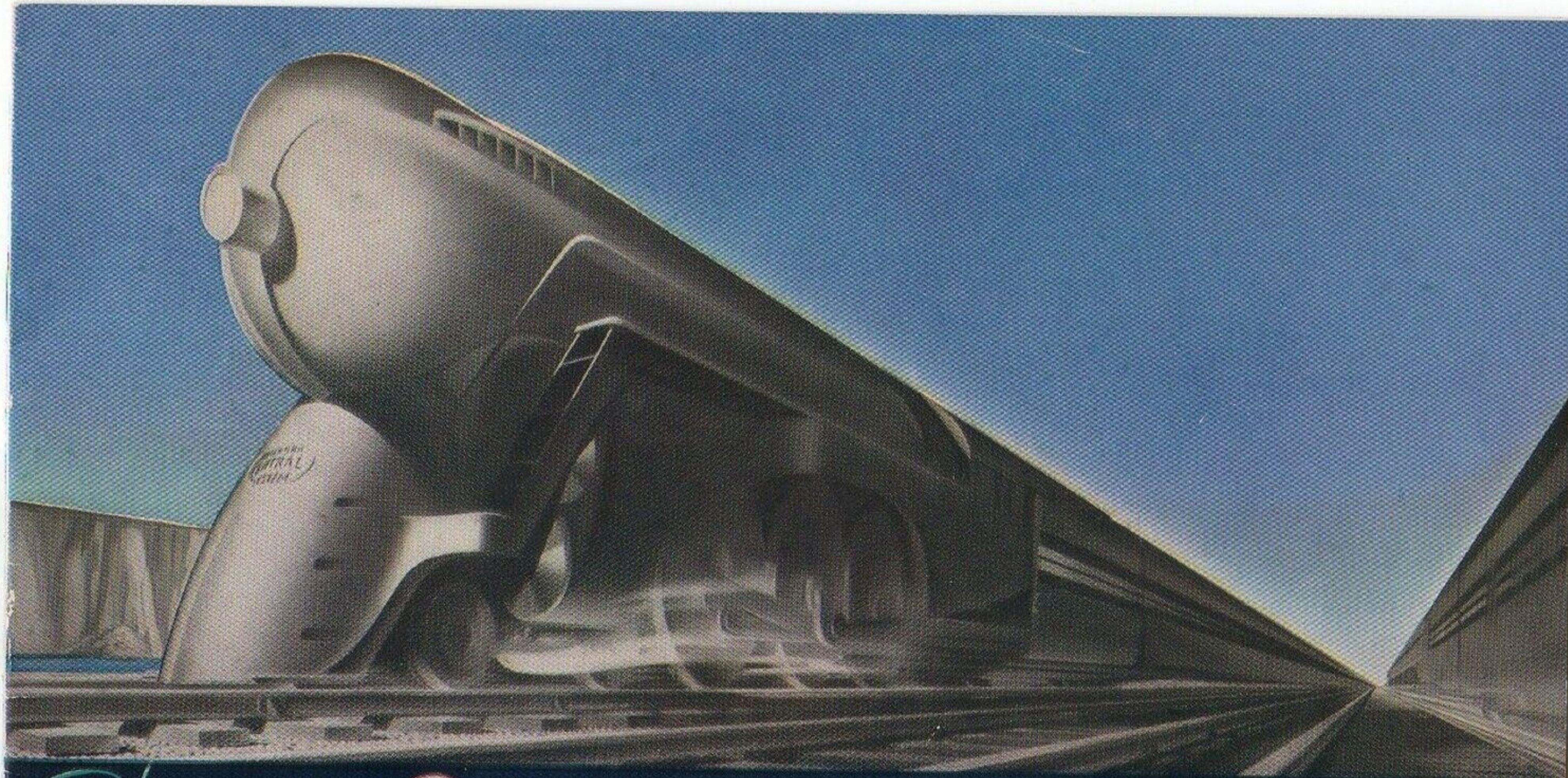




The New **20TH CENTURY LIMITED**
NEW YORK CENTRAL SYSTEM
THE WATER LEVEL ROUTE YOU CAN SLEEP



INTRODUCING *The New Streamlined* 20TH CENTURY LIMITED

NEW YORK-16 HOURS-CHICAGO
FIRST ALL-ROOM TRAIN IN AMERICA

The Water Level Route

These shining wheels that skim on gleaming rails
Retrace the courses of the fleeing deer,
The warrior's moccasin on woodland trails,

The wagon train that bore the pioneer;
All wrote their path on time's bright palimpsest
Along this golden highway to the West.

Train of Trains

The Twentieth Century Limited Represents Perfection in Travel

For thirty-six years the Twentieth Century Limited has been to railroading what hallmarked silver and eighteen-carat gold are to those seeking superlatives of excellence. It is the masterpiece of the rails, and its achievement makes every trip an occasion. Those who like to travel dramatically, yet withal, safely and swiftly; who enjoy home comforts coupled with the luxury and efficiency of a smart club, select the Twentieth Century Limited because its every detail emphasizes the aristocracy and dignity of travel.

Long known to travelers of six continents because of its dependability, ceaseless innovations and unquestioned leadership in the realm of railroading, each edition of the Twentieth Century Limited is not only more exciting than its predecessors but altogether eclipses them in style, mechanical completeness, and magnificence of appoint-

ments. Thus, the 1938 model of this epoch-making train surpasses all carriers hitherto the pride of the New York Central System because each of its ten new Hudson-type locomotives and sixty-two cars is the ultimate in conservative modernism.

Developed by Henry Dreyfuss, one of America's foremost industrial designers, in collaboration with engineers of the Pullman Standard Car Company and the New York Central System, no detail has been overlooked from the giant streamlined locomotive, which has reduced the run between New York and Chicago from 16½ to 16 hours, to the distinctive seal carried on the rear of the train and repeated in the stationery, magazine holders, dishes, glassware, silver, railroad tickets and match covers. The resultant triumph has never been equalled. Even to passengers accustomed to travel under the most glamorous conditions, the New Twentieth Century Limited is an impressive creation—an ideal come true.

NEW YORK CENTRAL SYSTEM

THE ROUTE YOU CAN SLEEP

Pageant of Symmetry

Dignity of Design in the Twentieth Century Inspires Confidence

To view either the exterior or the interior of the New York Central's newest de luxe carrier is to visualize a meteoric flight down shining steel rails into sunlit and starlit space realizing to the full that magical sensation of skimming the earth with no fear. The entire train is the picture of power. Indeed, dynamic strength and spectacular fleetness are typified by the ensemble of all steel cars melting into one long metallic tube—an effect enhanced by vestibules that meld, steps that roll up when the train is in motion, and skirts which mask the machinery necessary for the diffused, indirect lighting of all cars and the novel heating and air-conditioning arrangements responsible not only for proper temperature but also for fresher and purer air than that found in the average home.

The train's one exterior decoration — a blue-edged, dark grey band, lightened by two center aluminum strips running window-width from the engine to the rear of the observation car—seems to symbolize the very spirit of speed. The gigantic locomotive itself is regally handsome with its gun-metal

body, silver-colored driving wheels and rounded nose bisected by a circular, satin-finish aluminum fin which assures greater velocity through its unique air pressure cleavage. The exposed drivers and running gears contribute to the arresting picture of super-power and this is further emphasized by the extraordinary storage facilities of the tender.

Though two and a half tons lighter than the New York Central's first streamlined locomotive, owing to the use of aluminum cab, running boards and lightweight alloy of steel in many parts, today's sensation in motive force represents not only one of the most brilliant feats of imaginative engineering of 1938, but of years to come. It is thrilling to realize that this colossal steel titan is tractable to the slightest touch and yet is capable of more than 4,700 cylinder horsepower at 80 miles per hour. Its new mechanical contrivances for safety, time saving and convenience will insure not only peace and pleasure to thousands of discriminating Twentieth Century lovers but undisputed dominance of American rails for this wonder train of a wonder age.

Invitation to Relaxation

Rich Simplicity and Ultra-Modern Conveniences Assure Comfort and Composure

The New Twentieth Century Limited is not only safe and speedy but also as glamorous within as it is practical and magnificent without. Quiet and absence of jar have been secured by the use of roller bearings, appliances for smooth starting and stopping, and the installation of concealed devices for the conservation of comfort.

Since nerves are affected by line and color, careful thought has been devoted to luxurious and conveniently arranged furniture upholstered in soothing shades of rust, tan, blue and grey, combined in interesting textures and finishes and complemented by natural color woods, metals and leathers. While these colors are used throughout to preserve unity, variety is secured by a different decorative treatment of each car.

Every unit is provided with special features and all possess innovations peculiar to this celebrated train of trains. A special electrical installation reduces the time of signal transmission between the rear of the train and the locomotive. A telephone system facilitates dining car reservations or the

ordering of food for room service. Concealed radio amplifiers in the observation and dining cars inform travelers of the latest world events and together with a record-changing phonograph furnish after-dinner music when the dining car is magically metamorphosed into a night club. A speedometer in the observation car registers the train's speed and an odometer chronicles the distance traveled. A rust, grey and white octagonal barber shop enables busy executives to detrain with no delay, conscious of the same grooming obtainable in a good hotel. Valet and maid are on call, and a train secretary saves time by preparing rush letters or assembling the notes of a speech to be used at destination. Greater privacy is possible than ever before since each passenger is in possession of his own room, there being no open berths on the train. In this startling railroad creation, Henry Dreyfuss, industrial designer, and engineers of the Pullman Company and the New York Central System have utilized every idea which would increase the comfort and fastidious enjoyment of travel.

NEW YORK CENTRAL SYSTEM

THE WATER LEVEL ROUTE... YOU CAN SLEEP



Club Lounge

Copper metal trim, brown cork walls, and comfortable, informally arranged rust and grey furniture contribute to the rich harmony and satisfying restfulness of this smart, spacious room. It is not only attractive but completely air-conditioned, and cheeriness is assured by large windows and a daylight illusion at night. An octagonal barber shop at one end is also the final word in convenience and luxury.



Lounge Section of Observation Car

The culmination of car design is attained in this stunning room with its narrow gun-metal columns and blue leather couches against captivating grey leather walls. Decorative lighting, novelty end murals, movable pigskin chairs, walnut magazine tables, and a luxurious grey carpet emphasize the striking scheme of conservative modernism. This car also contains the train's de luxe suite of bedroom and drawing room.



Forward Section of the Solarium

The forward section of the sunny observation solarium is so unusual as to be almost revolutionary. It is fashionable and exclusive-looking and yet expressive of welcoming friendliness. A concealed radio, speedometer and movable easy chairs add interest, and a colorful, decorative map of the New York Central route is in pleasing contrast to the surrounding grey and pigskin tones of a delightful decorative scheme.

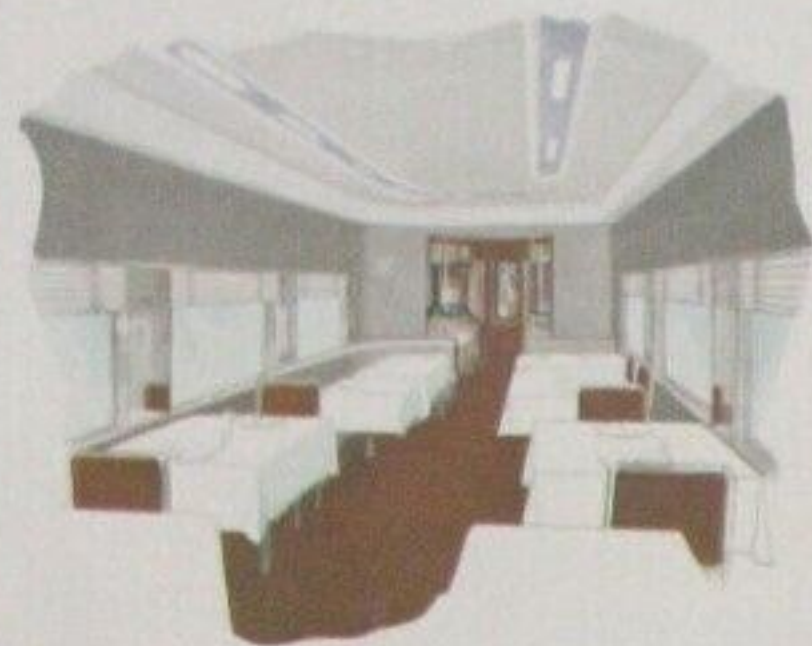


Solarium End of Observation Car

The rear of the observation car resembles a superb solarium. Two luxurious semi-circular settees face out, commanding an unobstructed view on all sides. Small occasional tables and movable armchairs in tones of soft pigskin form pleasing groupings for conversation, reading or sightseeing. Though casual-looking, this super lounge is a glamorous finish to America's most distinguished train.

NEW YORK CENTRAL RAILROAD COMPANY
THE ONLY TRAIN WHERE YOU CAN SLEEP





Dining Car

A truly beautiful dining car in rust and grey is a feature of the new Twentieth Century. Simple, dignified and pleasing by day, it becomes a night club with gay appeal after dinner. Then swing music, colored lights, circular tables, and attractive rust-colored napery replace the impeccable appointments of more conventional hours, creating a dashing background for a memorable evening on the train of trains.



A Section of the Dining Car.

At each end of the inviting dining car is a bijou-like nook divided from the main room by crystal clear plastic. Passengers enjoying semi-seclusion find that the walnut walls, grey leather chairs, soft music and flowering plants afford altogether delightful surroundings in which to linger over specialties of the Century's exceptional cuisine. Seating reservations can be phoned to the diner by any porter.

20th CENTURY
TRAIN SYSTEM



Roomette BY DAY

The roomette is the most recent innovation in train sleeping quarters. Within the same space as the old section is now found an enchanting private room, procurable at section cost. Tasteful, livable and spacious, it includes disappearing toilet facilities, clothes locker, adjustable foot rest, and in-a-wall bed. The occupant regulates heat, light and ventilation, locks the door or draws a curtain across it at will.



Roomette BY NIGHT

A roomette occupant can disrobe comfortably without disturbing others or being disturbed by them. When ready, a slight wrist movement releases a concealed and extraordinarily comfortable 6-foot-5-inch bed which automatically locks in place. On rising, a mere touch restores the bed to the wall while dressing. Additional conveniences include tubular reading lights, vacuum water bottle, shoebox, and baggage rack.



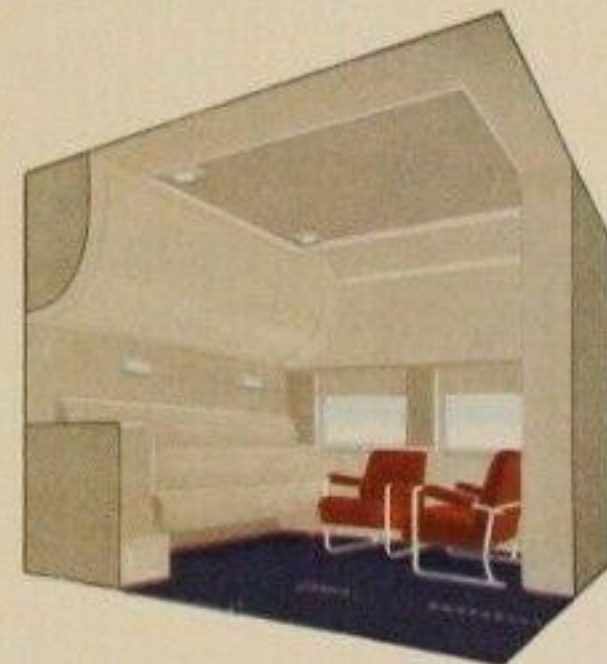
Bedroom

Double bedrooms, of which there are many, afford a choice for fastidious travelers. Designed so that walls fold to unite two rooms when desired, the utmost in space, privacy, comfort and elegance is available. No train has ever been equipped with quarters expressive of more careful designing. This is observable in the quiet dignity and good taste of the decorations and the ingenious space utilization.



Compartment

New space is obtained through clever re-arrangement in this arrestingly handsome room. A scientifically comfortable sofa and armchair make possible the alteration of position to afford complete comfort for daylight travel and at night the sofa magically becomes a 6-foot-5-inch bed with an upper-berth (if desired) at right angles to it. Not only complete toilet facilities but numberless conveniences are provided.



Drawing Room . . . BY DAY

The New Twentieth Century contains airy drawing rooms which are really living rooms with restful sofa and well upholstered easy chairs, collapsible for night storage. Like all rooms on this magic train, each drawing room possesses complete toilet facilities and the latest inventions for peaceful, luxurious travel. A scientific contribution to repose is the skillful combination of pleasing shades of blue, rust and grey.



Drawing Room . . . BY NIGHT

A bed folding into one end wall and running lengthwise of the car replaces the old fixed couch. A long sofa, convertible into a bed with upper berth, supersedes the section seats between the windows. With all beds prepared, ample space remains for moving about. Mattresses are as comfortable as those in the best hotels. The entire arrangement is the height of ingenuity.



The De Luxe Suite

Opening from the lounge in the observation car is a royal suite for those desiring the exceptional in accommodations. A spacious drawing room and double bedroom, which can be combined, contain every possible convenience for traveling, including a shower in the drawing room. The superb furnishings in harmonious shades of grey, tan and rust create surroundings which represent a new achievement in travel luxury.

Seclusion En Route

An All-Room Train Glorifies Travel

Since the New Twentieth Century is an all-room train with no open berths, seclusion can be complete, even meals being served in the passenger's own quarters if desired. On the other hand, travelers preferring to be with others are enabled to reserve their own rooms for rest hours, enjoying reading, writing, lounging and dining in the luxurious public rooms provided for these purposes.

If absolute privacy is sought, all sleeping rooms are ideal for it since they are fully enclosed, provided with locking doors and are unusually commodious. All rooms contain complete toilet facilities and are air-conditioned. Other unique features include storage arrangements for clothing and luggage; shoe-boxes, so placed that their contents can be removed for polishing without awakening sleepers; an easily operated apparatus for controlling temperature at will; carefully planned lighting to enhance the pleasure of reading; and, in many rooms, easy chairs tested for the utmost in comfort.

Each room is delightfully modern in both appointments and decoration so that it is an engaging sitting room by day and an airy sleeping room by night. Standard 6-foot-5-inch beds throughout the train are surety of uncramped rest on mattresses comparable to those in the best hotels. Indeed, every detail has been considered which will insure an ideal journey on the Century—train of happy memories.

Hospitality on Wheels

Luxurious Public and Private Rooms Hasten the Hours

Though the New Twentieth Century Limited is designed for absolute privacy and exclusiveness for those desiring to be alone, traditions of hospitality have not been overlooked. Every car radiates an atmosphere of cordiality. Since the graciousness of living is nowhere more apparent than in dining accommodations, the car set aside for eating purposes is particularly appealing. Not only does it possess the shining silver, sparkling glassware, and handsome specially designed napery to be expected on an ultra-modern train, but also innumerable desirable new features. The long aisle hitherto bisecting dining cars has been superseded by an original arrangement of three sections—the central one divided from the two smaller, more intimate rooms by crystal clear plastic.

For the first time, a flexible seating scheme makes it possible for the solitary passenger to dine alone or with a party of two, three, four or five, according to inclination. The restaurant idea is accentuated by grey leather walls, mirrored window posts, grey leather benches and rust leather chairs in the central section; and by walnut walls, rust colored ceilings and grey leather chairs in the divi-

sions at either end. Growing plants provide a festive air. A deep-piled carpet, in three shades of rust, furnishes the final note of luxury and well-being, making this a delightful spot in which to linger.

After dinner the dining car becomes a night club. Lights change color. Cozy tables and rust-hued linen with white accents are suddenly disclosed. Popular dinner music is superseded by swing, ice clinks in long glasses, and pleasant hours wing by.

Equally outstanding are the tasteful club-lounge and inviting observation cars typifying elegance and ease. Delightful as are all the public rooms, they are no more beautiful or convenient than the private rooms which become temporary homes for every passenger purchasing a ticket on the New Twentieth Century Limited. A wide choice of selection in these 16-hour living quarters is available, and no matter whether the journey is taken in a roomette or the de luxe suite, spaciousness, comfort and magnificent appointments are included from toilet facilities and clothes lockers in all rooms to arm chairs in the compartments and drawing rooms. Nothing has been overlooked in creating a perfect train for a perfect trip.

Notable Features of the Century

First all-room train in America.

It has the fastest schedule ever made in regular service between New York and Chicago—16 hours.

Tightlock couplers, in conjunction with Twin Cushion rubber draft gears, minimize shocks in starting and stopping.

Has vestibules that meld into each other, and steps that fold up. Exterior in two tones of grey, with blue and silver stripes.

Interior in rust, blue, tan and grey, using natural woods, metals, and leathers.

Every car and every room completely air-conditioned.

Most scientifically designed lighting system ever employed.

Equipped with an electric signal system, telephone service for communicating with dining car, and permanent radios in dining and observation cars.

Speedometer and odometer in observation cars.

Decorations include large maps in color and scale locomotive models.

Large de luxe "bridal" suite in the observation car, with private shower.

Photomurals of New York and Chicago views on rough, hand woven fabrics.

Fully equipped service bar, as well as a barber shop in the lounge car.

Flexible seating arrangements in the dining cars, with benches and settees.

Auxiliary lighting system in dining cars is a soft shade for use after dinner, transforming cars into "night clubs".

Porters are summoned by chimes, not bells.

Each room in sleeping cars has its own toilet and air-conditioning facilities.

All beds are extra long—six feet, five inches.

Full sized beds running crosswise in the compartments and drawing rooms.

Mail baggage cars have 60-foot space for railway post office use.

Locomotive and 13 cars are 1,194 feet long and weigh over 1,070 tons.

Curving skirts below car bodies.

Each train weighs about one-third less than previous standard equipment.

Welded construction, utilizing high tensile alloy steel and aluminum alloys, giving light weight with strength and safety.

All axles run on roller bearings, and car trucks have special alloy steel springs.

Locomotives have 4,700 cylinder horsepower at speed of 75 miles per hour.

Exert drawbar pull 30 percent higher than former Hudson at 80 m.p.h.

Axles on both engines and tenders run on roller bearings.

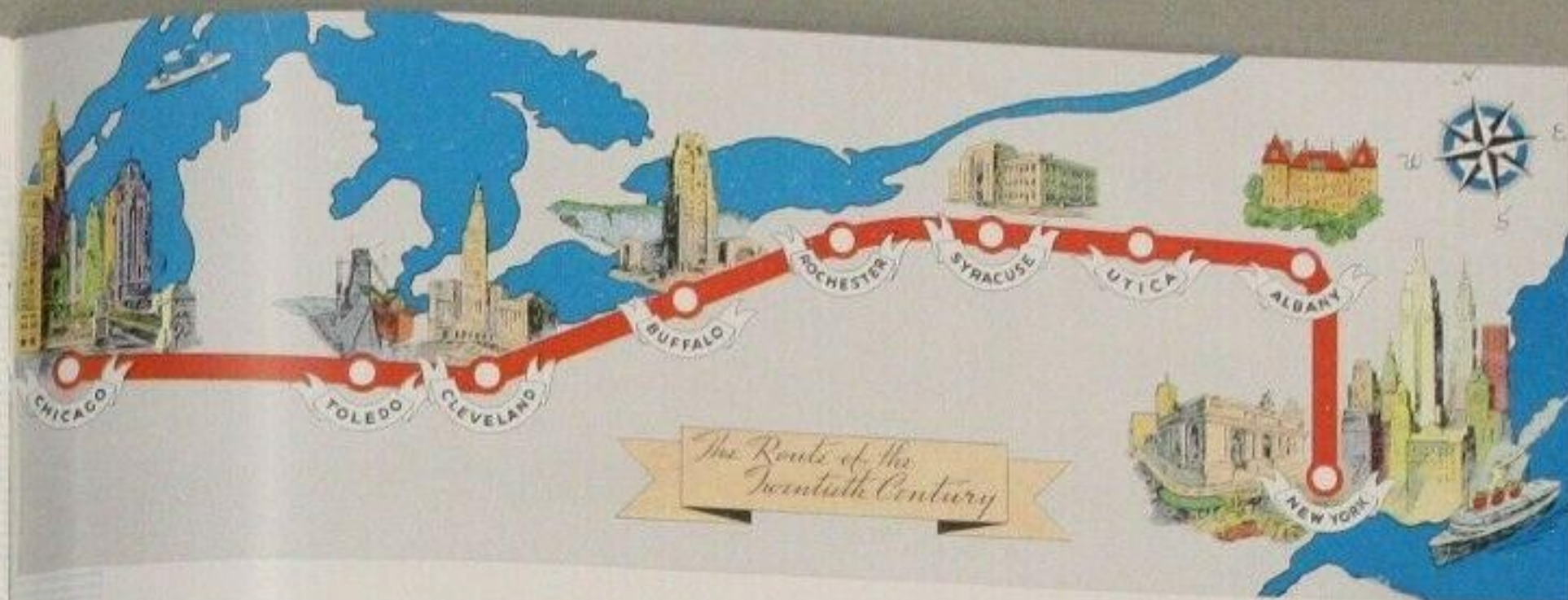
Nickel steam boilers built for pressure of 275 pounds per square inch, with provision for increase to 300 pounds if desired.

Locomotives have power reverse gears, automatic stokers, feed-water heaters, boosters, automatic train control apparatus, and a host of safety devices.

Each tender is covered, and has space for 28 tons of coal and about 14,000 gallons of water.

Cabs and running boards are made of aluminum.

Piston and rod assemblies are of lightweight steel (alloy).



Nature provided this one water level route—It is this priceless advantage that makes the NEW YORK CENTRAL such a comfortable route between the Mississippi Valley and the Atlantic seaboard.

If railroads were new, and engineers set out to survey the best route between the Atlantic coast and the Mississippi Valley, one glance at the topographic map of the Eastern United States would determine where the rails should be laid.

From the St. Lawrence Valley nearly to the Gulf of Mexico, the Appalachian Mountains extend for a thousand miles, setting up a barrier for railroad builders to conquer.

Throughout the length of this mountain range there is only one low level pass. This is where the Mohawk River cuts through from west to east in Central New York, on its way to join the Hudson River and the sea.

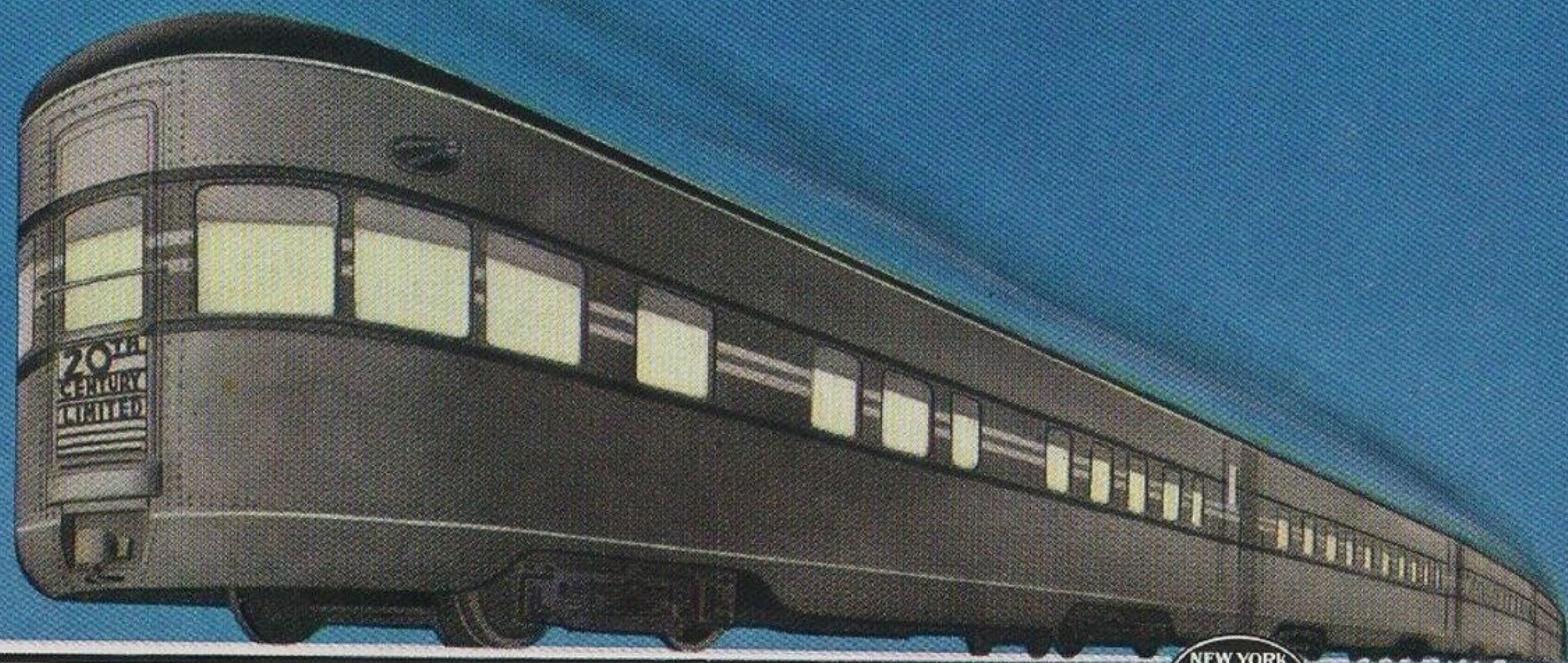
The pioneer railroad builders, when they were adventuring westward with the Iron Horse, simply followed the easy trail of the early explorers, up the Hudson and Mohawk valleys, and then along the Great Lakes. That was the beginning of the New York Central.

Nearly at sea level for a thousand miles, this remarkable natural highway was destined to become, as it has, the great artery of commerce linking the East and the West.

The notable comfort of travel on the famous trains of the New York Central's Great Steel Fleet is primarily due to the ease of operation on this unique Water Level Route.

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NEW YORK CENTRAL ROUTE. YOU CAN SLEEP



20TH CENTURY LIMITED . . . MORE THAN A TRAIN—A NATIONAL INSTITUTION AND AN INTEGRAL AND
ESSENTIAL PART OF THE BUSINESS LIFE OF NEW YORK AND CHICAGO SINCE ITS FIRST TRIP ON JUNE 15, 1902

