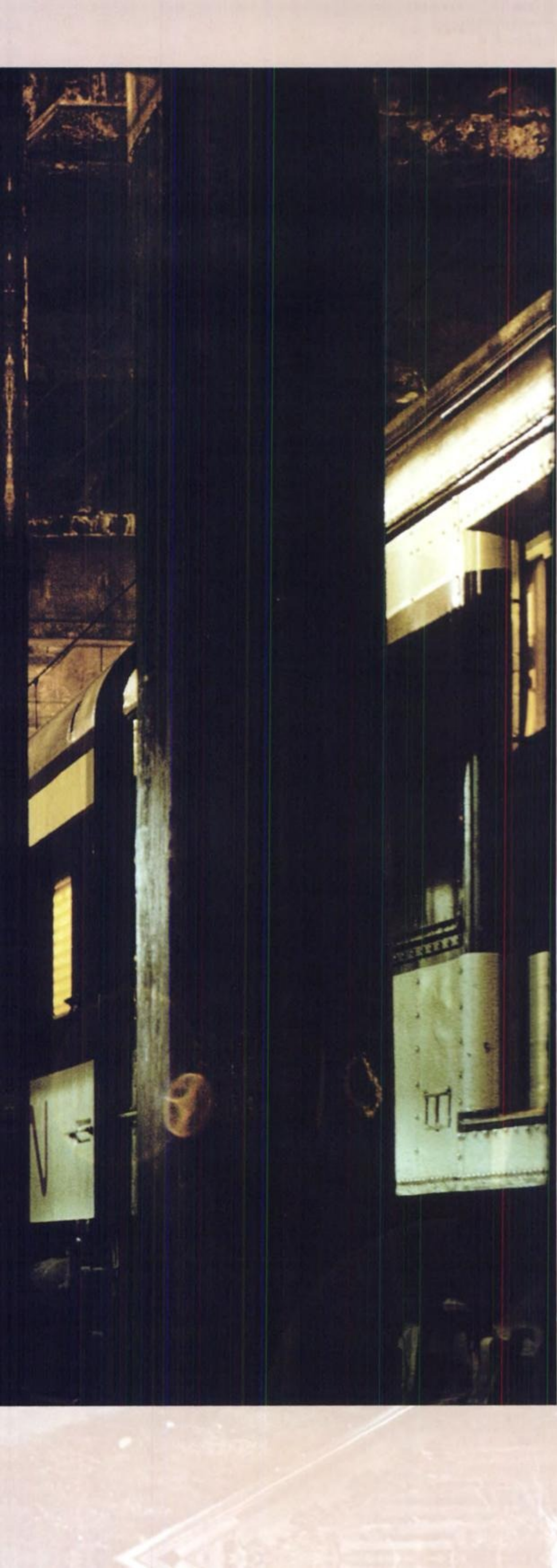




The distinctive glowing billboard tail sign proudly proclaims that this is the *Broadway Limited*, the flagship of the Pennsylvania Railroad and one of America's greatest trains. *Robert Malinoski*

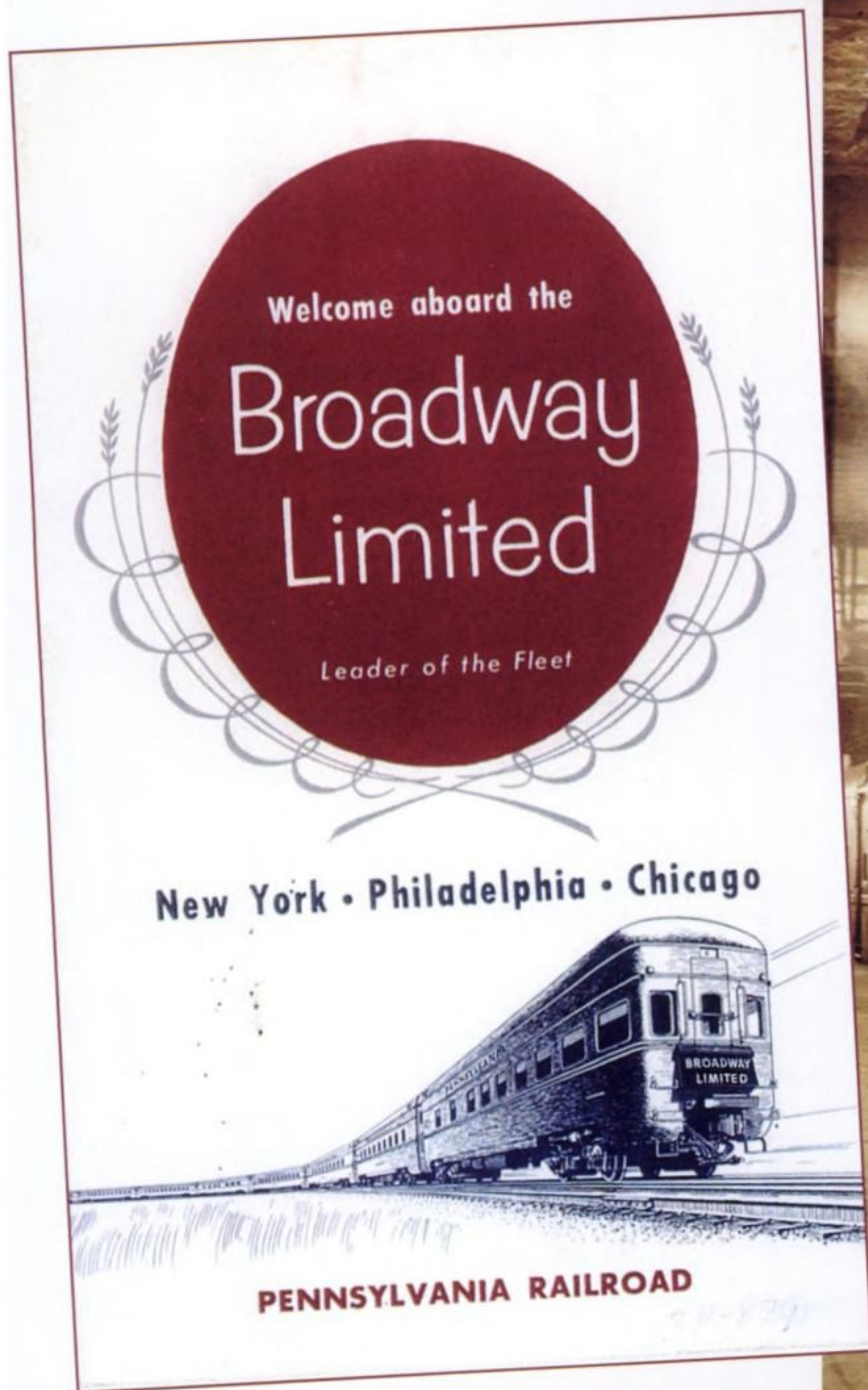


CHAPTER 1

Aboard the Leader of the Fleet

Riding the *Broadway Limited*

It is the fall of 1958. You are in Philadelphia on a weeklong sales trip that will also take you to Chicago and Kansas City before you head home to New York. Unsure of how long you would be in Philadelphia, you put off reserving the next leg of your itinerary. But now it appears you'll be able to leave tomorrow night by train for Chicago. Being from the New York area, you are used to having a choice of through Pullman sleeping cars on the Pennsylvania Railroad, New York Central, Erie, and, until recently, the Baltimore & Ohio (B&O). You can also use the jointly operated services of the Lackawanna/ Nickel Plate and, in the past, there was even a Lehigh Valley/Canadian National Pullman line. However, now only the Pennsylvania goes from Philadelphia to Chicago since the B&O abandoned passenger service from here as well as New York in late April.



This colorful pamphlet welcomed *Broadway Limited* passengers when they entered their Pullman room. It described the *Broadway's* schedule and the services available aboard the train, including a public telephone located in the midtrain lounge car. PRR, author collection



Pennsy's premier train to Chicago from the East is the all-Pullman *Broadway Limited*. It's a favorite of yours, so you call the road's reservation office at EVergreen 2-3030 to book space. Hoping to secure a duplex room, you're disappointed to learn they are sold out. You request a roomette—a somewhat smaller accommodation—to Chicago and another on the Burlington Route's *American Royal Zephyr* to Kansas City, leaving Chicago the same evening as your morning arrival aboard the *Broadway*. The roomette to Chicago is quickly confirmed, but the Pennsylvania's reservation office needs to wire the Burlington in Chicago to reserve space on its run to Kansas City. A confirming wire is received from the Burlington later in the day and the



On March 26, 1966, the eastbound *Broadway Limited* rests in the subterranean depths of Pennsylvania Station, New York, after its arrival. A similar scene greeted passengers boarding the *Broadway Limited* in New York for the run west. *Robert Malinoski*

Pennsy's office calls you with the news. Since you will be passing by the road's 30th Street Station in the morning en route to a sales call, you tell the reservation agent you'll pick up your tickets at that time. This will also give you a chance to see if a duplex room opened up during the night.

In a relatively recent innovation, the Pennsylvania has installed at 30th Street and some of its other major stations large "Availability Boards" displaying the sleeping accommodations currently open on its various trains. Unfortunately, there are still no duplex rooms available on tonight's *Broadway*. Ticket clerk Owen Cunningham issues first-class tickets through to Kansas City (\$64.14, plus 10 percent federal tax) and Pullman tickets for Roomette 11 in



car W-11 on PRR Train No. 29, the *Broadway Limited*, departing from North Philadelphia* at 7:21 p.m. and for Roomette 4 in car 552 on Burlington's Train 55, the *American Royal Zephyr* leaving Chicago at 10:10 p.m. (\$19.70, plus tax). Mr. Cunningham also reminds you that the *Broadway* does not carry checked baggage, which means you'll have to check your bulky sales promotional displays on the consolidated *General/Trail Blazer* leaving North Philadelphia for Chicago at 6:37 p.m.

It's been a hectic day, but after picking up your bags at the Drake Hotel, you arrive by taxi at the Pennsylvania's North Philadelphia Station in plenty of time to check your case of sales displays, get a snack at the Union News Company restaurant, and wander out to one of the high-level island platforms to watch Pennsy's evening parade of trains. The station—dating to 1901 and designed in the style of a

French chateau—sits at the junction of the PRR's Chestnut Hill Branch with its New York main line. It is bustling with activity. You observe the passing of the *Afternoon Congressional* to New York with a through Pullman sleeper to Montreal on the head-end and parlor-observation car bringing up the rear, the *Spirit of St. Louis*, the *General/Trail Blazer*, a combined *Cincinnati Limited/Red Arrow* to the Queen City and Detroit, *Juniata* from Pittsburgh, and the New York-to-Washington *Embassy*, plus several New York-Philadelphia *Clockers* and an assortment of commuter trains. It's but a small sample of the more than 700 passenger trains operated by the Pennsy on a typical weekday.

* As is the case for most of PRR's east-west fleet of passenger trains, the *Broadway Limited* serves Philadelphia from the road's North Philadelphia Station rather than at 30th Street.

Zanesville Inn was one of a group of seven sleepers completed by American Car and Foundry in mid-1948. The cars each contained 21 roomettes for single travelers. The Budd Company delivered another 50 cars with a similar floor plan. These cars operated on the *Broadway Limited* between 1948 and 1959. *ACF archives, John W. Barriger III collection, St. Louis Mercantile Library, UMSL*



Adjoining roomettes in the *Zanesville Inn* shown in daytime travel mode are separated by the center aisle of the car. Each room had its own sliding pocket door for privacy. To the left of the door and below a mirror, the sink folds up into the wall. To the passenger's right is an enclosed wardrobe, and the handle above her head allows the pre-made bed to fold out of the wall at night. *ACF archives, John W. Barriger III collection, St. Louis Mercantile Library, UMSL*



Dinner on the *Broadway Limited*, as evidenced by this 1953 menu, featured Roast Turkey especially for the holiday season, as well as two regulars on the *Broadway's* menu: Roast Prime Rib and Sirloin Steak. PRR, author collection

PENNSYLVANIA RAILROAD



You strike up a conversation with a man also awaiting the *Broadway*. He's an officer of the Mutual Fire Marine Inland Insurance Company of Philadelphia, an organization originally formed by the Pennsylvania Railroad and several other eastern roads to meet the insurance needs of the industry, but now serving a broader market. He has a home in Bryn Mawr, one of the upscale neighborhoods along the PRR's fabled Main Line west of Philadelphia. His wife will be riding a Pennsy local train to the suburban station at Paoli, where she will join her husband aboard the *Broadway* for the trip to Chicago.

The announcement by station usher Elwood Ducott alerts you to the arrival of the *Broadway* and where to stand on the platform for your sleeper. Two GG-1 motors trailed by 14 glistening Tuscan red cars ease to a stop at 7:16 p.m. In a pleasant surprise, you recognize porter Joseph High and you exchange greetings as he carries your suitcase to room 11, one of 21 roomettes in the Pullman *Zanesville Inn*.

Promptly at 7:21, the *Broadway Limited* departs. Although you know the drill well, Mr. High describes the features of your roomette. This is a cozy, well-appointed space for one person. Within are a comfort-



Beverages

Cocktails

EXTRA DRY MARTINI	85
MANHATTAN	85
DAIQUIRI	85
SCOTCH OLD FASHIONED COCKTAIL	1.05

Beer-Me

DOMESTIC BEER OR ALE	40
CANADIAN ALE	50

American Wines

RED WINE (SPLIT)	85
WHITE WINE (SPLIT)	85
SHERRY, IMPORTED	80
PORT, IMPORTED	80

Liquors

	Straight	Highball
RYE WHISKY	85	1.00
BOURBON WHISKY	85	1.00
WHISKY - CANADIAN	85	1.00
SCOTCH - PREMIUM BRANDS	95	1.10

Brandy-Rum-Cordials

BRANDY COGNAC (FRENCH)	85
CREME DE MENTHE	85
SOUTHERN COMFORT	70
B AND B	95
BENEDICTINE	95
DRAMBUIE	1.00
RUM - PUERTO RIGAN	85
RUM - CUBAN	75



Broadway Limited



Dinner

COTTAGE CHEESE	RADISH ROSES	MIXED OLIVES
VEGETABLE SOUP	CHILLED TOMATO JUICE	
FRESH ORANGE AND GRAPEFRUIT, SUPREME	CHICKEN BROTH WITH NOODLES	
HERRING SALAD		
BROILED FRESH STRIPED BASS, MAITRE D'HOTEL	3.75	
GARDEN GREEN BEANS	MASHED POTATOES	
BREADED PORK TENDERLOIN	3.75	
BRUSSELS SPROUTS	CANDIED SWEET POTATOES	
ROAST TURKEY WITH DRESSING, GIBLET GRAVY, CRANBERRY JELLY	3.75	
SWEET POTATOES	CREAMED ONIONS	
CALF'S LIVER SAUTE, CHIVES BUTTER AND BACON	3.75	
MASHED POTATOES	BRUSSELS SPROUTS	
ROAST PRIME RIBS OF BEEF AU JUS	4.50	
BUTTERED GREEN BEANS	BAKED POTATO	
CHARCOAL GRILLED SIRLOIN STEAK	5.50	
FRENCH FRIED ONION RINGS	BAKED POTATO	
HEAD LETTUCE CHEESE DRESSING		
ASSORTED DINNER ROLLS		
PLUM PUDDING WITH HARD SAUCE	LIME SHERBET	
PEACH MELBA	PUMPKIN PIE WITH WHIPPED CREAM	
BLEU CHEESE WITH CRACKERS	HOLIDAY FRUIT ICE CREAM	
TEA	COFFEE	
GRADE "A" MILK	BUTTERMILK	
CANDY MINTS		



La Carte

ORANGE AND GRAPEFRUIT, SUPREME	50
CHICKEN BROTH WITH NOODLES	40
HERRING SALAD	75

PRR SALAD BOWL WITH HY-KRISP	95
HEAD LETTUCE	65
CHICKEN SALAD PENNSYLVANIA	1.60
LOW-CALORIC FRUIT SALAD PLATTER	
(Fresh Grapefruit Sections, Diet Prune Plums, Pear and Peach Halves - Pineapple Slices filled with Cottage Cheese)	1.35
SLICED TURKEY SANDWICH	1.25
ROAST BEEF HASH, SOUTHERN STYLE WITH CORN FRITTER	1.75
BROILED HAM WITH FRIED EGGS	1.35
GARDEN GREEN BEANS	35
MASHED BROWNED POTATOES	35

HOLIDAY FRUIT ICE CREAM	40
PUMPKIN PIE, WHIPPED CREAM	50
BAKED APPLE WITH MINCEMEAT	40
BLEU CHEESE, CRACKERS	45
LIME SHERBET	40
PEACH MELBA	50

POT OF COFFEE	35
POT OF TEA	30
GRADE "A" MILK	25
BUTTERMILK	25



Edgar N. Phelps, Manager, Dining Car Service, Pennsylvania Railroad



The tables are set for dinner in full dining car No. 4606. Fine linen tablecloths, real china, and polished silver were an integral part of the railroad dining car experience. The individual table lamps were a Pennsy tradition. *ACF archives, John W. Barriger III collection, St. Louis Mercantile Library, UMSL*

able sofa seat with arm rests, lights for reading and general illumination, controls for heating and air conditioning, a fan, wardrobe, shoe locker, luggage rack, large mirror, and a push button to summon the porter. In one corner are a toilet disguised as a seat and a foldaway washbasin. The room has been stocked with soap, towels, clothes hangers, and a paper hat bag, all identified with the name of your host for tonight: The Pullman Company. A portable table is available for in-room meals, games, or catching up on work. A sliding door provides privacy. At night, a pre-made bed can be pulled down from the wall. It fills nearly all the floor space, including covering the toilet, and forces one to open the door and protrude into the hallway when getting in or out of bed. A heavy, zippered curtain over the entrance helps you maintain a degree of modesty during this maneuver.

A brochure describes the various services available aboard the train. You immediately take advantage of one by



asking Mr. High to have a pair of your trousers sponged and pressed. He assures you they'll be returned by morning.

The porter takes your 7:30 wake-up call for the morning as conductors of the Pennsylvania Railroad and the Pullman Company arrive to collect your first-class railroad and accommodation tickets, respectively. Your inquiry about the availability of a duplex room is met with, "Sorry, we have none; we're virtually sold out tonight." Nearly 175 passengers have reserved space in the train's 61 roomettes, 46 double bedrooms, 24 duplex rooms, 8 compartments, 4 drawing rooms, and 2 master rooms. The *Broadway* boasts possibly the greatest variety of room accommodations of any train running today.

It's time for a drink! You noted upon boarding that *Zanesville Inn* is the second car in the train, right behind a Railway Post Office car that not only carries mail but also provides a noise buffer between you and the locomotives. It's obviously going to be a walk of several cars to the midtrain lounge car, so you make a quick inspection along the way. Immediately behind your sleeper is *Clarion Rapids*, a Pullman with 10 roomettes and 6 double bedrooms. The bedrooms are just one of the three types offered on this train. These are designed with upper and lower berths running crosswise to the car. When the wall between two rooms is withdrawn, the lower berths form a highly desirable twin-bedded suite. By day, the lower berth in each room is folded back into a wall in the manner of a Murphy bed. The upper

is raised to a position just beneath the ceiling. Two moveable lounge chairs are provided in each room. In common with all the double bedrooms on the *Broadway*, these have an enclosed annex for the toilet and washbasin, plus the same basic features and amenities found in a roomette. It is a popular accommodation for one or two people.

The next car is *Chippewa Creek* with 12 duplex rooms and 4 bedrooms. The bedrooms are of two types and differ from those in the *Clarion Rapids*. One version contains a full-length, divan-style sofa that converts to a bed and runs crosswise to the car. An upper berth, also running crosswise, folds down from the wall above the sofa bed. The other configuration has a sofa seat and movable chair by day. At night, a pre-made lower berth running longitudinally with the car pulls down from the wall behind the sofa seat. Above it, an upper berth is lowered from the ceiling. The movable chair may be folded and placed under the lower berth. By opening the adjoining wall, two bedrooms may be occupied en suite.

Chippewa Creek's duplex rooms are staggered "upstairs/downstairs" with entry from an aisle running along one side of the car. Each room has a full-length sofa that provides a place to sit or rest during the day and converts to a bed at night. There is a folding table, in addition to the standard features found in a roomette. Perfect for someone traveling alone, the duplex room has some major advantages over a roomette; there is ample space to stand and dress, and the toilet and washbasin remain fully accessible even when



Dining car No. 4606 was paired with car No. 4607, which contained a kitchen and a dormitory for the dining car crew that rode all the way between endpoints. These cars, like the rest of the postwar *Broadway Limited* equipment, were finished in an attractive paint scheme of Tuscan Red and a black roof and underbody with gold lettering and striping. ACF archives, John W. Barriger III collection, St. Louis Mercantile Library, UMSL

the bed is made up for night use. That foldaway toilet is a truly creative design!

Still bound for the lounge, you pass through *Imperial Fields* which, in addition to four double bedrooms, offers four compartments and two drawing rooms. A compartment, accommodating one or two passengers, is somewhat larger than a double bedroom. It, too, has enclosed lavatory facilities, plus a wardrobe closet. During the day, passengers have use of a sofa seat with armrests and a movable lounge chair. By night, a bed in the wall behind the sofa seat folds down, forming a lower berth, and an upper is lowered from the ceiling.

Designed to sleep up to three passengers comfortably, the drawing room has long been a Pullman staple on the nation's finest trains. The modern version found in the *Imperial Fields* has all the amenities of a compartment, plus additional space for seating and moving about, and a second window for viewing the passing scene. A full-length cross-wise sofa and two movable chairs offer the option of sitting or lounging during the day. At bedtime, the sofa converts into a lower berth, and an upper can be drawn down from the ceiling. Another bed folds down from a wall and runs

lengthwise with the car. One or both of the chairs can be collapsed and placed under the beds.

The *Broadway's* most unique and deluxe accommodations are the two master rooms located in the observation car at the rear of the train. Equipped with two pre-made beds that can be drawn down from the walls, each room is suitable for one or two passengers. By day, three movable armchairs provide sitting room for the room's occupants and a visitor. The private bathroom includes a shower. Two large windows, two wardrobe closets, two full-length mirrors, and an individually controlled radio round out the special features of the master room.

At last, the lounge car is reached. Tonight it's the *Harbor Rest*, which contains 5 double bedrooms and a buffet kitchen in addition to seating for 20 people in a casual setting of colorfully upholstered armchairs, settees, and wall-mounted tables at which passengers may partake of refreshments, games, or conversation. There is even a telephone booth tucked between two bedrooms. You head for the writing desk in search of stationery (marked with the train's name) and an envelope for a letter you plan to pen later back in your room. The lounge is full of people and



A passenger snuggles down under crisp linens and a warm Pullman blanket in the 21-roomette Pullman sleeping car, *Zanesville Inn*. ACF archives, John W. Barriger III collection, St. Louis Mercantile Library, UMSL

smoke! Doing a brisk business in drink orders, the attendant deftly weaves among outstretched legs and chrome-plated beverage stands and ashtrays as the *Broadway* cruises along at 75 miles per hour toward Harrisburg. Virtually all of Pullman's sleeping car porters are African American, but many of its lounge-car attendants, including the one aboard the *Harbor Rest* this trip, are Filipino. You finger through a selection of magazines and the day's newspapers. Spotting an empty chair, you grab a copy of the *New York Times* and head for it. Seated, you wave off the attendant—a drink after dinner will be soon enough—and look around the room. What a contrast with the dark and quiet “men's club” atmosphere of Pullman's heavyweight cars of the past; here, the fluorescent lighting, pastel colors, wall murals, horizontally striped draperies, casually arranged seating, and cambered walls sloping slightly inward as they reach toward the ceiling reflect the modern simplicity favored by their designer, Raymond Loewy. Soft music playing in the background and the hum of the *Harbor Rest's* running gear contribute to the pleasure of the moment.

Your reflective mood is interrupted when a well-dressed man across the aisle declares, “Well, this sure isn't the *20th Century*.” He proceeds to reel off reasons he's long preferred the New York Central's New York–Chicago flagship to the *Broadway*, citing the *Century's* high-window “Lookout Lounge” observation car, scenic route along the Hudson River, “Girl of the Century” stewardess, red-carpet boarding ceremony, and more. He even debates with himself the relative merits of Grand Central's Oyster Bar and the old Savarins Restaurant in New York's Penn Station. Why is he riding the *Broadway*? “They've put coaches on the *Century*; this is my way of protesting!”

It's a good time to go next door to the dining car. You read recently that the Pennsylvania served an average of 8,800 meals a day on its diners last year. Let's see how they do with this one. You enter a twin-unit diner—Nos. 4606 and 4607 on the Pennsylvania's roster—with the first section being a full dining room seating up to 68 people and semi-permanently attached to another car with a large kitchen and crew dormitory space. Steward Charles Spellacy greets you and leads the way to a seat at an empty table for two near the center of the car. Your good fortune continues when you discover that your waiter tonight is Francis Jenkins, a 21-year veteran of the *Broadway* and one of the most honored men



The interior of the *Broadway's* observation car *Tower View* is pictured in 1966. The view looks forward from the lounge at the rear of the car toward the section of the car containing its Pullman rooms.
Alan Bradley



The rear lounge in *Tower View* looking toward the observation area of the car. *Tower View's* sister car was the *Mountain View*.
Alan Bradley

in the Pennsy's dining car service. The steward brings a meal check and suggests a cocktail: "Perhaps a Manhattan or martini." You defer that until later. A dish of canapés and relishes arrives as you write out your order: Clamato Juice, Charcoal Broiled Boneless Sirloin Steak (medium rare), Fried Onion Rings, String Beans, Camembert Cheese & Crackers, and Coffee.

Waiting for the meal, you take note of the room's pastel colors, softened by indirect lighting just below the ceiling, and Loewy's distinctive cantilevered electric lamps hovering over each table. Add the table flowers and background music, and the mood seems downright romantic.

The inward sloping walls, rounding as they reach the car's ceiling, and the bar and steward's booth at the center of the room are, again, features associated with Loewy and the Pennsylvania Railroad.

Waiter Jenkins arrives, first with dinner rolls and raisin biscuits served warm from a large metal carrier (another PRR tradition), followed by a steak he transfers piping hot from a steel tray to your dinner plate (just about covering the road's Mountain Laurel pattern of pink flowers on an off-white background with a light green band around the edge). The waiter's short, snug-fitting two-tone brown mess jacket with a keystone-shaped



As passengers slept, the *Broadway Limited* rolled on through the night. In this magnificent night scene, the westbound *Broadway* is stopped at Altoona, Pennsylvania, in October 1966. Still ahead is a trip over Horseshoe Curve and the Allegheny Mountains. The next morning would bring the train's arrival in Chicago.

Robert Malinoski

arm patch bearing the train's name is just one more feature unique to this service.

The superb meal concludes with coffee, mints, a finger bowl for cleansing, and payment of the bill as the *Broadway* pulls to a stop in Harrisburg shortly before 9:00 p.m. With the change from two electric engines to three E7 diesel-electrics getting underway outside, you return to the *Harbor Rest* and step down to the platform under the Fink trusses of Harrisburg's grand train sheds for a smoke. A highball from a new conductor and two short toots from a fresh engineer, and you're on the road again

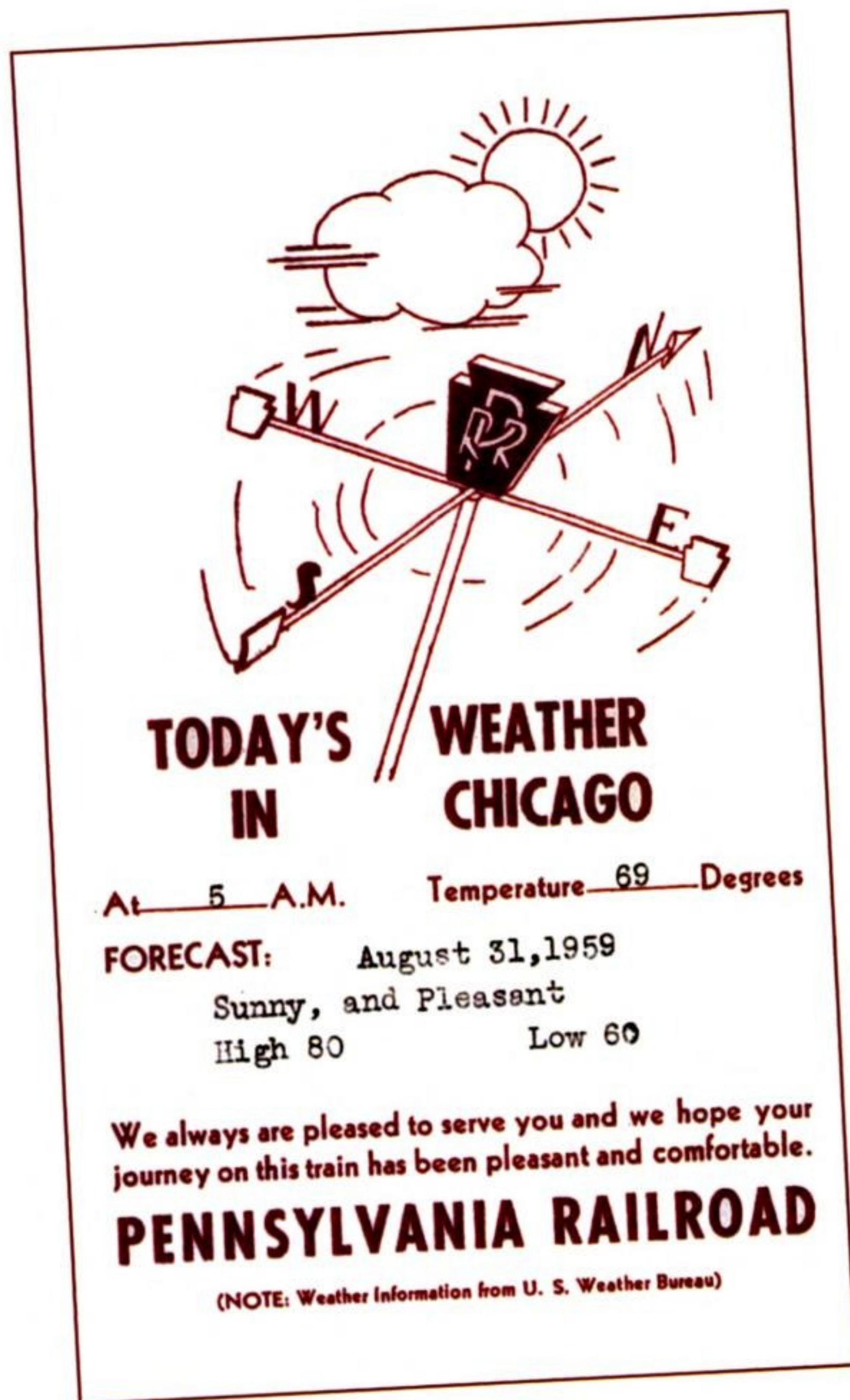


at 9:02. Since the radiotelephone in the *Harbor Rest* is of little use outside of metropolitan areas, you decide it's a good time to make a quick call to your grandson in New Jersey. He gets a big kick out of talking to someone on a moving train!

Now for that drink! Hoping to avoid "Mr. *20th Century*," you walk rearward through the twin-unit diner and five more sleepers, eventually reaching *Mountain View* with its inviting observation lounge sharing space with a buffet, two master rooms, and a double bedroom. With just a handful of people in the lounge—some dozing, others

reading—it seems like a good place to spend the rest of the evening watching the twinkling lights of passing trains, Pennsy's position-light signals, and signs of civilization alongside the multitrack Standard Railroad of the World. You order Benedictine and brandy and a can of salted peanuts from the attendant.

The presence of the Pullman conductor reminds you that you need to send a telegram to a business associate in Chicago. The writing desk in the car has a supply of Western Union forms. After composing your message, you give the form to the conductor who will hand it to the agent



Awakening the next morning, *Broadway* passengers found a small slip under their door giving them the day's weather forecast for their destination. This little perk was just one of many services available from a crew that gladly went the extra mile for their passengers. PRR, author collection

in Altoona. The cost will be billed to your Western Union credit card.

Passing the vast Pennsylvania Railroad facilities at Altoona, you think you spot in the darkness the outlines of dead steam locomotives in a long line. Although there is a crew change and an inspection of the train during the stop at Altoona, only one passenger boards. A few minutes later he appears in the lounge of the *Mountain View*, is warmly greeted by the attendant, sits down next to you, orders a drink, and introduces himself as Congressman James Van Zandt. This is his district and he knows it well. He also knows the Pennsy, for he once worked in its Altoona Shops.

Soon the *Broadway* is making a spirited ascent of the 1.85 percent Allegheny Mountain grade leading to Horseshoe Curve and the crest at Gallitzin. As the train swings around the Curve, Pennsy's K-4s Pacific No. 1361

comes into view. Congressman Van Zandt notes that it was in June of last year that he attended a ceremony dedicating the engine for display at this historic site.

The railroad's flagman, overhearing the conversation, pulls an operating timetable from his pocket and starts to read:

When two passenger trains running in the same direction on separate tracks are approaching the Horseshoe Curve, the train in the rear will not close in, or pass the train ahead until after passing around the Horseshoe Curve, in order that the passengers on both trains may have an unobstructed view of the scenery.

When a passenger train overtakes a moving freight train on a parallel track, the passenger train will not pass the freight train until the latter passes around the curve, if the passengers' view will be obscured by the freight train.

A passenger train meeting a moving freight train that will obscure the passengers' view will move slowly until the freight train has passed.

To comply with these instructions, enginemen will not delay their trains to exceed three minutes.

He adds, "This rule, of course, only applies to trains passing through here in daylight."

It's now nearly midnight and time to make the long walk back to *Zanesville Inn* and retire. After placing your shoes in the locker for the porter to shine and going through the gymnastics of undressing and getting into bed in a room with virtually no place to stand, you drift off to sleep.

Your slumber is interrupted by the station noises of Pittsburgh. There comes to mind the countless times you have passed under the remarkable domed-ceiling rotunda at the entrance to this 1903 masterpiece by Daniel Burnham. Within moments, the *Broadway* is easing across the newly realigned elevated approach to the Fort Wayne Viaduct over a moonlit Allegheny River. Sleep eludes you as the train picks up speed along the Ohio River, until 22 miles from Pittsburgh you pass Pennsy's newly expanded Conway freight classification yard. As the bright lights of the yard fade in the distance, you again fall asleep to the rhythm of the rails.

A buzzer awakens you as porter High announces that it is 7:30 a.m. Central time and the train is running on schedule. He also has your freshly pressed trousers. As you open the door, you see a notice has been slipped under it advising that the weather today in Chicago will be sunny and 58 degrees. Currently, however, the *Broadway* is cutting its way at 80 miles per hour through dense fog in the lake country of northern Indiana. After maneuvering out of bed and raising it back into the wall, you start to prepare for the day. A room service breakfast seems like a good idea, so you ring for the porter. He arranges for a menu and meal check to be brought from the diner. You write out an order for a Baked Apple with Cream, Grilled Smoked Ham with Fried Eggs (over light), Home Fried Potatoes, Sweet Roll, and Coffee. A table is set up and



as the train passes through Valparaiso, your meal arrives accompanied by a complimentary morning newspaper. A room service charge of 50 cents is added to the \$2.00 price of the meal.

You request a tag for your hand luggage to be transferred directly to your room on this evening's *American Royal Zephyr* to Kansas City. There is a 75-cent charge for this service.

Since the Pennsylvania and New York Central use the same station at the Chicago suburb of Englewood, there is always a chance that the *Broadway* and *20th Century* will be calling at the same time. A mile out of the station, you go to the open dutch door of the vestibule to survey the New York Central main line running parallel to the north. Sure enough, there is the *Century* about a quarter mile to the east, right on schedule and running fast. At the dutch door of the *Clarion Rapids*, "Mr. *20th Century*" is waving.

Upon leaving Englewood, porter High stops at your room to ask if you need any assistance or wish to have your clothes brushed. You decline, but take the opportunity to give him a tip in appreciation for a fine trip.

Arrival at Chicago's Union Station is on time at 9:00 a.m. Flash bulbs and a commotion on the platform several car lengths away catch your eye as you detrain. A moment

Shaving en route was a morning ritual of travel by rail. It was once accomplished in a communal rest room at the end of the car. Thanks to the compact convenience of the roomette, everything the passenger needed to make his morning ablutions was at his finger tips in his own room. *ACF archives, John W. Barriger III collection, St. Louis Mercantile Library, UMSL*

later, actress Joan Fontaine and her entourage break away from the persistent photographers. You make a bet with yourself that she'll be aboard Santa Fe's *Super Chief* tonight en route to Hollywood. Until recently, her transcontinental trip could have been made aboard a through Pullman without the need to change cars in Chicago.

Since your sales displays preceded you in the baggage car of the *General*, they are ready to be retrieved in the station. Finally, on the way to the station's handy indoor taxi stand, you stop to admire the sky-lit waiting room with its massive columns, vaulted ceiling, and sculptural figures. Even for you, a veteran traveler, it's been a trip to remember. But for the *Broadway Limited* and its crew, it has been just another day. This great train and the service it offers has been an American institution since 1902. It's a history worth telling.