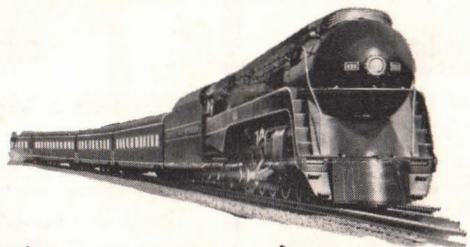




How to Travel by Train

**TRAIN TRAVEL IS FUN
—IT'S EASY, CONVENIENT
AND PRACTICAL**

A BASIC INFORMATION GUIDE
FOR THE RAILROAD TRAVELER



**Norfolk and Western
RAILWAY**



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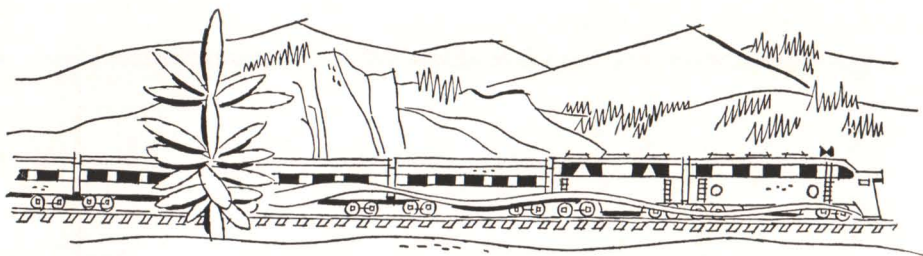
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CREDITS

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— THE EDITOR.



How to Travel by Train

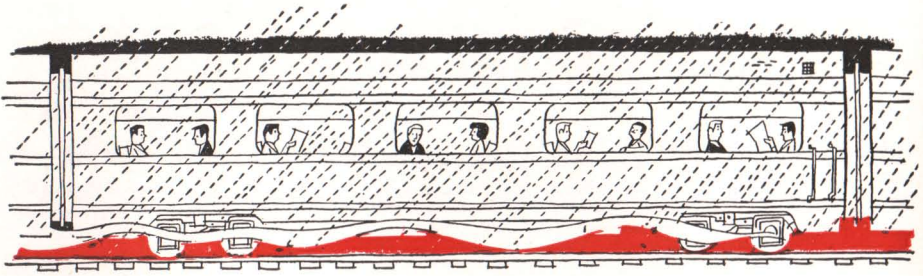
INTRODUCTION

TRAIN TRAVEL is fun! Millions of Americans have found it so for many years. From the beginning when the spider web of rail lines began to spread over the country, pushing back the wilderness and moving forward the frontiers, riding on trains was an adventure as well as a mode of travel. It still is.

Now, railroads offer safety, luxury, convenience, speed, reliability, as well as unique opportunities to discover the country.

Modern rail travel is exciting — if you know how to make the most of it. This booklet is an explanation and a description of the factors that contribute to making any journey by rail easier and more rewarding.

For those in particular who have little personal experience in train travel, this booklet is specially directed, as a guide and a suggestion.



CHAPTER ONE

Some Basic Points

TRAIN TRAVEL IS SAFE

It is the safest form of travel over the land—either on it or above it. It is, statistically speaking, almost 75 times safer than travel by automobile. It is safer than your own home. It is so, because in the planning development and operation of railroads, passenger safety has priority over every other factor. Safety is engineered into each car, in its material, design, and mechanical features. Safety controls each foot of track. It determines speeds and schedules.

CONVENIENT

On a large railroad map of the country, the web of railroad tracks leads to practically every town. Railroad stations are conveniently close to the center of each community, easily accessible to all travelers.

COMFORTABLE

Today's trains are exceedingly comfortable, even luxurious. They have seats scientifically designed for

maximum ease and convenience. Cars are clean, air-conditioned, thermostatically heated and cooled.

RELIABLE

Next to safety, the railroads are chiefly concerned with the integrity of their schedules. *Trains operate in every condition of weather.* There is a famed quotation applied to the mail carrier, but it fits the rail carrier just as well. It is: "Neither snow, nor rain, nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds."

SWIFT

Today more than 2,600 trains operate at or above a mile a minute speed, covering more than 150,000 miles each day. Nearly 20,000 miles each day are covered by passenger trains operating regularly at 70 miles an hour or faster. Speeds on some trains are close to 100 miles an hour for long stretches.

CHAPTER TWO

Planning Your Trip

MOST BUSINESS TRIPS and every vacation journey, particularly when taken with a family or a group, will be accomplished with more satisfaction and usually at less cost if *planned carefully in advance*.

The best way to start planning is to call on your local railroad passenger agent. If you live in a small town you probably know him as the ticket agent. The chances are you've thought of him as exclusively concerned with the business of his particular railroad. *But he is actually the agent of all the railroads and the Pullman Company as well.* He can help you travel over any route you may desire, by any train over any railroad.

HELPFUL MATERIAL

In larger cities, railroads maintain

passenger offices with passenger traffic representatives whose job is to help prospective travelers arrange their journeys. Each of these men—whether the local ticket agent—or the member of a passenger traffic department, can promptly provide a great deal of free, helpful material. It will include timetables, complete schedules on all railroads, descriptive booklets about places and areas served by the railroads, full data on every type of ticket and all special rates which apply.

You will find valuable information in the timetables about fares, accommodations, schedules, points of interest, autos for hire at your destination, transfer service, baggage details and other helpful travel hints.

When you write directly to a railroad, be sure to present your plans in



detail, including how much you plan to spend for transportation. But at the same time allow options as to route and schedule, inviting the railroad to suggest alternatives that may be better and more economical than those which you specify.

HOTELS

In many cases the passenger agent will be able to suggest well-known resorts and hotels. He can then arrange your ticket for you and make all the train reservations required, regardless of the railroads which operate them. Railroad passenger traffic offices in large cities usually will make hotel reservations for you upon request. The ticket agent does not make hotel reservations, but most other traffic representatives will gladly do so. The majority of travelers write directly to the hotel for reservations.

GROUP TRAVEL

The passenger agent's collaboration is particularly valuable in arranging special group travel—family group, a school, club, or community group, large and small. If the group is large enough he can arrange a special car, either Pullman or coach, or a whole series of special cars. He will be glad to meet your group personally to explain train travel and make all arrangements necessary.

In providing descriptive information for group use, he can obtain not only pamphlets and schedules, but also slides and films which describe the vacation opportunities of many regions.

LUGGAGE

Your own comfort and requirements govern the selection and use of luggage. There are reasonable limitations covering the checking of your baggage. You should know that no single piece of baggage exceeding 300 pounds in weight, or 72 inches in greatest dimension, or \$2,500 in value will be checked on your railroad ticket. Very few travelers will find these restrictions an inconvenience. Your railroad baggage agent, or your local Railway Express man, once you have procured your tickets, will even check your baggage from your home all the way to the house or hotel at your destination for a reasonable charge. Likewise, on your return trip, baggage can be delivered to your door. This is one of the flexible conveniences of train travel.

If you take a great deal of lug-



Convenience

Many businessmen find that, in point of actual convenience, the train is the best way to travel. For instance, Washington-Florida, Chicago-Denver, St. Louis-Dallas, Chicago-Twin Cities and Portland-San Francisco are all merely overnight journeys by train. A businessman can wind up a working day in one city, enjoy a good dining car meal, relax in a lounge, get a good night's sleep, and arrive refreshed for a full day's work next morning in the next city—even if it's 1,000 miles away.

Likewise, business travelers and vacationers need no longer drive long distances just to have a car at their destinations. They can escape the time-loss, hardships and hazards of long auto driving by renting a car at their destination in advance through their railroad ticket agent—and on the train they speed along in safety and comfort.

gage it will cost you more in taxi bills and porter fees to get to and from trains. It may also clutter up space your ticket entitles you to use. Good judgment dictates the minimum of luggage necessary to travel with true convenience and comfort. Use luggage that can be handled easily in boarding trains and while traveling on them. Large, odd-shaped pieces are often hard to stow away. Pieces that will slide under a seat, or fit conveniently in a rack are best.

Some of the new types of folding suit and dress carriers are very practical if you travel in a Pullman. They can be hung, unfolded flat against a compartment wall. Another piece of particular value for women is the vanity case, large enough for all personal and cosmetic necessities, compact and light enough to be easily carried anywhere.

WARDROBE

Air-conditioned trains are as clean as the best hotel and present no hazard to clothing. Your selection of wardrobe is a matter of comfort and taste.

Most women travelers prefer a simple wrinkle-resistant suit and a hat without too large a brim. Wearing of topcoats and furs will depend on the weather and destination. When occupying a coach seat you will rest better in loose clothing.

From the standpoint of convenience and economy, particularly if you are taking a long trip, certain types of easily washable fabrics (such as nylon, orlon, or dacron) offer special advantages in travel because they can be easily and quickly laundered in any hotel. Their use reduces the volume of wardrobe required, and thereby the amount of luggage.

CHAPTER THREE

Tickets and Reservations

TICKETS

It is important that you understand the nature of different types of tickets and reservations, and the relation between them. The ticket is a printed agreement issued by the railroad permitting you to ride on most trains of that railroad between the cities specified on the ticket. A coach ticket does not permit you to ride in Pullman space. It is generally issued for an extended period.

Round-trip tickets are usually sold at a reduced rate, taking you to your destination and bringing you back again, perhaps by a different route if you desire.

On certain occasions, special excursions are operated, generally lower in price than the regular fares. You might obtain a real saving by asking your ticket agent about them.

A first-class ticket, which costs more than a coach ticket, is necessary to travel in either parlor cars or Pullmans. In addition you will need a Pullman ticket. This is for your "space" in the car: a seat, berth, or room. This Pullman ticket, which may be issued to cover one or more people, is for a particular space on a definite date on a designated train.

On some streamliners payment of a reserved coach seat charge, which varies with the distance traveled, is

required. This usually applies to all passengers, including children. If your plans change the charge will be refunded to you provided you cancel your space in time.

A few exceptionally luxurious trains are "extra fare"—in which case you'll need to purchase a coupon which indicates you have paid this premium for exceptional accommodations and speed.

SPECIAL TICKETS

In addition to ordinary one-way and round-trip tickets, and the range of Pullman tickets, there are special tickets to serve certain people. A child under five rides free, if accom-

FAMILY TRAVEL BARGAINS

Special family fares, designed to provide an economical travel package for families, are offered by some railroads. Features of the plan on Western railroads permit a very low rate for children under twelve (as low as one-quarter the regular fare, in some cases).

Eastern railroads sell family tickets for coach travel only. Children under 12 are carried free, and children between 12 and 15 inclusive, at half the round-trip fare.

panied by an adult. But such a child must have a half-fare rail ticket and a full fare Pullman ticket if occupying Pullman space exclusively. Many parents economize by sharing Pullman space with their young children.

Children from age five up to 12 travel at half fare on all but a few trains, and special tickets are issued to them. At age 12 they pay full fare. Under the family fare plans of certain roads the age limit varies.

Then there are coupon booklets, generally issued to cover a long or complicated route, with a coupon to be torn from the booklet for each portion of the journey. Sometimes transfers are included in such tickets, with a coupon to cover the cost of transfer between stations by taxi or special bus.

FARES

Basic railroad fares are subject to the approval of the Interstate Commerce Commission and the various state commissions. However, railroads are permitted (with approval of the commissions) to establish fares on a basis less than the maximum in order to attract passengers to the rails. Railroad fares have some regional variations. (See box on page 13). Basically the cost is determined by distance, and varies with the type of travel. The most economical regular rail travel is by coach. But there may be cases when (on special excursions for example) an even lower rate is charged.

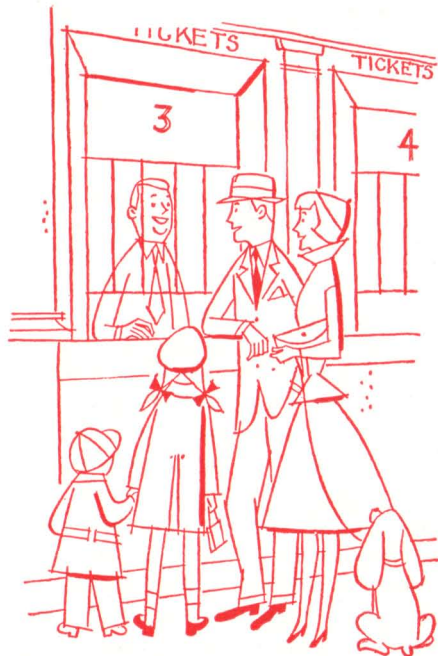
In addition to general rates, based on distance and type of travel, some railroads offer special family rates. A knowledge of them in your travels

may save you a considerable sum of money.

Remember that your rail fares are now subject to a ten per cent federal transportation tax, except for members of the armed forces when traveling on furlough.

RESERVATIONS

To avoid confusion and misunderstanding you should have a clear knowledge of the difference between a ticket and a reservation. A ticket is your written receipt for money paid, and evidence of your right to use the railroad facilities specifically covered by it. But a reservation is only an assurance of the railroad that it will hold for a designated length of time a particular seat or space in your name. It is actually an option. Before it can be used each reservation



must be converted into a ticket. *The conversion is not automatic.* You must do something about it—go to a ticket office, pick up your reservations and pay for them.

GETTING YOUR RESERVATIONS

You can make a reservation by picking up your telephone and calling the local office of your railroad, or your local station. There a reservation clerk, or your ticket agent, will tell you that he can reserve for you a particular unit of space on a particular train on a specific date. In a short time, he will give you the space and car number—such as Roomette 6, Car 479, Train Number 27, leaving at 6:50 P.M., on July 25th. Be careful not to confuse the date of a train leaving at 12:05 A.M. with the preceding day's date.

The railroad clerk or your travel representative will tell you that the space will be held for you until—let us say—noon on the 23rd of July. If you accept your reservation you must buy a ticket and take up the space assigned before the deadline.

After phoning in your reservation requirements, in many cities you can pick up your tickets at a "Will Call" window, thus eliminating delay. You can also ask the railroad to issue the necessary tickets (a railroad and a Pullman ticket) and mail the tickets to you upon receipt of your payment.

Or you can go to any ticket office in your town, inform them of the space reserved, pay for both railroad and Pullman transportation.

There are several types of ticket offices. In smaller towns, the railway station is probably the only ticket office. In larger cities, however, in ad-

dition to the facilities at the railway station, there are centrally located ticket offices. Consolidated ticket offices serve many railroads. In other cases each railroad has a separate office.

In some cities you will have a choice of getting your ticket at the station or at a downtown ticket office. You will find that the downtown ticket office or consolidated ticket office is usually able to give you more personal attention.

Travel agencies and hotel travel desks are two excellent sources for railroad reservations. Their agents will readily handle all details for you.

Or again, you can let the passenger representative handle the whole matter, make the reservations, have the tickets issued and brought to you for payment.

CHECK YOUR TICKETS

After a ticket has been issued it would be wise to examine it to make certain that it is just what you requested. If you have space assigned



in either parlor car or Pullman, the ticket will show the space, car number, hour and date of departure.

Railroads are beset with the problem of lost or mislaid tickets. It is advisable to make a note of the train, car, Pullman space or seat number *as well as the ticket serial numbers*—in case tickets should be misplaced.

RAIL-CREDIT PLANS

Certain railroads offer the added convenience of ticket and meal purchases on credit. Other credit plans allow you to charge practically everything. The bill is usually mailed monthly to your home or office. There is no extra charge for this convenience.

Other lines will accept your personal check at ticket offices upon reliable business identification.

TICKET DELIVERIES

In over 2,000 cities you may have railroad and Pullman tickets delivered by Western Union messenger service. Any railroad ticket office will arrange local delivery of your transportation by Western Union messenger, who will collect the fare plus a reasonable messenger service charge. Or you can phone any Western Union office and have a messenger pick up tickets and bring them to you.

You can also wire a railroad ticket to anyone anywhere in the United States at no additional cost to you. This is a convenient arrangement if you're offering a trip as a gift. If you like, you can even forward some additional travel expense money with the order. Ask your ticket clerk for details.

LATER RESERVATIONS

When you take a long rail trip, it is often impossible, to issue all the Pullman tickets for specific trains necessary to complete the trip. You may not be aware, when you start, of the exact day and hour a particular segment of your journey will be taken. So the railroad issues a basic ticket for the journey, but leaves it up to you to make the reservations en route, and have the Pullman tickets issued when necessary.

If there is any doubt about the status of your ticket, any ticket agent or passenger representative can help you. Finally, remember that space is reserved on a first-come first-served basis. So make and carry out your plans as far in advance as possible, since many trains are sold out well in advance during some seasons.

The experienced rail traveler begins his journey during the mid-week "lull" if possible, on Tuesday through Thursday, and thus avoids the week-end rush.

STOP-OVERS

Though the ticket may not specify, you can stop off during any trip for sightseeing or for a visit at a scheduled stop, provided you reach your final destination before your ticket expires. If you want to get off at some station, tell the conductor on your train. He will punch your ticket and return the unused portion. If you're traveling in a reserved seat it's a good idea to arrange for any stop-overs while making your original reservations. Pullman passengers must give advance notice of stop-overs and specific reservations should be made before the trip is started.



CHAPTER FOUR

Stations and Baggage

STATIONS

STATIONS provide a convenient center for departure, arrival, or transfer of train travelers. They vary in character and facilities. In smaller towns the station usually consists of the office of the local ticket agent, a waiting room and a baggage room. Then there are the great metropolitan terminals, serving a network of tracks, hundreds of daily trains, providing space for a multitude of stores and services.

There are, for example, various types of waiting rooms, special ones for nurseries, and lounges for the armed forces. There are shops, restaurants, shoe shine parlors and barber shops. Automatic vending machines in many stations sell everything from books to soft drinks to nylons.

But the main purpose of the station is the same in all communities, regardless of size: To sell tickets, to store or transport your baggage, to get you on and off your train.

Railroads are installing new ticket systems to accelerate service. In some stations automatic machines dispense tickets in a few seconds; many roads now issue ticket booklets for involved journeys.

REDCAPS

Before you board a train you must see about your baggage. If you don't want to carry your own baggage most large stations have redcaps who will carry your baggage for you. Paying the redcap a service fee is required, and the cost ranges from 15 cents to 25 cents per piece of luggage carried. *This is a service charge and not a tip.* Many travelers add a tip on top of the regular rate printed on the receipt the redcap gives you. It is best to let the redcap handle your heavy luggage, and carry small bags yourself. Railroad liability on items handled by redcaps ranges up to \$50 per bag or parcel and \$10 per bundle. You can increase the liability by pay-

Rail Rates

One-way and round-trip passenger fares vary in the three different districts of the United States, known as the Eastern, Southern and Western territories. Here is a general guide which you can use to figure the *approximate* cost of your rail trip, after you determine the mileage from your timetable:

	<u>EASTERN</u> Cents per mile	<u>SOUTHERN</u> Cents per mile	<u>WESTERN</u> Cents per mile
One-way coach	3.375¢	2.75¢	2.5¢
One-way first class	4.5¢	3.85¢	3.5¢
Round-trip coach	3.375¢ down to 2.869¢	2.475¢	2.25¢
Round-trip first class	4.5¢ down to 4.28¢	3.465¢	2.92¢

Round-trip first class or coach-class family fares vary with each district and are worthwhile using. In the event you desire Pullman accommodations, it will be necessary to purchase Pullman tickets for the type of Pullman space desired, which will be in addition to your railroad fare. Remember that these rates, subject to change, are the maximum rates established by the Interstate Commerce Commission, but many railroads charge less than the above listed rates to attract passengers to rail travel. Fares are subject now to a ten per cent federal transportation tax, and state sales tax in some states on intrastate trips.

ment of a small additional charge, on most railroads.

The redcap will ask you the train and space which you hold, then give you checks to cover the number of pieces you have given him, and tell you that he will meet you at the train. In large cities the redcap will place luggage in your space aboard the train. His failure to be present at the time you yourself get aboard the train is no cause for alarm, since he will also be handling luggage for others. Your bags will be there in plenty of time.

CHECKING BAGGAGE

You may decide that you want to check part of your baggage in the



baggage car. The redcap will arrange that for you or take your baggage to the baggage room. There you show your ticket, which is your authority to check baggage. One hundred and fifty pounds of baggage, with value allowance up to \$100, can be checked on most adult tickets. Seventy-five pounds of baggage, up to \$50 in value, can usually be checked for each child traveling on a one-half fare ticket. Most Eastern and Southern railroads have a service charge of 25 cents for each piece of hand luggage and 50 cents for each trunk—if checked in the baggage car. A charge is made for storage of baggage left at railroad stations longer than the free time limit, which is usually 24 hours.

When you check baggage on your



ticket it is customary to declare a definite value. Railroads make a nominal charge of 20 cents for each additional \$100 value. Remember that \$2,500 is the maximum limit per passenger. In the event of loss, you cannot make a baggage claim for money, jewelry, silverware, negotiable papers, liquids, fragile or perishable articles, radios, cameras and household goods. Actually, wearing apparel and personal effects, necessary for the wear, use, comfort and convenience of the passenger for the purpose of his journey (and not for sale) are considered to be "checkable" baggage.

The baggage you check on your ticket may not travel with you on the train that you take, and so may not be available for claim at your destination when you arrive. Many veteran travelers find it desirable to have trunks and other large pieces of baggage, that are to be checked through to the destination on tickets, delivered by the Railway Express Agency or a transfer company to the railroad a day or two before departure.

MARK YOUR LUGGAGE

You should mark or tag each piece of luggage with your name and address, and also place your name and address inside each piece, whether it is checked or carried with you on the train.

LUGGAGE LOCKERS

Stations have hundreds of lockers of various shapes and sizes for checking luggage. Rates vary from 10 cents to 25 cents depending on size. Do not leave your property in a locker more

than 24 hours. Almost all lockers are cleared every 24 hours and contents taken to a special claim room. Many travelers write down the number of their locker as a precaution against loss of the key.

THE STATIONMASTER

The stationmaster is the boss of the station; he represents the railroad—or if a union station, all the railroads served by that station. He is the man to turn to in the event of trouble encountered in the station—if you lose your ticket, miss your train, can't find your redcap, lose a locker key, or your small child wanders off. He is a man of authority who is accustomed to handling problems and meeting emergencies.

INFORMATION

You will find valuable assistance at the information booth, staffed by competent personnel. In large stations it is generally in the center of the main waiting room or concourse. They can give you the timetable of almost any railroad, tell you the track from which your train will leave, where to go sightseeing if time permits, or guide you to any of the station's facilities or personnel.

In addition to the information desk there is a chart of train arrivals and departures, generally found near the entrance to the track area. It is usually a blackboard on which is posted the exact time trains will arrive and depart, and the tracks they will be on.

TRAVELERS' AID

Another service is that rendered by Travelers' Aid, an independent,



non-profit agency, operating on a national scale. Though the Travelers' Aid representative will help you with personal problems, his chief function is the handling of distress cases. Travelers' Aid offers traditional care for the blind and the handicapped, for those stranded far from home, for the sick—in body or mind—and the lost. Its services are rendered freely and without stint. If you are in a railroad station and need help of a personal nature, you should have no hesitancy in asking the Travelers' Aid attendant for advice. You will get it promptly and cheerfully.

LOST AND FOUND

Major stations have a Lost and Found department which constantly receives and holds lost or forgotten articles. It is maintained by the railroad or railroads operating the sta-

tion. If you should lose something while on a train trip you should call at the Lost and Found department.

BOARDING YOUR TRAIN

Every large station has a network of tracks on which trains arrive and depart. Near the gate leading to each track you'll find a board which shows the track number, the name and number of the train on it, its time of departure, its destination and principal stops en route. It will also show the equipment, including numbers of parlor and Pullman cars. In small stations which have only one or two tracks it's only necessary to know which way your train is headed and when it's due.

In large terminals you usually do not see your train until it is in the station ready to take passengers aboard. That moment comes when the station gate is opened. When you hear your train announced as ready you'd better hurry if you are not near the gate. Stops are held to a minimum of time.

BOARDING COACHES

When boarding the coaches of any train, you'll often find the trainmen ask you to get on a certain car after a look at your ticket. They do this to keep long-distance and local passengers in separate cars. On an overnight trip, for example, the lights are dimmed in the "through" cars at bedtime, since there will be no more passengers entering or leaving the cars until morning. In other cases, a train may leave one city with

coaches destined for two or three different places. These are switched out to connecting trains at junctions en route. It's important that you are in the right coach so that you are not carried to the wrong destination.

Coach seats on some trains are reserved. But if you can ride in any coach, you will find that the coaches farther forward are likely to be less crowded. Coaches generally have two types of space to store baggage; special compartments at one end where it can be stacked, and wide racks over the seats. Attendants will help you handle your luggage. Heavy or odd-shaped luggage should go in the racks at the ends of the cars; light luggage that you can handle easily goes in the racks over the seats.

BOARDING SLEEPERS

If you have Pullman space, the car number shown clearly on your ticket will be seen in the window nearest the car steps. If it is a long train and you are in doubt as to the position of your car, ask the Pullman porter who stands at the car steps.

In metropolitan stations, particularly when overnight Pullman travel is involved, your ticket will be taken up, and a Pullman receipt issued at a special desk before you board the train. This service permits you to retire as soon as you board the train if you desire. For many daytime trains, space is checked at the gate and the ticket is not taken up until later.

Trains departing late at night from large terminals can usually be boarded before ten o'clock. Those overnight trains that arrive at your

destination very early in the morning will permit you to remain aboard until normal rising time, usually until eight o'clock in the morning.

SPECIAL CASES

If you have to put a wheelchair patient or a stretcher case aboard a train, arrangements will have to be made in advance. Your ticket agent will make arrangements for equipment at the ill traveler's destination. It is interesting to know that practically every passenger car has a special window just to accommodate stretcher cases. The window may be removed completely to allow loading of a patient on a stretcher who cannot otherwise be carried aboard.

VISITORS

Boarding a train frequently involves a question as to whether friends and relatives who have come down to the station to see you off may go aboard with you. Usually the trainmen will be glad to let them. Many railroads encourage the practice since there is no better way to interest people in train travel than to let friends and visitors see their fine equipment.

But for some "name" trains, only those with tickets are permitted through the train gate. If, however, you need assistance with baggage, or because of illness you need help in boarding a train, a special pass for visitors can be obtained from the stationmaster.

CHAPTER FIVE

The Train Itself



CONSIST

THE "CONSIST" of a train is the number and type of cars that make up the train. Behind the locomotive are the express, baggage or mail cars, known as the "head-end" cars. Behind these usually are coaches and then parlor cars and sleeping cars. The dining cars and club cars are usually near the center of the train and the observation cars are at the rear. There are individual variations of this basic arrangement. Thus some trains are entirely coach trains, with special club and dining cars, and others are entirely Pullman.

TOUR YOUR TRAIN

If you are not familiar with the equipment of the particular train on which you are riding it's a good idea, once the train is under way, to make a tour of the cars. You will discover many things that will add pleasure to your journey. But be careful that you are not in a car that is to be taken off at a junction. It is best to ask a porter or trainman what sections of a train are open to all.

COACHES

The average modern coach has two rows of comfortable seats, on either side of a central aisle. Coach seats are scientifically designed for maximum comfort. They are deeply cushioned, each individually adjustable for various positions, making them excellent for overnight travel. Many have special foot rests.

Windows are wide—tightly sealed against dirt and draft. The cars themselves are usually air-conditioned. The baggage racks above the seats are broad and safe.

Each coach has toilet and wash-room facilities at the ends. These rooms are light, spacious, equipped with towels, and with the most sanitary and modern facilities. There are electric razor outlets in most cars. Women's dressing rooms often have vanity tables and big mirrors. Coach lighting is efficient, often with individual lights for personal reading.

PULLMAN CARS

In the average train, cars behind the coaches are usually Pullman cars, reserved for the exclusive use of

holders of Pullman space, or special cars. You may walk through Pullman cars to reach the diner even though you do not have Pullman space.

Pullman cars are covered in some detail in Chapter Eight.

SPECIAL CARS

There are various types of club cars, usually affording lounge chairs, tables, bar service, and magazines. Some club cars are also observation cars, placed at the end of the train.

If you have Pullman space on a train you may use every facility the train provides, except the private space of other Pullman passengers. If you are riding in a coach you may use the diner. Many railroads provide coffee shop or grill cars for coach travelers, which can be used for lounging purposes between and after meals. Club cars, however, are normally reserved for the use of Pullman passengers. An exception is the fine club cars on full coach trains, and on many trains, the exciting new observation-dome cars. If you are in any doubt about your rights and privileges on a train, ask the Pullman conductor, or any uniformed train attendant.

SMOKING

Smoking rules vary from one road to another. Smoking is permissible in any room type accommodation and in lounges and diners. Some railroads let you smoke anywhere in coaches, while others post signs permitting smoking only in certain cars, wash-rooms or sections of cars. Remember that smoking rules are for your protection.

CHAPTER SIX

Train Personnel

IF YOU hold Pullman space you will first see the porter of your car. From the time you enter the car until you leave it at the end of the journey the porter is available for your service—day or night. It is his sole duty to serve you—a responsibility for which he has been selected with care and fully trained. But you are not likely to see a very important member of the train crew—the engineer. He is the technical master of the train, directs its movements, guards its safety. As you ride he watches every foot of track ahead. At his fingers are controls that can stop the train quickly; horns that warn of the approach of his train or speak in audible code to other train people. Nor will you see the fireman, who performs a different function, chiefly one of maintenance and inspection, and acts as an added pair of eyes for the engineer.

THE RAILROAD CONDUCTOR

You will meet the railroad conductor because he will be looking for your ticket. If you are riding in Pullman space you will also see the Pullman conductor.

The train conductor is the boss of the train. All the railroad employees on the train are under his direction, including the engineer. The conduc-



tor determines when the train will leave a station. He can stop the train whenever necessary. He is responsible to the railroad for maintaining the train's schedule, and for the safety and comfort of passengers. He takes up railroad tickets and collects rail fares. If you don't have a ticket he will sell you one aboard and give you a receipt. He can punch your ticket permitting a stopover. The train conductor is assisted by a trainman in collection of tickets and other duties.

THE PULLMAN CONDUCTOR

The duty of a Pullman conductor is quite different. He is responsible for all Pullman space. He, not the train conductor, will take up your Pullman ticket, and give you a receipt. He can change your space if necessary. He keeps Pullman space charts that show the assignment of every unit of Pullman space on every car of the train. He will know that space, which appears to be unused, is going to be taken up at a station somewhere up the line. In case that space becomes available through cancellation or some other reason, the Pullman conductor can then assign it. This explains why your ticket agent sometimes is unable to obtain Pullman space for you before your departure, yet the Pullman conductor on the train will often have space available.

If you have been unable to obtain Pullman space and have had to board the train without it, explain the matter promptly to the Pullman conductor. He will probably suggest that you ride in the club car until he can determine his allotment of available space to get what you want.

The Pullman conductor has charge of all the Pullman porters on the train. He is also responsible for the club car if it is Pullman-operated. It is his principal concern to see that every Pullman passenger is well cared for during the entire trip.

OTHER TRAIN MEMBERS

There is another member of the train staff who is often mistaken for a conductor. He is the flagman, whose duties are technical, concerning the

operation of the train and its safety under the direction of the conductor. It is the flagman who climbs off and proceeds down the track behind a train stopped between stations to signal another train approaching from the rear.

Dining car personnel work for the railroad and not the Pullman Company. They consist of a steward, who is in charge, and a group of skilled chefs and assistants in the kitchen, plus a group of waiters serving the tables.

The club car attendant is in most instances a Pullman employee, responsible for the club car. He will also assume the duties of a porter for those units of Pullman space in the car which he attends. He serves refreshments and occasionally a light breakfast, sells merchandise carried on all club cars and tidies up the car.

SPECIAL ATTENDANTS

Some trains have other special attendants. A few have barbers, others have stenographers. Many trains have hostesses and nurses. Some even carry valets who will press your clothing at night. Most Pullman lounge cars are equipped with clothes pressing equipment for valet service, and Pullman lounge car attendants are carefully trained in this work. You can have your suit or dress pressed at a reasonable charge.

Unseen by you, but serving you indirectly, is the baggage car attendant who makes sure that baggage you have checked through is handled correctly, put off at the station of your choice. He also looks after pets checked in the baggage car.

CHAPTER SEVEN

Eating on Trains

THE DINING CAR

THE DINING CAR serves all passengers. Service is provided with skill, whether your order is a sandwich or a steak dinner. Eating on a dining car is fun in itself, one of the pleasurable and rewarding aspects of any journey.

Railroads are proud of their dining car service and go to great lengths to make it as pleasant as possible, even though they spend much more money than they take in by providing it.

Dining car meals are served at stated times; some railroads serve dinner by reservation.

When you enter the car the steward will seat you, give you a menu, an order blank and a pencil. Waiters are assigned to specific tables; they cannot take an oral order so you must write it out.

Menus are fairly simple, offering a selection of complete breakfasts, lunches, or dinners, with a number of à la carte dishes also available. Railroads offer feature dishes, often reflecting the food specialties of the territories they serve.

SPECIAL DINERS

Railroads provide meals of high quality, well served, at prices comparable to the same quality of food and type of service found in a good



hotel or restaurant. Many roads feature convenient, low-cost meals, often in special types of dining cars such as coffee shop cars, snack cars, or grill-lounge cars, which are open to both Pullman and coach passengers. Self-service diners are provided by some roads, where a service bar offers drinks, sandwiches and light meals. There are also some vending machine cars for coffee, soft drinks and sandwiches.

Most railroads also offer sandwiches, coffee, soft drinks and candy bars at your seat in the coaches at

low prices. They are usually provided by an attendant from the dining car or by an accredited catering service.

LIQUOR

You may order refreshments with your meals, if the serving of liquor is not prohibited by the laws of the state through which the train may be passing. Liquor is brought to the passenger in individual bottles which are exact miniatures of the regular bottle of the brand ordered. It must be opened by the waiter in the presence of the purchaser. Each bottle (except wine) contains one drink and is the equivalent of two average drinks served in most bars.

DINE IN YOUR ROOM

You may have the same meal you might order in a diner served in your Pullman space for a small extra charge. Your porter will set up a table, call a waiter who will bring a menu. A luxurious version of

private dining on a train is breakfast in bed—a favorite pastime among women travelers.

Most dining cars have special portions at reduced prices for children; some offer children's menus with particular items designed to suit juvenile tastes. Regular menu items can be varied to fit your special diet needs, such as those without gravy, potatoes, sugar or salt.

On short hauls some trains do not carry dining cars, but attendants pass through the coaches with an assortment of soft drinks, sandwiches, fruit and candy.

TIPPING IN THE DINER

As a rule, you'll probably want to tip after train meal service as you would in equivalent surroundings at home: ten per cent or more of the check. Of course, it largely depends on the individual service given by your waiter. Most people tip from 40 cents up for a three dollar meal, to give you an example.

Customs Requirements

The American is welcome in Canada and Mexico, but for purposes of identification it's a good idea to carry positive proof of one's identity and citizenship. A birth certificate is best. Canadian customs officers will board your train when it crosses the border, ask a few questions as to your purpose in visiting Canada, how long you expect to stay, and inspect your luggage. They'll ask you to declare your camera, if you're carrying one. The customs officer will note its serial number, make out a slip and give you a copy; this you return to customs upon leaving Canada as proof that you brought the camera into the country.

To enter Mexico you'll need a Mexican Tourist Card (available at the border or from any Mexican Consulate). It is best to obtain one from your nearest Mexican Consulate in advance of your trip to avoid delay. Proof of citizenship is needed, as well as a smallpox vaccination certificate not more than three years old.



CHAPTER EIGHT

Sleeping on Trains

New coaches make overnight travel pleasant and comfortable. Seats can be adjusted to any position from sitting upright to reclining. Night-time coach travel is casual, dress is informal. Make sure that your baggage is placed so that it will not interfere with your comfort. It's a good idea to have any special toilet articles you may need during the night, or in freshening up in the morning, in an easily accessible piece of luggage.

THE PULLMAN BERTH

Traditionally, overnight train travel means use of Pullman space. It ranges from adequate to luxurious and in modern cars includes a variety of different units. The simplest unit is the Pullman **section** which consists of two berths, an **upper** and a **lower**. The berths can be purchased and used separately, or you can purchase the whole section for yourself. The upper is the most economical of all Pullman beds.

The porter will make up beds fairly early at night in order to get the task accomplished by the time every-

one wants to go to bed. If you don't want your berth made up early, the porter will appreciate your telling him so.

For daytime use the Pullman section converts to two facing seats. The person who has purchased the lower berth is considered to have the right to use the forward facing seat.

THE ROOMETTE

Next in price and convenience to the berths of a Pullman section is the **duplex-roomette**. The standard **roomette** is also a completely enclosed private room, containing every facility needed for comfort and utility, and is ideal if you are traveling alone. The bed folds into the wall. There are concealed daytime bathroom facilities, which are under the bed at night. Roomettes have a washbasin, a carafe of drinking water, a mirrored cabinet, a closet for clothing, and a rack for luggage. Heat, light, fan and ventilation are individually controlled with switches easily operated by the occupant. Ask the porter if you are not sure how to

use these switches. There is also a small compartment for your shoes which will be shined by the porter during the night.

Roomette beds are pre-made, can be lowered and locked into position, or raised again, as desired by the passenger. Porters are instructed to ask passengers if they know how to operate the bed. If you are not absolutely sure about it, you'd better have the porter demonstrate it.

OTHER ACCOMMODATIONS

Additional Pullman rooms are the **single bedroom**, designated for single occupancy and somewhat more spacious than a roomette; the **double bedroom**, a popular accommodation, is equipped with two berths. For family or group use, two double bedrooms can be made into a **bedroom suite** by folding back a wall partition. This permits a spacious daytime private room, with ample seating space and a four berth room at night, ideal for family travel. The bedroom suite costs the same as the drawing room.

Next is the **compartment**, a somewhat more commodious room than the double bedroom, and also having two beds. It is possible in many cars to combine a compartment with a double bedroom to make a larger room. All private room accommodations contain toilet facilities, many of which are in a separate annex.

Largest, most luxurious Pullman space is the **drawing room** with three berths for night travel, couches and lounge chairs for day travel. In a drawing room, toilet and dressing room facilities are in a separate room adjacent to the main room.

YOUR PORTER

You may rely on your porter for whatever help you will need. He makes your bed, tidies up your space, handles your baggage, and looks after your comfort in many ways. He will give you pillows for daytime use, arrange a table for work or card playing, bring a waiter from the diner if you want dinner in your room, wake you up in the morning, and even turn in to a Lost and Found bureau the things you leave behind.

If you are confronted with a nighttime emergency, such as illness or lost glasses—call the porter. If the emergency warrants it he can arrange to have the train stopped (through the conductor, of course), and a doctor brought aboard. But most emergencies he will handle himself. He has a first aid kit available.

What is the correct amount to tip a porter? There is no definite rule about it, for a tip to the porter is a gratuity rendered for personal service. Generally speaking, a minimum appropriate tip for overnight travel is 50 cents. Most people who occupy a private Pullman room overnight give 75 cents to one dollar, certainly a dollar if there are two in the party. Beyond that the amount of the tip is strictly a matter of how much service a porter gave you and how long you stayed on the train.

Passengers usually tip the porter as they leave the train. Having taken off your baggage at a station he will be standing at the steps of the car to help you alight and locate your baggage. If you have not already tipped him, now is the time to do so.



CHAPTER NINE

Living On Trains

IF YOUR JOURNEY on a train is of some distance you will have time to rest and to enjoy yourself. In the club cars you can buy refreshments and you will find an assortment of magazines to read.

LETTERS AND TELEGRAMS

If you want to write a letter there are usually desks and special train stationery available. You can mail letters from the train. Just give your letters to the porter or car attendant who will deposit them in the mail at the next principal stop. Many lounge cars include a mail box. Every Railway Post Office Car has a mail slot where you can post a letter. But before doing so make sure the mail car is headed in the right direction for your letter.

There will be telegraph blanks in most cars. You can send a telegram from a train and be billed at your home for the telegram by Western Union. If you expect to receive tele-

grams while traveling on a train, the sender must know your train number or its name and the time and date of departure. You will be paged if there is a telegram for you. A few club cars are equipped with radio-telephones; an attendant is usually available to show you how to use them.

FOR YOUR CONVENIENCE

Utilizing your own space in a car, you can have a table set up in your accommodations, play cards or games, read, write, or work. Many passengers like to roam the train from time to time or enjoy getting off at station stops for a little exercise. Be sure to check with the conductor on the departure time of the train so that you are not left behind.

Some coaches have lap tables, the equivalent of the Pullman table, and most coach trains have their own club and observation cars. Many railroads provide descriptive ma-

terial about their routes which add immensely to the understanding of the country through which you travel.

Today's streamliners carry the latest issues of popular national magazines, along with the daily newspapers of the major cities through which they pass. On many trains, copies of morning newspapers are given as a complimentary service along with a cup of coffee as you are seated in the diner for breakfast.

Important trains have an up-to-date Official Railway Guide, a catalogue giving schedules of all rail, water, and air travel in the United States, Canada and Mexico. Almost every Pullman car has a Hotel Red Book, giving rates at all hotels in the country.

CHANGING ACCOMMODATIONS

There are some technical aspects of living on a train worth knowing about. If for some reason you should like to move from coach space to Pullman space, or change your Pullman accommodations, the Pullman

conductor can make the change for you. *You will have to pay what is known as a "step-up" fare when changing from coach to first class travel.* This is the difference in price between the coach and the first class fare. You will also have to pay for the Pullman space selected.

TRAIN ETIQUETTE

There is no such thing as rigid protocol in train etiquette. Decency and good taste prevail in an atmosphere of relaxation and friendliness. A train is a community and the same rules that govern any community govern train conduct.

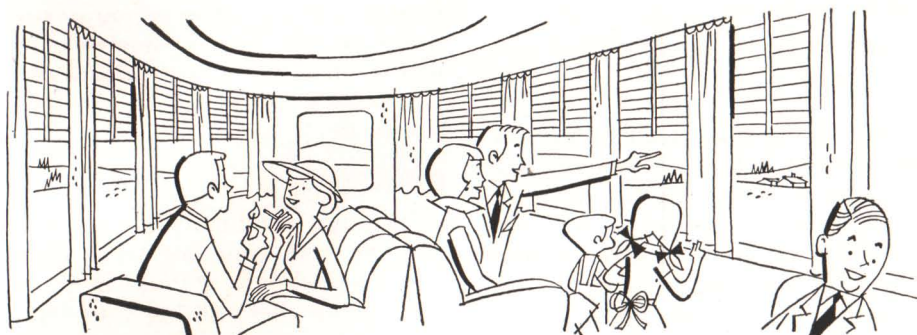
RAILROAD TIME

It's a good rule to keep your watch on railroad time. That is, the Standard time of the geographical time-zone through which your train is passing. A glance at your timetable will tell you the point at which your train passes from say, the Eastern zone into the Central zone. Any porter or train crew member will be happy to give you the correct time. An over-

Scenic Highlights Visible From Trains

Many of the nation's richest scenes are reached only by railroad. Rails lead straight out across the Great Salt Lake and thread the Royal Gorge. For miles on end streamliners race along the banks of the Mississippi, the Ohio, the Missouri, and the Hudson. Trains will take you beside the waters of Lake Champlain or the Pacific Ocean, or along Lake Ontario and the Gulf of Mexico as well. You'll enjoy Glacier National Park and a dozen other scenic wonders of America from your train window.

There is a streamliner waiting to take you into America's finest scenery—and an engineer up front to do the driving for you.



night journey may take you across one of these time zones, so before turning in for the night it's a good idea to turn your watch ahead or back so that come morning you'll know the right time. Certain railroads adjust their schedules to compensate for Daylight Savings time. Most railroads operate on Standard time throughout the year.

SIGHTSEEING

In a unique and dramatic way the train provides you with a grandstand seat for sightseeing. Train attendants are well informed on the country through which the train passes and will be glad to tell you of interesting points. Some trains have public address system announcers to point out scenic highlights.

Among the most compelling sightseeing facilities provided by modern trains is the dome car, which has been made standard equipment on many railroads, particularly in the West and Southwest, where bridge and tunnel clearances permit their operation. Overhead is a strongly reinforced dome of glass, permitting unrestricted visibility in every direction except down. Riding in a dome

car is a travel sensation in sightseeing, available to coach and Pullman travelers.

Club and observation cars are also excellent vantage points for en route sightseeing. Windows are large and offer views on both sides of the track and to the rear. Coach windows are wide and permit excellent sightseeing.

STOPOVERS FOR SIGHTSEEING

Railroads generally work closely with local interests to provide opportunities for sightseeing at places along the way. Nearly all larger cities, particularly those in resort and vacation areas, have excellent sightseeing services, available from the railroad stations, offering trips from an hour or so to a full day. If you prefer to rent a car and do the sightseeing on your own, the railroad will make arrangements for you in advance with a car rental agency at your stop-off or destination.

The railroad timetable can also be useful on your trip. Many railroads put special informative notes in their timetables, which indicate altitude, names and important sights along the way, and other data.

CHILDREN

No method of transportation permits children to travel with greater ease, safety, and freedom of mind for parents, than the train. Pullman rooms provide the privacy and equipment to take care of children of all ages. Pullman berths are safe and even provide special guards to keep children from falling out.

If you are traveling with an infant requiring a warm bottle of milk or formula, your porter can arrange to have the bottle heated in the dining car and brought to you when you want it. (Electric bottle warmers will not work using train outlets.) On short trips it's best to make up enough formula to last for the trip. On longer trips you may wish to bring the ingredients; most dining car crews will mix them and furnish fresh or canned milk. It is suggested that a supply of disposable diapers be carried as they are much more convenient than cloth ones.



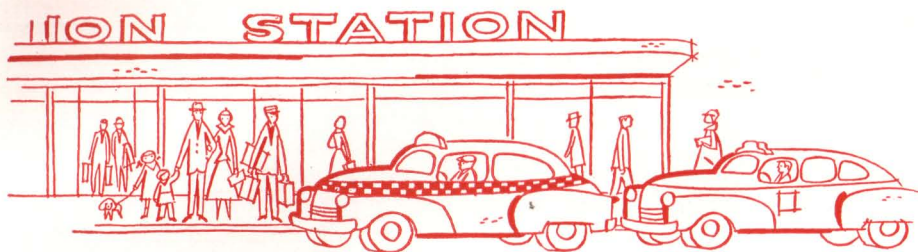
Nurses and stewardesses on many trains are eager and ready to offer help to parents with children, and particularly to children traveling alone.

PETS

It is not commonly known that you can take your dog on a leash and muzzled into a Pullman room and keep it there during your journey. As long as it does not annoy other passengers it can be exercised at regular stops. An additional privilege to this is the Seeing Eye dog, which can go anywhere in the train his blind master goes.

If you don't want your dog in your room with you, you can send it (or your pet parrot or cat) to the baggage car, provided it is in a suitable crate or special container. There are restrictions against venomous or otherwise objectionable animals. If animals require special food, the car attendant on many railroads will arrange to see that they are fed according to your wishes. The cost of this service varies with distance and is a percentage of the first-class fare.

Baggage car service for pets is not universally available since some trains do not carry a baggage attendant. In that case you can ship your pet by Railway Express Agency, giving instructions on feeding, watering and exercising. It must be in a suitable crate or container. The value of the dog or animal being checked should be registered with the railroad in the event of any claims resulting from loss or injury. If the value reported seems too great, the railroad may reserve the right to refuse to transport your pet.



CHAPTER TEN

Arrival at Destination

ARRIVAL

IF YOU want someone to meet you at your destination you can send a telegram from the train, giving the arrival time, train name and in the case of large cities, the station. If you are traveling in Pullman space, your porter will take your baggage out, arrange it on arrival beside the steps of the car. If you need a redcap to help carry luggage, he will get one. If a redcap is not immediately available, you can locate one in the station. In smaller stations the ticket clerk will often help handle baggage after the train leaves. So will local taxi drivers.

TRANSFERS

If your plans call for a transfer between two stations of a city, check to see if a coupon for the transfer is a part of your ticket. In larger cities there are official transfer agencies that operate their own vehicles, or arrange free transfer under contract

with local taxi services. Go to the transfer desk at the station and present your coupon; you will be given a ticket and directed to a cab, bus or limousine. Your hand luggage will go with you as you transfer from station to station. However, if you have a considerable time interval between trains, some railroads servicing Chicago and other large cities will arrange to have your hand luggage transferred to your space on your connecting train—for which you pay a small charge.

CLAIMING BAGGAGE

If you are claiming baggage that has been checked on your ticket and transported in the baggage car, you must go to the baggage claiming counter of the station. You may wish to wait for it to be unloaded from the train, or it may even come through on another train. If there is any doubt about its whereabouts or the time of probable arrival, ask the local station agent about it.



CHAPTER ELEVEN

Getting Home Again

ALTERNATE ROUTE

SINCE MOST railroad journeys involve a return trip sooner or later, railroads provide round-trip tickets, usually at reduced prices. If you want to return by a different route, you should plan to do so when you buy your tickets before the trip. Variations of a return route in most cases offer opportunities to see different regions and visit other cities, and usually cost no more.

Plan your return well in advance. Remember that schedules and equipment given in timetables are subject to change without notice.

Even though you may have a round-trip ticket, you may not have made your reservations for the return. As soon as you know the time of your departure and the type of space you want, make the reservation. Remember that you get the

All-Expense Tours

For the tourist who'd like to see the country in a carefree manner, the all-expense tour is excellent. Certain railroads offer these package vacations, but more often separate organizations arrange such tours. Any travel agency can help you select one that fits your taste and budget. As a rule, the tours are arranged by times so that you can take a one-week, two-week or even longer rail journey. A single charge pays in advance for your railroad fare, sleeping car space (if you go Pullman, but coaches are available), hotels en route, meals, sightseeing stop-overs, and even tips. Typical tours originate in large cities and travel as a group aboard special cars or, in the case of large tours, in special trains. The schedule is arranged so that as much scenery as possible is passed in daylight hours. Buses meet the tour party at special points. There are also guided tours through large cities passed en route. The beauty of the all-expense tour is that all you have to do is ride and relax. The tour agent, who accompanies your party, takes care of all the details.

ticket for the space only when you pick up your reservation and pay for it. If your plans change, you can do other travelers a favor by cancelling your reservations promptly so they can use the space. Most hotels in large cities have transportation desks at which you can get your return reservations.

IF YOU MISS YOUR TRAIN

If through reaching the station late or missing a connection, you miss your train, it's best to explain your problem immediately to the ticket clerk, or, in a large station, to any station agent. He will advise you about the next available train going to your destination, assist you in having any necessary reservations made or tickets changed, and help recover your luggage if it was placed on the train that you missed. Your railroad ticket is still good on the line whose train you missed, but if it becomes necessary to use another railroad, you'll probably find it necessary to buy another ticket and mail your first one in for a refund.

Some railroads, however, depending on the circumstances that resulted in your missing your connection, will authorize exchange of your ticket to another line serving the same point.

REDEEMING RAIL TICKETS

If you have an unused portion of a railroad ticket and find you are not going to use it within the limits fixed by the ticket, you can turn it in for redemption and get a refund for the unused portion. There is often a small service charge for redemption to cover costs of handling. The re-

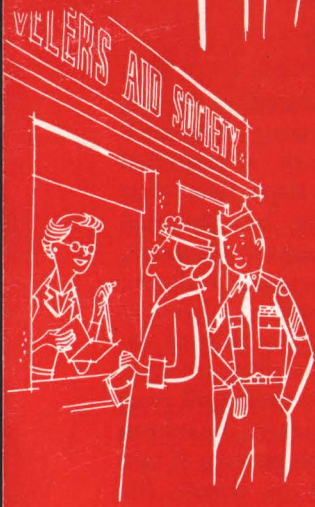
fund for rail tickets can often be made by the ticket agent of the railroad who sold you the ticket. In some cases a formal application for refund will have to be made and sent in to the railroad. You will get a copy of it, or a receipt for the ticket surrendered. Most railroads will send you your refund generally in a couple of weeks or so.

PULLMAN REFUNDS

The same basic procedure applies to Pullman space being redeemed. When Pullman space is cancelled prior to the day of departure, your refund may usually be obtained through the ticket agent. However, if you had been assigned Pullman space and failed to release it well in advance of the departure time of the train, the Pullman Company may not have had an opportunity to fill your space and is not obligated to refund money for it. Your obligation, if you expect a refund, is to release the space in time to permit its resale to someone else. If space is cancelled too close to departure time (in some cases three days' notice is required) you will have to send your Pullman ticket with a letter directed to: General Passenger Agent, Pullman Company, Merchandise Mart, Chicago 54, Illinois.

IF YOU ENJOYED YOUR TRIP

Perhaps you'd like to write to the railroad and tell them how you enjoyed your trip, since your thoughts will be appreciated. Even suggestions to improve service will be welcomed. The railroads stand ready to help make your future journeys even more fun, easier and more convenient!



ION STATION

