

STRIP AWAY THESE WALLS

For today America's railroads are moving the greatest military and civilian traffic in all history. It is a stupendous task, vital to Victory . . . and rich, too, in promise for the future. Because out of this wartime experience will come the still finer rail transport of tomorrow . . . A tomorrow when Grand Central Terminal will echo to the footsteps and laughter of a free and triumphant people, bound once more on swift errands of peace.

United States.

out the length and breadth of the acted in every railroad station through-multiplication of the scenes being en-New York. What you see here is a activity within Grand Central Terminal, and watch the anthill

DEDICATED TO VICTORY

and a better world to come

Grand Central Terminal, New York, reflects one side of the railroads' wartime task . . . the transportation of fighting Americans, both in and out of uniform.

But there's another side, equally vital, and many times greater . . . the movement over America's railroads of arms and oil and food and coal . . . all the thousand items of essential military and civilian supply that make up the record wartime total of 638,000,000,000 ton miles of rail freight a year.

To this twofold Victory task, the 125,000 men and women of New York Central are dedicated . . . pitting their skill and strength against every obstacle from storm and flood to the warborn shortage of new equipment.

Daily they're devising new short cuts, new efficiencies. And when Victory's won they'll draw upon these wartime lessons to build a still finer New York Central . . . a still more efficient Water Level Route linking the shores of the Mississippi and the Great Lakes to the Atlantic Coast.

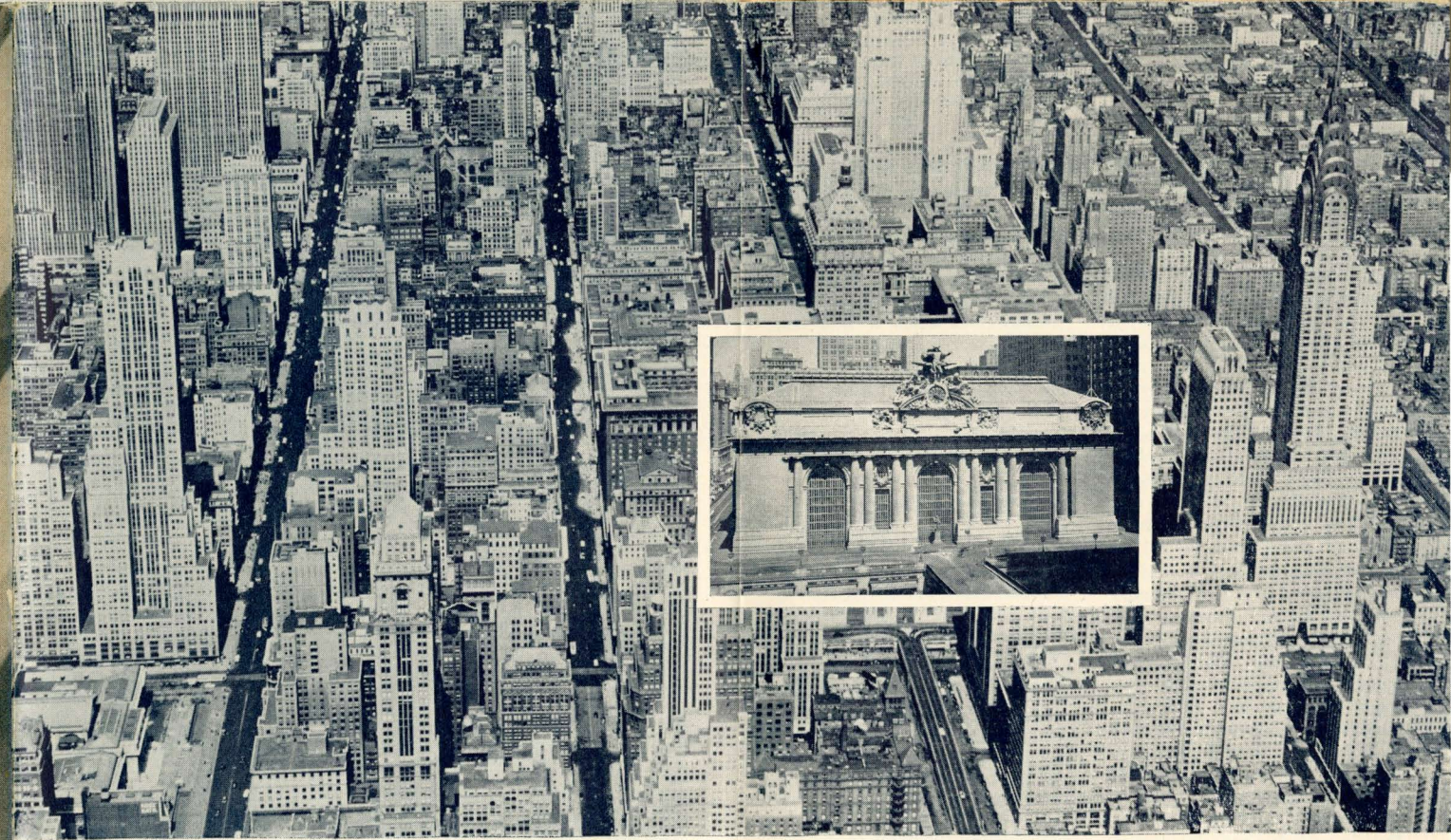
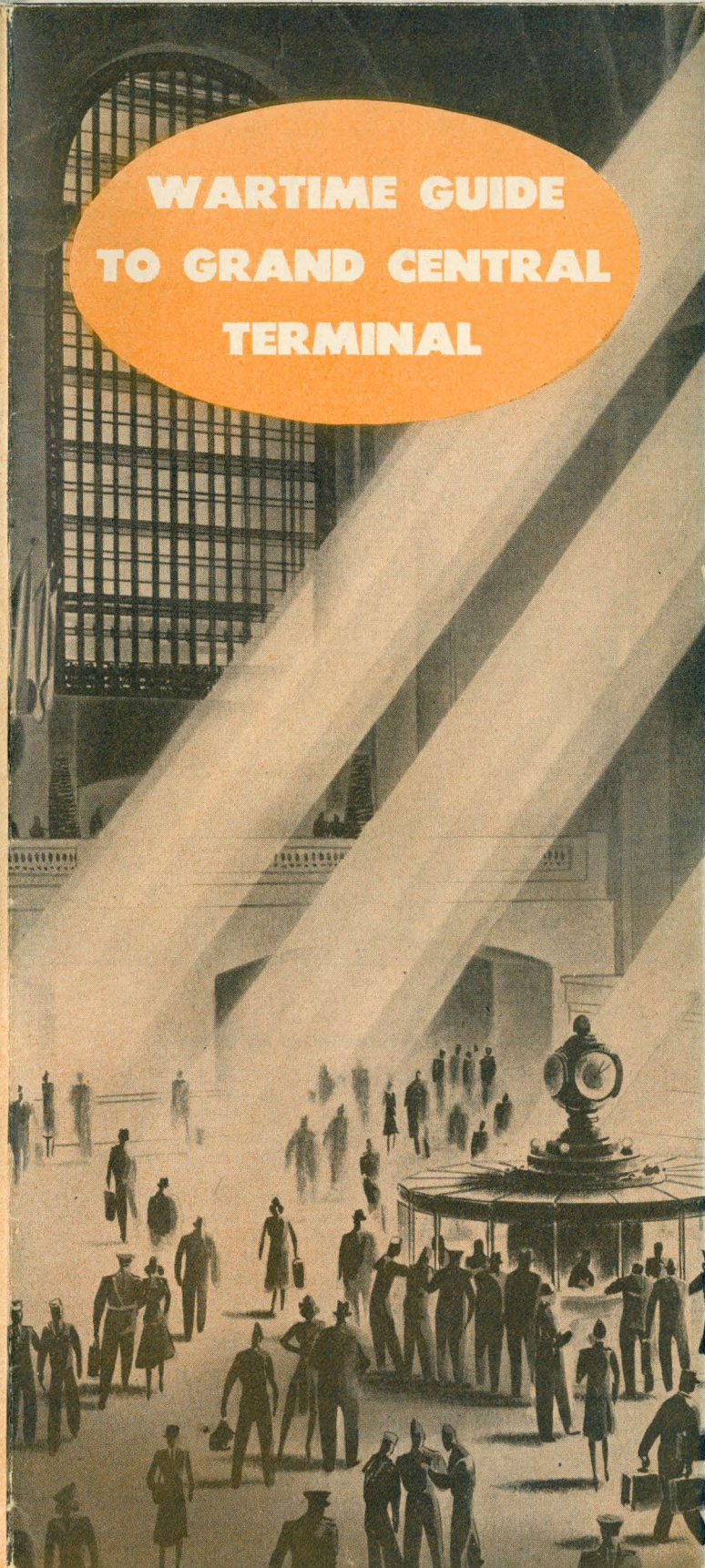
NEW YORK CENTRAL

ONE OF AMERICA'S RAILROADS — ALL UNITED FOR VICTORY



BUY MORE WAR BONDS AND STAMPS

WARTIME GUIDE TO GRAND CENTRAL TERMINAL



CITY WITHIN A CITY

This is Grand Central Terminal . . . set among the towering hotels, apartment houses and office buildings of mid-town New York.

It is a city within a city. For its massive granite and marble walls house all the complex facilities of a great railroad terminal . . . plus scores of offices, shops and eating places, a theatre and an art gallery, even a hospital and police department.

Step for a moment into the cathedral-like vastness of Grand Central's Main Concourse. Climb the steps to the west balcony, and look out over the smooth surge of wartime America on the move.

Here, beneath this high, blue-vaulted ceiling now pass some 54,000,000 travelers a year. Men in uniform bound for camp or convoy. Workers journeying to strange new war jobs in faraway cities. Harvest hands headed for distant farms. Government and industrial executives speeding to win new war production battles.

On they roll in ceaseless procession, bringing with them all the pathos and rich drama of a nation at war.

Down there, a khaki clad boy turns at the train gate and waves to his bravely smiling parents. At the next track, a space is roped off for those meeting an incoming train.

Here stands a young wife; her eyes, fixed on the line of uniforms trooping through the gate, grow radiant as one all-important face is recognized.

Over at the bronze booth in the middle of the Concourse, six information men calmly face a rapid fire of questions. "How do I get a furlough ticket?" "Which way is Grant's Tomb?"

On the balcony at the far end of the Concourse is the Service Men's Lounge, where the uniforms of all the United Nations rub elbows with our own khaki, blue and forest green. At the Coffee Bar, for example, a kilted Highlander learns from his American brother-in-arms the approved technique for "dunking" a doughnut.

Through that doorway on the left, at the Lost Property window, a military band musician reclaims his instrument, mislaid in the excitement of catching a train. Incredibly, it's a bass drum!

And so it goes, around the clock . . . an ever-changing human pattern. From the early rush of commuters . . . through the afternoon departure of the great train fleet for the West . . . and on into the hours before dawn, when belated travelers pause fascinated to watch the precision-drilled mop brigade give the Terminal its morning bath in readiness for another busy wartime day.

BEHIND THE SCENES OF GRAND CENTRAL TERMINAL IN WARTIME

CHECK AND DOUBLE CHECK

Regardless of long experience, every conductor and trainman comes periodically to this Examination Room for a check-up both on his physical fitness and his knowledge of the latest operating rules. Each must also file here a monthly certificate showing that his watch has been examined and is keeping accurate time. One thing that war has not changed is the railroad rule of 'Safety First!'

RESERVATION LINES

ARE BUSY. During a busy war-time hour, some 2,000 telephone calls pour into this New York Central Reservation bureau. The calls come from individuals seeking to make, cancel or change reservations . . . from military and government authorities moving men on duty . . . and from the traffic managers of industries whose executives must travel on urgent errands of war. In addition, thousands of telegrams go back and forth between this Bureau and out of town points and other railroads to arrange return or connecting reservations. Though we're expanding our facilities as fast as war permits, the telephone lines are still overloaded, and often all 38 clerks are busy. So please be patient. A reservation clerk will serve you as soon as possible.

THE TRAVELER'S AID

Many and varied are the human dramas that centre around the two Traveler's Aid booths in Grand Central Concourse. To them some 13,000 wartime travelers a month bring problems ranging from lost tickets to broken hearts.

Here, for example sits a distraught mother who has traveled all the way from Indiana to spend a three day furlough with her son in New York. Just now she saw him off on the train to camp; and at the moment of parting, she emptied her purse into his hands for spending money. Now comes the realization that she is penniless and ticketless in a strange city hundreds of miles from home! A few minutes ago, her chair was occupied by a tired, hungry and discouraged fourteen year old. The young runaway's dream of joining the Marines had ended in disappointment. Already a wire has been dispatched to his parents. The boy will be put aboard the next train for home; and meanwhile he's enjoying a square meal at the Society's rooms nearby.

Day in and day out, the sympathetic and resourceful Traveler's Aid copes with such problems—beside advising strangers where to stay in New York, meeting children or old people traveling alone, and performing a thousand other services to travelers in every walk of life.

LOOP TRACKS

A unique feature of Grand Central Terminal, and one which is proving of wartime value, is the arrangement of loop tracks on both the Upper and Lower Levels for quickly turning trains around.

QUICK LOADING AND UNLOADING

Car level train platforms connected directly with the gates by short, broad, inclined ramps speed the loading and unloading of trains at Grand Central Terminal. One more reason why the Terminal has been able to comfortably accommodate the enormous wartime traffic increase, and prove itself an efficient weapon in the battle of transportation.

GRAND CENTRAL

SERVICE FLAG. This flag pays tribute to more than 21,000 New York Central employees. In addition, many other Central workers have sons and daughters in uniform. An extra reason . . . if one were needed . . . for the railroad's all-out effort to keep the vast Victory traffic rolling.

TROOPS ON THE MOVE

Grand Central serves its share of the 2,000,000 troops a month traveling over the railroads of America. This vast military movement, alone, requires constant use of about half the nation's Pullman cars and a third of all coaches . . . one reason why the railroads can not always provide the accommodation you want when you want it.

93,000 PHONE CALLS

A MONTH. From the 234 telephone booths throughout Grand Central Terminal, some 93,000 local and long distance calls a month are now placed, a 36% increase over peacetime.

NEWS REEL THEATRE

Grand Central Theatre shows latest news and short subjects to while away waits between trains. A lighted clock beside the screen helps you keep track of your train departure time.

MUSIC IN THE TERMINAL

During the Christmas, Easter and Thanksgiving seasons, the music of Grand Central's organ floats out over the Concourse. Sometimes soloists and choral singers add their voices; and waiting passengers often join the singing.

WHERE OUTGOING

BAGGAGE IS CHECKED

In the course of a single war-time month, some 150,000 pieces of luggage are checked through Grand Central Terminal. Today, most passengers have learned to travel light. When they do have to carry any larger luggage, they check it through to its destination in the baggage car . . . and carry only one small grip that's easy to stow on crowded trains, and easy to handle when making connections.

WINDOW WALKS FOR

HUMAN FLIES. Corridors to some New York Central offices pass between the panes of the Terminal's huge double windows. Seen from the Concourse floor far below, people on these glass walks look much like flies on an ordinary window!

76% MORE TELEGRAMS

IN WARTIME. With millions of families separated by war . . . and with time at a premium in essential civilian business . . . the volume of telegrams filed at this office in Grand Central Terminal has jumped 76.6%.

SERVICE MEN'S LOUNGE

Here, twenty-four hours a day, the Traveler's Aid and the U.S.O. welcome the fighters of all United Nations. As many as 4,000 service men come here during a busy Saturday. For, like everything on the railroad, this Lounge is most crowded over the weekend when thousands in uniform travel on furlough. To give these men room on weekend trains is one excellent reason for planning any trip you must make for mid-week.

TRAVEL BUREAU

In peace time this was headquarters for vacationists bound for the Catskills, the Adirondacks, Niagara Falls, Michigan, Canada and the western wonderlands. Now the same bureau is devoted to assisting essential travelers who must make extended trips under difficult war-time conditions.

TICKET OFFICES 90% BUSIER

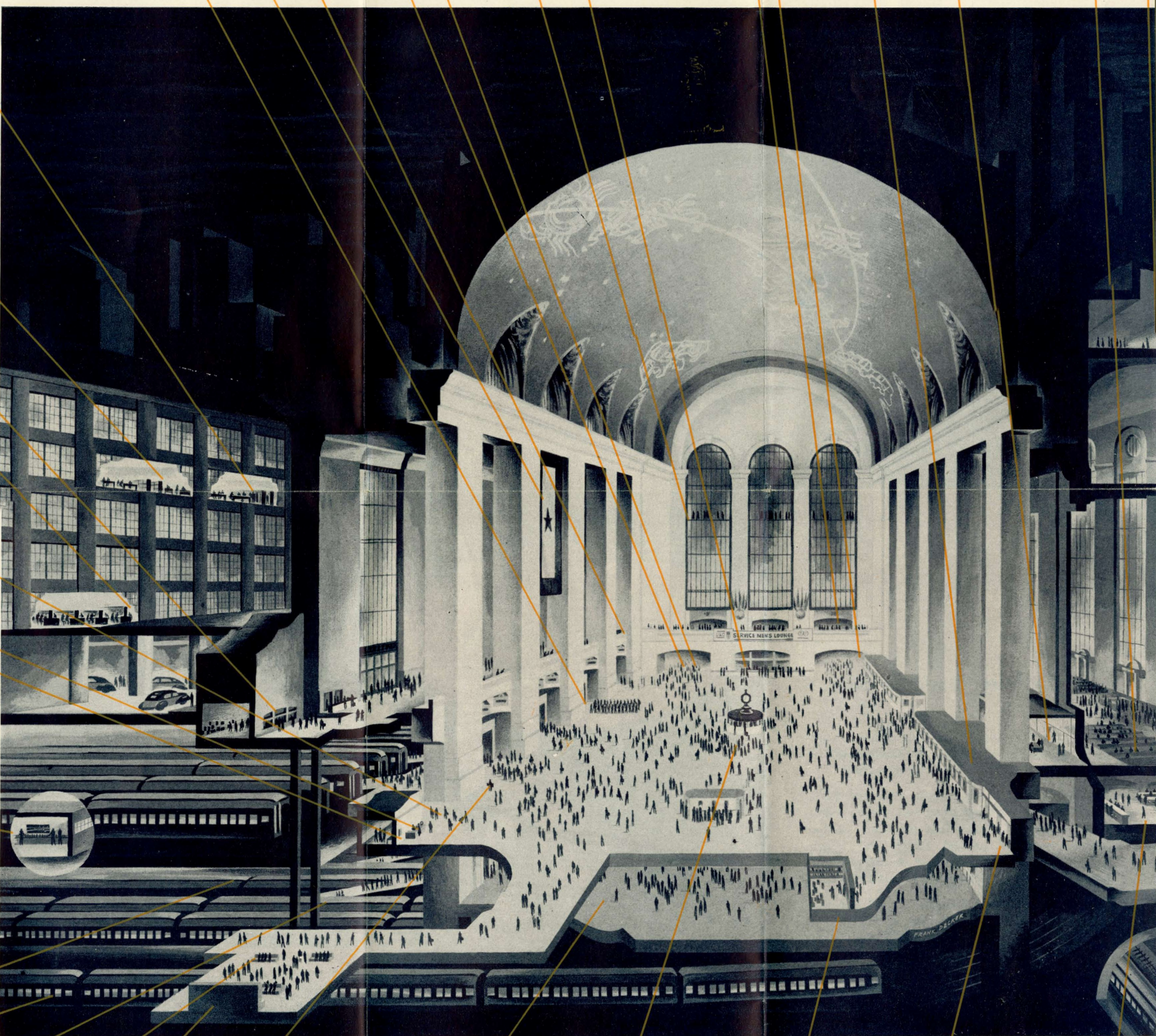
On the Upper Level, New York Central has built an additional emergency ticket office . . . and trained "Ticketette" girls to "man" the extra windows. Even so, the wartime rush for tickets creates waiting lines. We're sorry. But as fast as wartime shortages of manpower and equipment permit, we are expanding our facilities. Meantime, please be patient.

ART GALLERY WELCOMES VISITORS

In these skylit galleries a collection of fine paintings, prints, etchings and sculptures are on exhibition. Visitors are welcome, whether they come in to buy or merely to browse about between trains.

MAIN WAITING ROOM

It sometimes happens that a traveler is forced to wait here for a later train, because the one he wanted was apparently 'sold out.' Yet actually there might have been space on that 'sold out' train . . . If someone's unwanted reservation had been cancelled promptly. In wartime, when every berth and seat is urgently needed, be sure to cancel your reservations the minute your plans change. Just telephone, giving the number of your Pullman ticket and space.



CONDUCTOR'S ROOM

Here conductors rest, read, chat and play cards between runs . . . relaxing for a while from their responsibility for the safety and well being of their passengers. Today, their task is complicated by the need for keeping travelers comfortable and contented aboard trains that are frequently crowded and sometimes unavoidably delayed by the movement of urgent war traffic.

LOST PROPERTY

COMES HERE. In the press of wartime travel, the personal property lost by passengers has doubled. More than 2,500 articles a month are now turned into the Grand Central Lost Property Bureau; and about three out of four are reclaimed by their owners. Hats, umbrellas, pocketbooks, and gloves cause most of the trouble. But there are occasional diamond rings. And at least one mislaid baby carriage is on record!

TERMINAL HOUSEKEEPING

A skilled army of 335 scrubbers, moppers, dusters, polishers, window cleaners and picker-uppers performs the never-ending task of cleaning Grand Central Terminal and incoming trains. Their job has become more difficult than ever due to the vast crowds of wartime travelers. Some 40,500 cubic feet of rubbish must be removed each month. That would form a mountain of trash measuring 400 square feet at the base and towering over 300 feet in the air!

POST TRAIN MAIL HERE

Letters posted here are sorted in this mail room and put directly aboard trains. More postage passes through this small room than through the average regular post office! And many thousands of letters mailed here are speeded on their way, via New York Central, to Canada, the Great Lakes Region, the Mississippi Valley and through connections to Rocky Mountain states and the Pacific Coast.

TRAFFIC NERVE CENTER

During the busy period of a wartime day, the operators in the underground switch towers beneath 49th Street guide a train every few seconds through the 34-mile maze of tracks and switches that form the Grand Central Terminal yards. Electric controls, arranged in long banks, set the signal lights and heavy switches at the turn of the tower operator's wrist. And the movement of every train, winding unseen through the tunnels, can be followed in the tower by tiny flashing lights on an electrified map of the tracks.

79 ACRES OF

UNDERGROUND YARDS!

Like an iceberg, Grand Central Terminal rears only a fraction of its bulk above the surface. Underground, its 79 acres of busy tracks and switches extend far uptown beneath Park Avenue and the fine hotels and apartments that line either side of this famous thoroughfare. Visitors, as they stroll along Park Avenue, are often startled to hear the muffled sound of an electric locomotive bell coming from the ground underfoot.

NOT-SO-SECRET PASSAGES

Broad, well lighted underground passages, running for blocks beneath mid-town New York, connect Grand Central Terminal with a number of hotels and office buildings. New Yorkers have long used these passageways to save time and avoid the congested street traffic in this busy part of the city. The 'secret' of these passages is also well worth knowing when catching a train in stormy weather.

MEETING INCOMING TRAINS

Advance information about incoming trains reaches this Bulletin Board by teletype, tel-autograph and telephone. About five minutes ahead of time, the number of the track on which a train will arrive is posted . . . allowing ample time to reach the train gate. All passengers leaving the train make their exit through that gate. The ease of meeting people on arrival at Grand Central Terminal . . . a convenience in peacetime . . . has become a wartime boon now that many thousands of wives, mothers and sweethearts come here to welcome service men returning home on furlough.

54,000,000 PASSENGERS

A YEAR. More than a million wartime passengers a year pass through each of Grand Central's 46 train gates . . . among them, fighters, workers, Government and war-production executives traveling over the Water Level Route . . . once an Indian war-path, now a 'warpath of the United Nations.'

THE COMMUTER'S STATION

Most commuting trains arrive and depart on Grand Central's Lower Level. It's busier than ever these days. Because, though no new equipment is available for the job, many thousands of former auto travelers must now be carried by train.

ANSWERING 14,800 QUESTIONS AN HOUR!

In the rush period, six experts man this Information Booth on the Upper Level. Another is on duty on the Lower Level. Twenty-six more handle telephone inquiries. Together they answer as many as 14,800 questions during a busy wartime hour! And an effort is made to give a helpful reply to every inquiry.

It takes three years for a Grand Central Information Man to thoroughly master his job. He must be prepared for such questions as these: "What's the highest peak in the Adirondacks?" "Have you seen my wife?" "What's become of the wax figures from the old Eden

Musee?" "Can I take my dog on the sleeper?" "I came in on the 6:45; when does it go back?" "How far is it from Tarrytown to Niagara Falls?"

Today, war has added a whole new list of questions. A classification now shows some 800 subjects with which Information Men must deal—all in addition to routine matters of rates, schedules, types of equipment, and connections.

Today, too, the Information Service is more important than ever. Because getting train information in advance saves holding up lines at busy wartime ticket offices.

PARKING 227,000 PARCELS A MONTH!

This and two other parcel rooms in Grand Central Terminal care for some 227,000 checked parcels in the course of one war-time month. This main parcel room stays open 24 hours a day to accommodate travelers.

SHOPPING DISTRICTS

Grand Central is within a few blocks of many of New York's most famous shops. Moreover the 54 shops within the Terminal itself can equip a hurried traveler with amazing completeness . . . from clothes and luggage right down to such an unexpected item as personal cards, printed on the spot!

RESTAURANT AND FAMOUS OYSTER BAR

One of sixteen eating places within the Terminal. In addition, many hotel dining rooms, grills, and coffee shops may be reached by passageways from Grand Central. Without going out into the street, the traveler can satisfy his hunger with anything, from a sandwich and milkshake to a five course dinner complete with floor show.

ALL NEW YORK

JUST A NICKEL AWAY!

Stairs and elevators connect Grand Central Terminal with Subways . . . bringing Greater New York, from Bronx Park to Brooklyn, within reach of a 5c fare.