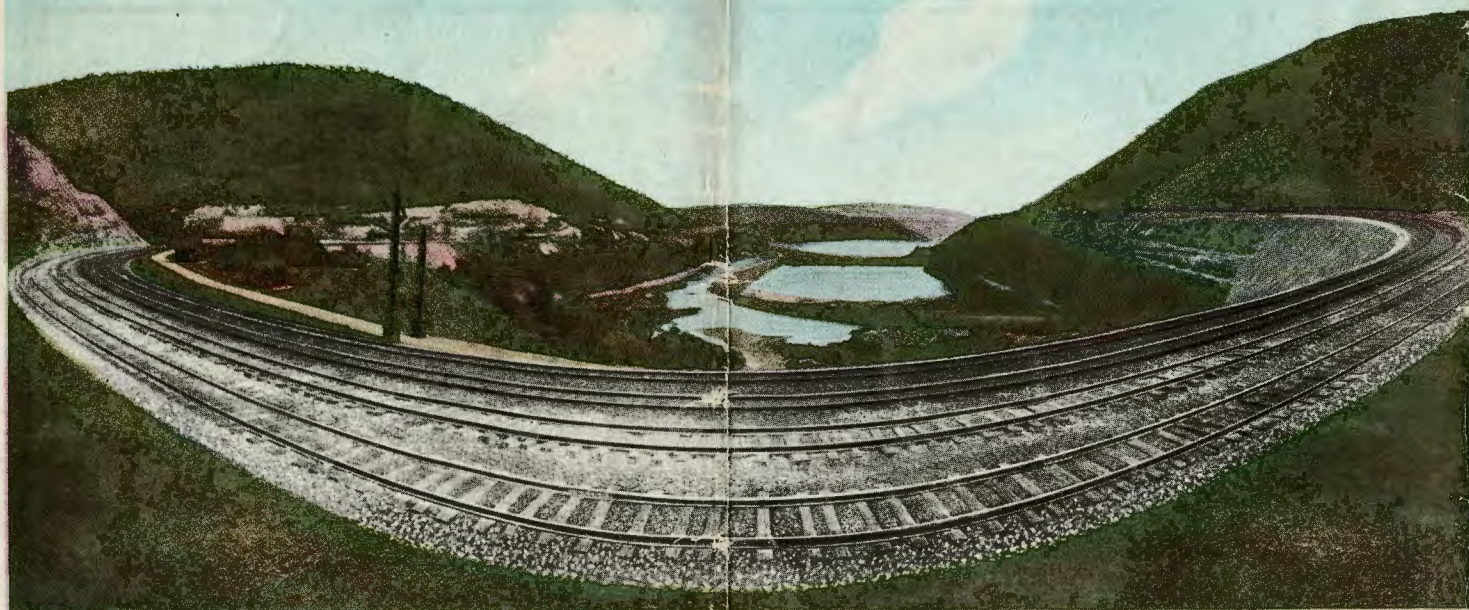
DESCRIPTIVE MAP FOLDER



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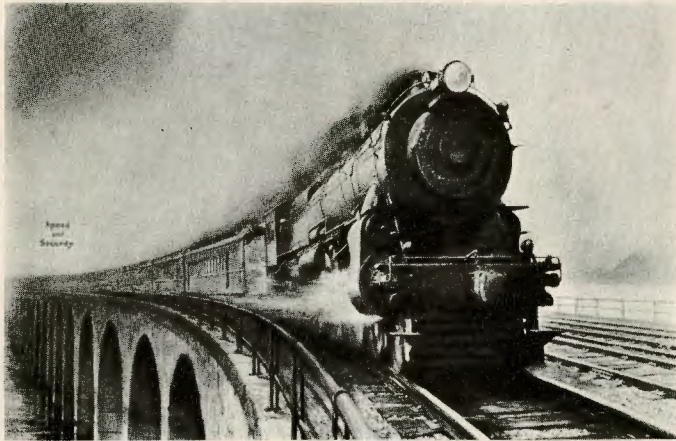
DESCRIPTIVE MAP FOLDER



The Standard Railroad of the World

The Standard Railroad of the World

Pennsylvania Railroad



Broadway Limited crossing the Susquehanna near Harrisburg



THE development of transportation in the United States is a history of achievement of marvels of engineering skill and inventive genius, which have overcome seemingly insuperable obstacles, bridged rushing streams, tunnelled lofty mountains, and by providing facilities of communication between remote sections of the country, have developed trade and commerce and proven potent factors in the progress, power and advancement of the country to its present proud position among the nations of the earth.

In this material development, the Pennsylvania Railroad, recognized as the Standard Railroad of the World, as well as The Broad Way of Commerce, has played an important part in setting the pace for progressive enterprise and advanced travel facilities, so that probably no other rail line in the country reaches out to so many important centres of industrial activity or serves so many varied interests, including tourist and business travel, as the Pennsylvania Railroad, which with its excellent service and its direct, convenient connections, carries more passengers, and hauls more freight than any other railroad in America.

As a progressive transportation system, the Pennsylvania Railroad was the first railroad to use steel rails; the first to use the air brake; the first in America to install track tanks; the first to protect its trains by the block signal system; the first to build all-steel box cars; and the first railroad to introduce all-steel passenger equipment.

It has invested \$2,302,802,826 in road and equipment, about 10½ per cent of the country's investment in railroad property.

It has an average of 213,947 employés, pays annually in wages \$373,875,686 and in pensions \$4,761,996. It handles approximately 7,000,000 pieces of baggage. To handle its traffic it has 7,347 locomotives, 8,121 passenger cars, 271,318 freight cars, 4,956 work equipment cars and 409 vessels of various kinds.

It carries annually 229,509,596 tons of freight and 140,184,622 passengers.

It carries over 17 per cent of passenger and 11 per cent of the total freight traffic of the United States.

It has 15 per cent of all passenger cars, 11½ per cent of all freight cars and 13 per cent of the Nation's total tractive power of locomotives.

IT CARRIES MORE PASSENGERS, HAULS MORE FREIGHT THAN ANY OTHER RAILROAD IN AMERICA.

The Broad Way of Commerce

This great transportation system, with its home and general offices located in Philadelphia, where William Penn made his famous treaty with the Indians and the nation had its birth, is the pulsating artery of trans-continental travel east and west in the United States. Its adopted symbol and trademark is the keystone, and as Pennsylvania, the commonwealth after which it was named, was the keystone of the arch of the original union of states, so the Pennsylvania Railroad constitutes the keystone of the arch of the transportation system of the country.

Practically one-half of the entire population of the United States, is found in the territory directly reached by its lines.

Its main lines and branches serve the important industrial sections—a service admittedly well and faithfully performed.

It is the central modernized, perfected railroad which with its convenient connections joins the Atlantic to the Pacific, and the Great Lakes on the north to the centres of industry and resorts of fashion and pleasure of the Southland.

It reaches by its own tracks, practically every section of the populous middle states east of the Mississippi, and is the natural short line of passenger travel between New York and both Chicago and St. Louis, the popular gateways of the trans-continental lines to and from the Pacific Coast.

It is the great national highway from New York, as well as from all points west and east to and from Washington, the capital of the nation.

With its convenient connections it provides adequate direct and through service, to and from practically every important city and commercial centre south of the Great Lakes and east of the Mississippi River.

Over its perfectly ballasted roadbed through cars are operated from New York via Washington to points in the Virginias, Carolinas, Georgia, Florida and the Gulf Coast.

By tunnels under the mighty Hudson or North River, through, electrically propelled steel trains enter and depart from the magnificent Pennsylvania Station in the heart of New York City; and to the east, tunnels under New York and the East River carry trains and passengers to Long Island points, and via the Hell Gate Bridge, provide through train service and connections to and from points in New England and Canada.

With its 11,108 miles of lines and 25,751.95 miles of track, it directly serves eight of the ten largest cities in the union, and its 4500 stations are in direct touch with twenty cities, each with a population of over 100,000; one hundred and fifty cities each with a population of over 10,000; and two hundred and sixty-three each with a population of over 5,000.



Pennsylvania Station, New York, Seventh Avenue and 32nd Street

Pennsylvania Railroad



Independence Hall, Philadelphia

With its own tracks, providing admirable service, the Pennsylvania Railroad is the most direct route between the Atlantic seaboard and Cleveland, Toledo, Detroit, Chicago, St. Louis, Cincinnati, Louisville, Pittsburgh and the west and southwest.

Its through trains to Chicago, Cincinnati and St. Louis are scheduled to provide convenient connections with through trains, to Rocky Mountain points, the great Southwest, the Northwest and the Pacific Coast.

For passenger travel to the west and south the Pennsylvania Railroad enjoys a unique position and a distinct advantage, with the Pennsylvania Station located at 7th Ave. and 32nd St., in the heart of New York, serving the hotel, theatrical and business sections and a downtown station, the Hudson Terminal, Cortlandt and Church streets, convenient to the banking and financial district of the metropolis.

Starting from Pennsylvania Station, the train enters massive steel and concrete tunnels—extending under the broad Hudson or North River, to emerge from the Bergen Hill Portal, under Jersey City Heights and crosses the Hackensack River to Manhattan Transfer, where electric engines are discarded for steam propelled locomotives.

Thence over well ballasted tracks the line crosses New Jersey, passing through Newark, with its vast industries, Elizabeth, historic New Brunswick with Rutgers College dating back to 1776 on the right of the station, and on to Princeton Junction, with a three mile spur to Princeton, where was fought the revolutionary battle of Princeton and where now is located Princeton University, one of the foremost colleges of this country.

Divergent lines serve the attractive Seashore resorts of the North Jersey Coast and at historic Trenton, the capital of the state, branch roads extend to the north along the picturesque Delaware River to the Delaware Water Gap and the Pocono Mountains, and southward through populous towns to Camden and South Jersey Seashore resorts. A few miles to the north of Trenton, is Washington's Crossing, with its memorial park, marking the spot where Washington crossed the Delaware for his surprise attack upon Hessian troops at Trenton.

Thence the Pennsylvania Railroad pursues its course, crossing the Delaware River and entering Pennsylvania at Morrisville, named after Robert Morris, the financier of the Revolution.

■ Penn's Woods or Pennsylvania, was settled in 1643 by the Swedes at Chester. Of this great industrial state, volumes might profitably be written portraying its history and varied interests.

The Broad Way of Commerce

After crossing the Delaware River, a few miles beyond Morrisville, there comes to view, on the left, Bristol, the second oldest town in Pennsylvania, with Harriman, a war time ship-building town adjacent, and Burlington, located opposite on the Jersey shore of the Delaware River.

It was to this point that Fitch ran his steamboat from Philadelphia in the early experimental days of steam navigation.

Soon the train enters the vast industrial sections of historic Philadelphia after passing North Philadelphia, crossing the Schuylkill River where a view of Wm. Penn's home on the right in Fairmount Park may be had, the train stops at West Philadelphia and then enters Broad Street Station in the heart of the city.

Philadelphia is rich in historic associations. Here the Declaration of Independence, the Magna Charta of the Nation's liberties, was made and Betsy Ross made the first United States flag. In this territory William Penn made his treaty with the Indians, Washington assumed office for his second term as president of the United States and Benjamin Franklin, who now lies buried in the business center of the city, here flew his kite and drew from the lightning the electric spark—which proved to be the basis of a discovery in electricity which has become a power so essential to modern comfort and commercial needs.

In this city in 1876 was celebrated the Centennial and in 1926 the Sesqui Centennial anniversary of American Independence.

With its general offices located in Philadelphia, the Pennsylvania Railroad admirably serves the commercial interests of this great state. Through Philadelphia, from which divergent lines extend to Atlantic City, and to Washington and the South, and North—westward to Pottsville and the Anthracite coal region, the main line of the road starts westward on its scenic course to Pittsburgh, Cleveland, Detroit, St. Louis, Cincinnati, Chicago and the West.

The rich agricultural sections of Chester and Lancaster Counties with their pleasing pastoral scenes are soon left behind, bringing to view Harrisburg, the capital of the state. Here again branch lines extend south through the Cumberland Valley, northward to Williamsport, Canandaigua, Erie and Buffalo and southward to York, Baltimore and Washington.

After leaving Harrisburg, the train crosses the Susquehanna River over the famous Rockville Bridge, said to be the longest stone arch bridge in the world. The route beyond this point traverses an exceedingly attractive and picturesque section of the state, as it follows the course of the "Blue



Pack Saddle, in the Alleghenies

Pennsylvania Railroad



Lewistown Narrows along the Juniata

Juniata," penetrates the Blue Ridge Mountains and crosses the Alleghenies over the famous Horseshoe Curve presenting vistas of scenic beauty unsurpassed, if indeed equaled, in the Eastern section of the United States.

Descending the western slope of the Alleghenies, following the course of the Conemaugh, traversing scenes marked by Indian legend and history, the train rapidly passes in review Johnstown, with its big steel mills, Braddock, where General Braddock's forces were defeated by the French and Indians on July 9, 1755, and enters Pittsburgh, the metropolis of Western Pennsylvania and the centre of vast mills, blazing furnaces and tremendous gas, steel, oil, coke and bituminous industrial and financial energies.

Beyond Pittsburgh, the railroad crosses Ohio, Indiana and Illinois to reach Cleveland, Toledo, Detroit, St. Louis and Chicago where close connections may be made with transcontinental trains to the West, Northwest and Southwest. A new Union Station in Chicago with the most modern facilities admirably serves the needs of travelers to Colorado, California and Western points.

The admirably ballasted road bed, the superior equipment of through trains to the west, the advantageous and commodious terminals in New York, Philadelphia, Pittsburgh, Chicago, Baltimore and Washington and all important cities reached by the Pennsylvania Railroad, give unequalled facilities for comfortable satisfying travel, which perhaps explains the popularity of the Pennsylvania as the Standard Railroad of the world.

Chicago, St. Louis and Cincinnati are the western terminals of the Pennsylvania Railroad through which flows travel to and from the west, the southwest and the Pacific Coast. Through coaches and sleeping cars and splendidly equipped frequent and fast trains, operating on convenient schedules, form connecting links between these gateways of travel and Pittsburgh, Philadelphia, Baltimore, Washington, "The Heart of the Nation," and New York, the busy financial centre.

South of Philadelphia, en route to Washington, through which solid trains are operated from New York to New Orleans, the resorts of the Carolinas and Florida as well as all important points in the Southland, the road passes through Baltimore, "The Monumental City," where Francis Scott Key wrote "The Star Spangled Banner," a city of prominence because of its commercial and rapidly developing industrial interests.

So, whether on business or pleasure bent, wherever you travel, north, south, east or west, the Pennsylvania serves you best.

The Broad Way of Commerce

40 Beaches of New Jersey

THE New Jersey seashore, lapped by the waves of the broad Atlantic, has long been recognized as a delightful section of the country for seasonal relaxation and a veritable paradise for the summer vacationist. Its dominant position as the nation's playground is well established and with each recurring year, the tide of tourist travel grows apace.

From Cape May, at its southern extremity to Long Branch on its northern coast, New Jersey is dotted with a succession of attractive pleasure resorts, such as are not to be found elsewhere in the whole world. Included in this array are Atlantic City, Cape May, Wildwood, Stone Harbor, Peermont, Avalon, Sea Isle City, Ocean City, Beach Haven, Seaside Park, Seaside Heights, Lavallette, Mantoloking, Bay Head, Point Pleasant, Sea Girt, Spring Lake, Belmar, Bradley Beach, Ocean Grove, Asbury Park, Allenhurst, Deal and Long Branch.

Preëminent among these seashore resorts is Atlantic City, with its variety of attractions and its compelling appeal to those in quest of an all-satisfying vacation or seeking a return to health.

Restful and attractive at all seasons of the year, as these New Jersey resorts are, they are a realm of delight in Summertime when thousands return, year after year, to spend their vacations under the spell of their varied allurements.

To Atlantic City convenient all-rail service is offered at all seasons and during the summer direct through sleeping car service is provided between Chicago, Cleveland, Pittsburgh and Atlantic City. Through all-rail trains are operated the entire year via the Delaware River bridge route between New York, Philadelphia, Baltimore, Washington and Atlantic City, providing convenient connections from Western, Eastern and Southern points.

Atlantic City, The Play Ground of the World, is an all year round resort, to which pleasure seekers and vacationists flock in Winter as well as Summer, with ample hotel facilities provided to meet the needs of all classes, at all seasons of the year.

Asbury Park, with modern hotels, recently constructed, is likewise opening its doors as an all year round resort and providing accommodations for those who may wish to visit this Metropolis of the Northern New Jersey Coast.



Atlantic City, All Year Round Seashore Resort

Pennsylvania Railroad

Hell Gate Bridge Route



Hell Gate Bridge, the connecting link between New York and New England

AS the all-rail connecting link between the commercial centres, the White Mountains and numerous resort sections of New England and other parts of the United States, reached by the Pennsylvania Railroad and its connections, the Hell Gate Bridge easily ranks as one of the more notable railroad enterprises of the century.

The bridge directly connects the lines of the Pennsylvania R.R. with the lines of the New York, New Haven & Hartford R.R.

This all-rail route closely links all of the New England States, not only with the great West, but with Washington, the National Capital, Virginia, the Carolinas, and the commercial cities of Georgia, Florida and the Gulf Coast.

It provides a direct all-rail route between Boston and Washington and Halifax and Key West and also supplies through all rail service between Washington and Montreal, Quebec and the Eastern resorts of Canada.

Stop-Over Privileges

WITH a desire to provide satisfactory service to passengers using the trains of the Pennsylvania Railroad, liberal stop-over privileges are accorded to travelers.

Passengers should consult ticket agents or conductors for detailed information relative to stop-overs.

As the Pennsylvania Railroad is the National Highway to Washington, the National Capital, specially advantageous facilities are provided on all tickets, so as to permit of an opportunity to stop over and see the interesting sights of Washington.

Tickets reading via Pennsylvania Railroad from New York, Philadelphia and points North and East to Cleveland, Detroit, Chicago, Cincinnati, St. Louis and points beyond, as well as tickets eastbound to New York, Philadelphia, and points north and east thereof, including all stations in New Jersey, will be honored via direct line, or via Baltimore, Md., or Washington, D. C., at the option of the passenger, without additional cost. Stop-over of ten days will be permitted at Baltimore and Washington.

The liberal stop-over privileges at Philadelphia offer convenient facilities for side trips to Atlantic City or other New Jersey seashore resorts.



The Broad Way of Commerce

Washington—The Heart of the Nation

WASHINGTON is a city unlike any other city in the country, in its many phases of interest and varied attractions.

With its impressive quiet dignity, its beautiful circles and squares, its historic monuments and memorials to the past, and inspiration for the future, its beauty and splendor provide an unending source of interest to travelers and tourists.

Here may be seen the machinery of government in practical operation, the Supreme Court, the law-making Halls of Legislation, the engraving and printing of money and stamps and all the features essential to the well being of the citizen.

Across the Potomac, on the brow of the hills in Virginia, overlooking the city of Washington is beautiful Arlington Cemetery, the former being of Robert E. Lee. Here is located the new marble memorial amphitheatre erected by resolution of Congress at a cost of nearly a million dollars as an enduring memorial to the nation's honored dead.

In front of this Amphitheatre is the grave of "The Unknown Soldier," a bier before which the heart beats fast, as in reverence the head is bowed.

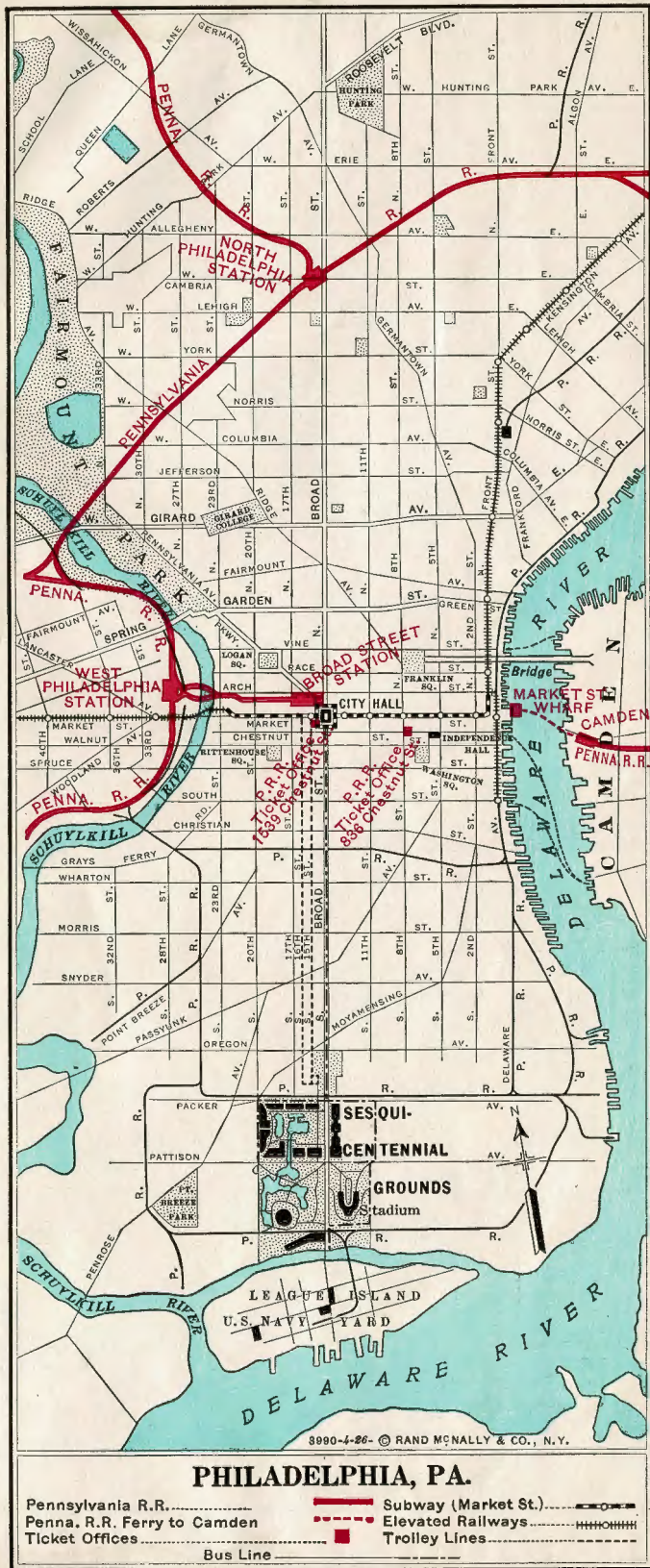
To this national shrine, all visitors to Washington come, to do honor to the nation's known and unknown heroes of the past.

Aside from its architectural beauty and sight seeing features, the Nation's Capital is a city which should be seen by every loyal American as well as by all tourists from abroad who visit the United States.

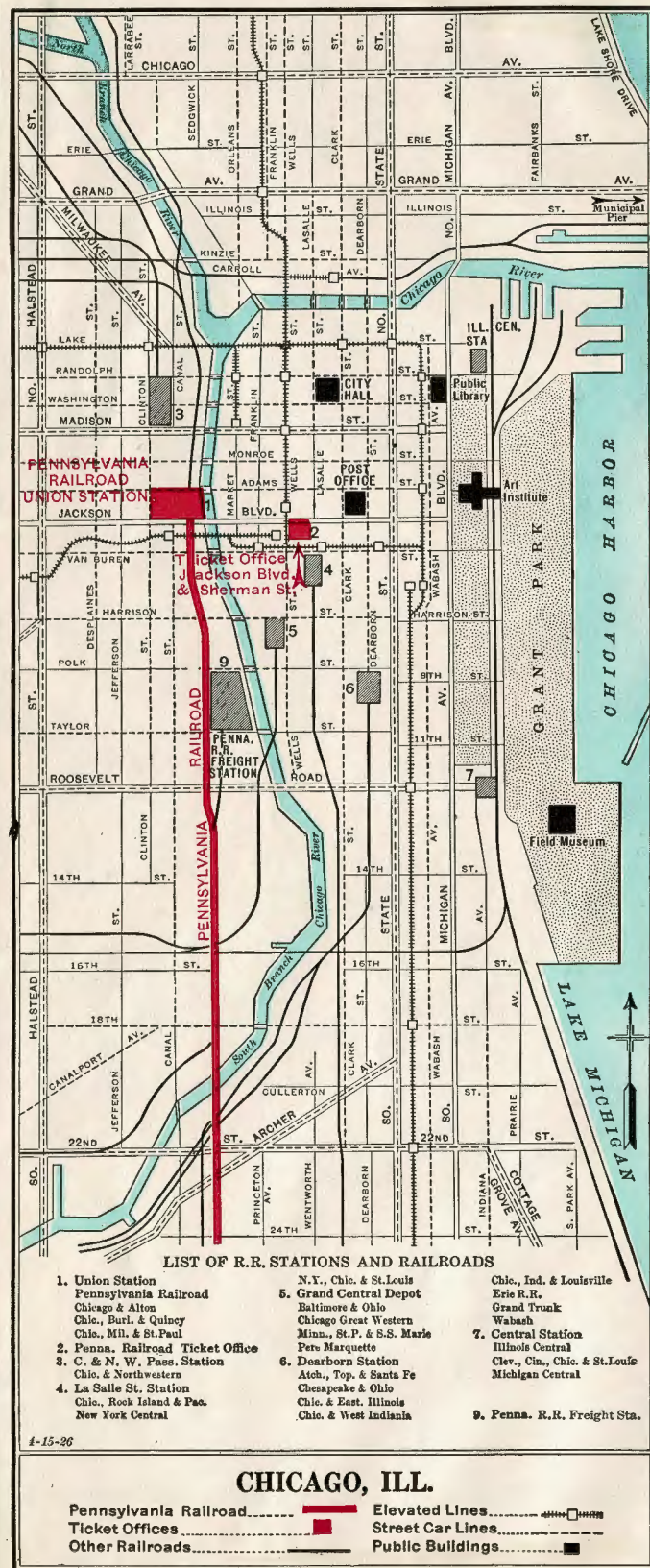
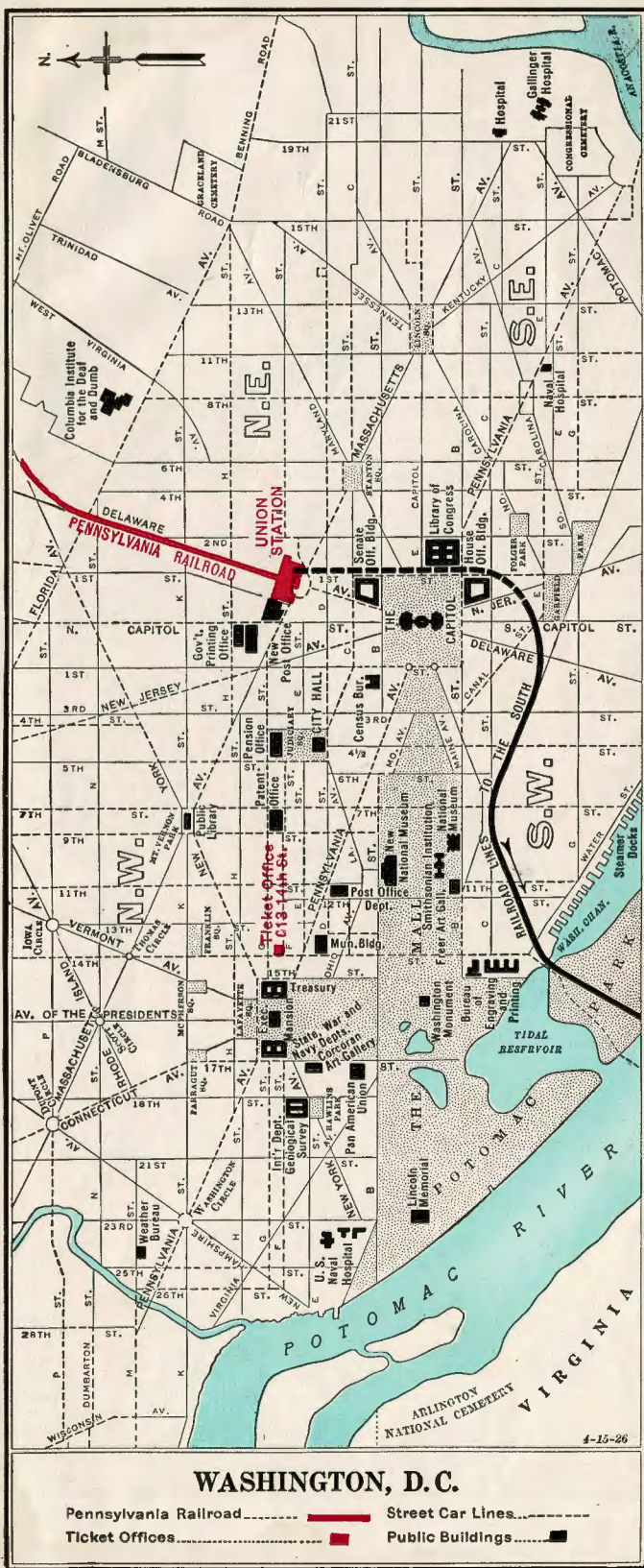
Through trains are operated to Washington from Boston and New England over the Hell Gate Bridge Route; from New York, Philadelphia, Buffalo, Pittsburgh, Cleveland, Detroit, Toledo, Chicago, Cincinnati, Columbus, Indianapolis, St. Louis and intermediate territory; also from Montreal, Quebec and Canadian points.

The Pennsylvania Railroad is recognized as the advantageous national highway to the National Capital and for the convenience of those whose tickets read over the Pennsylvania Railroad, exceedingly liberal arrangements are in effect under which tickets between the east and west may be routed via Washington and Baltimore with stop-over privileges, and without extra charge.

A free copy of an illustrated guide to the city of Washington will be sent upon request to D. N. Bell, Passenger Traffic Manager, Broad Street Station, Philadelphia.



The Capitol of the Nation, Washington, D. C.



LIST OF R.R. STATIONS AND RAILROADS

- | | | |
|----------------------------------|-----------------------------|--------------------------------|
| 1. Union Station | N.Y., Chic. & St. Louis | Chic., Ind. & Louisville |
| Pennsylvania Railroad | 5. Grand Central Depot | Erie R.R. |
| Chicago & Alton | Baltimore & Ohio | Grand Trunk |
| Chic., Burl. & Quincy | Chicago Great Western | Wabash |
| Chic., Mil. & St. Paul | Min., St. P. & S.S. Marie | 7. Central Station |
| 2. Penna. Railroad Ticket Office | Pan. Marquette | Ill. Cent. |
| 3. C. & N. W. Pass. Station | Chic. & Northwestern | Clev., Cin., Chic. & St. Louis |
| Chic. & West | 6. Dearborn Station | Michigan Central |
| 4. La Salle St. Station | Atch., Top. & Santa Fe | |
| Chic., Rock Island & Pac. | Chesapeake & Ohio | |
| New York Central | Chic. & East Illinois | |
| | Chic. & West Indiana | |
| | 9. Penna. R.R. Freight Sta. | |

Pennsylvania Railroad

Passenger Representatives

THE following offices are maintained in the principal commercial centres of the United States, for the convenience of the traveling public. The representatives are prepared to supply information regarding train service, quote fares, make sleeping car reservations and render such reasonable assistance, as may be required for travel on the Pennsylvania Railroad. This service may be freely commanded and will be cheerfully rendered at all times.

David N. Bell, Passenger Traffic Manager; **C. H. Mathews, Jr.**, General Passenger Agent, Broad Street Station, Philadelphia, Pa.; **Wm. Pedrick, Jr.**, General Passenger Agent, 390 Seventh Avenue, Pennsylvania Station.

F. W. Conner, Passenger Traffic Manager; **F. McD. Quinn**, General Passenger Agent, Pennsylvania Station, Pittsburgh, Pa.

Jas. P. Anderson, Passenger Traffic Manager; **A. H. Shaw**, General Passenger Agent, Union Station, Chicago, Ill.

W. W. Richardson, General Passenger Agent, Syndicate Building, 915 Olive Street, St. Louis, Mo.

Atlanta, Ga......**H. E. Weaver**, Passenger Representative.
Atlantic City, N. J......**Jas. S. Murphy**, Division Passenger Agt., 1303 Pacific Ave.

Baltimore, Md......**Ira B. Yeakle**, Division Passenger Agent, 18 East Fayette Street.

Boston, Mass......**Rodney Macdonough**, New England Passenger Agent, Room 829 Chamber of Com. Bldg., 80 Federal St.

Buffalo, N. Y......**S. B. Newton**, Division Passenger Agent, Rooms 608 Brisbane Building.

Chicago, Ill......**W. E. Blachley**, Division Passenger Agent, Room 524 Union Station.

Cincinnati, Ohio.....**G. L. Thomson**, Division Passenger Agent, 907 Union Trust Building, Fourth and Walnut Sts.

Cleveland, Ohio.....**J. K. Dillon**, Division Passenger Agent, 756 Union Trust Building.

Columbus, Ohio.....**E. M. Presley**, Division Passenger Agent, Room 605 First National Bank Building.

Dallas, Texas.....**A. T. Anderson**, District Passenger Agent, Suite 1311-1312 Southwestern Life Building.

Dayton, Ohio.....**C. R. Carlton**, District Passenger Representative, 40 West Second Street.

Denver, Colo......**C. E. Moore**, District Passenger Agent, 203 First National Bank Building.

Detroit, Mich......**C. C. Truett**, Division Passenger Agent, Book-Cadillac Hotel, 228 Michigan Ave.

Grand Rapids, Mich......**A. E. Butin**, Division Passenger Agent, Pennsylvania Building.

Harrisburg, Pa......**N. S. Longaker**, Division Passenger Agent, Room 300 Telegraph Building.

Indianapolis, Ind......**J. C. Millspaugh**, Division Passenger Agent, 610 Kahn Building, Meridian and Washington Sts.

Jacksonville, Fla......**H. A. Huestis**, District Passenger Agent, Rooms 508-10 Atlantic National Bank Bldg.

Kansas City, Mo......**D. B. Steeg**, District Passenger Agent, Room 541 Railway Exchange Building.

Liverpool, England.....**Wm. Bryde**, Special Agent, Colonial House, 20 Water Street.

Los Angeles, Calif......**Frederick Webb**, District Passenger Agent, Rooms 323-24 Van Nuys Building.

Louisville, Ky......**C. H. Hagerty**, Division Passenger Agent, Room 203 Marlon E. Taylor Building, 312 South 4th Avenue.

Memphis, Tenn......**W. C. Wood**, Jr., District Freight and Passenger Agent, 424-25 Memphis Cotton Ex. Bldg.

Miami, Fla......**I. W. MacMullin**, District Passenger Agent, 1 Southwest First Street.

Milwaukee, Wis......**J. M. Neafus**, District Passenger Agent, 1410 First Wisconsin National Bank Building.

Minneapolis, Minn......**A. E. Hoedley**, District Passenger Agent, Rooms 813-815 Metropolitan Life Building.

Newark, N. J......**T. M. Goldsborough**, District Passenger Representative, Essen Building, Clinton and Beaver Streets.

New Haven, Conn......**W. W. Porter**, District Passenger Agent, Room 800 Second National Bank Building, 129 Church Street.

New Orleans, La......**G. H. Fryer**, District Freight and Passenger Agent, Room 803 Hibernia Bank Building.

New York, N. Y......**C. B. Brodie**, General Eastern Passenger Agent, 390 Seventh Avenue, Pennsylvania Station.

Norfolk, Va......**Randolph B. Cooke**, Division Freight and Passenger Agent, 106 East Plume Street.

Omaha, Neb......**E. F. Cowperthwaite**, District Passenger Agent, Room 405-410 City National Bank Building.

Philadelphia, Pa......**D. M. Becker**, Division Passenger Agent, 1535 Chestnut Street.

Pittsburgh, Pa......**S. L. Shank**, Division Passenger Agent and **F. B. Lowe**, Division Passenger Agent, Room 844 Oliver Building.

Reading, Pa......**H. P. Weile**, District Passenger Representative, 16 North 5th Street.

St. Louis, Mo......**J. F. Hart**, District Passenger Representative, 335 Boatmen's Bank Building.

St. Paul, Minn......**L. B. Poore**, District Passenger Agent, 801 Pioneer Building.

San Antonio, Texas.....**R. M. Harvey**, District Passenger Agent, 309 City National Bank Building.

San Francisco, Calif......**M. F. Van Horn**, District Passenger Agent, Room 507 Monadnock Building.

Seattle, Wash......**E. C. Kellogg**, District Passenger Agent, 3302-3304 White Building, 1338 Fourth Avenue.

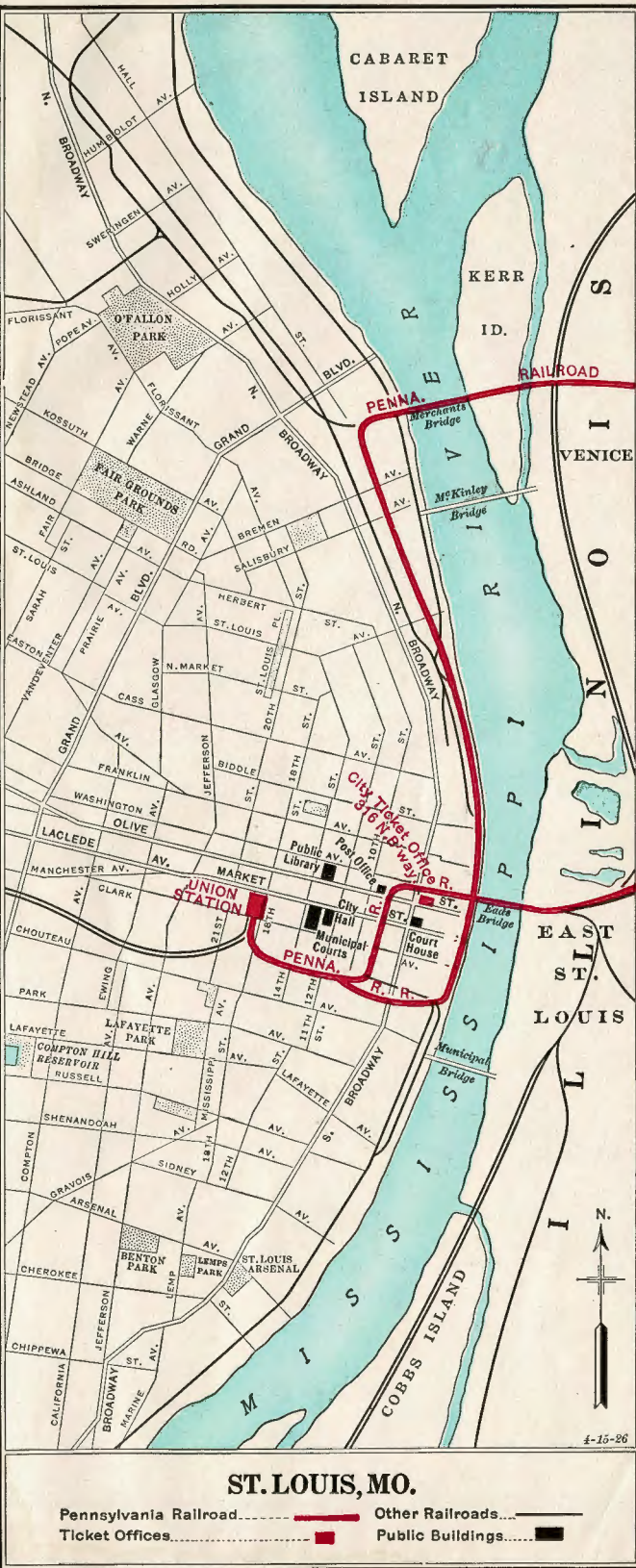
Toledo, Ohio.....**J. M. Harris**, Division Passenger Agent, 209 St. Clair Street, Richardson Building.

Toronto, Ont......**H. E. Heal**, Canadian Passenger Agent, 1002 Royal Bank Building.

Tulsa, Oklahoma.....**C. M. Bodley**, District Passenger Agent, 908 Exchange National Bank Building.

Washington, D. C......**C. E. McCullough**, Assistant General Passenger Agent, Pennsylvania Bldg., 613 14th Street, N. W.

Williamsport, Pa......**David Todd**, Division Passenger Agent, Trinity Place.



Look At the Map—It Points the Way—The Great Broad Way of Travel—The Pennsylvania Railroad



Pennsylvania Railroad
and
Connections



Pennsylvania Railroad, Union Station, Chicago



Pennsylvania Station, New York