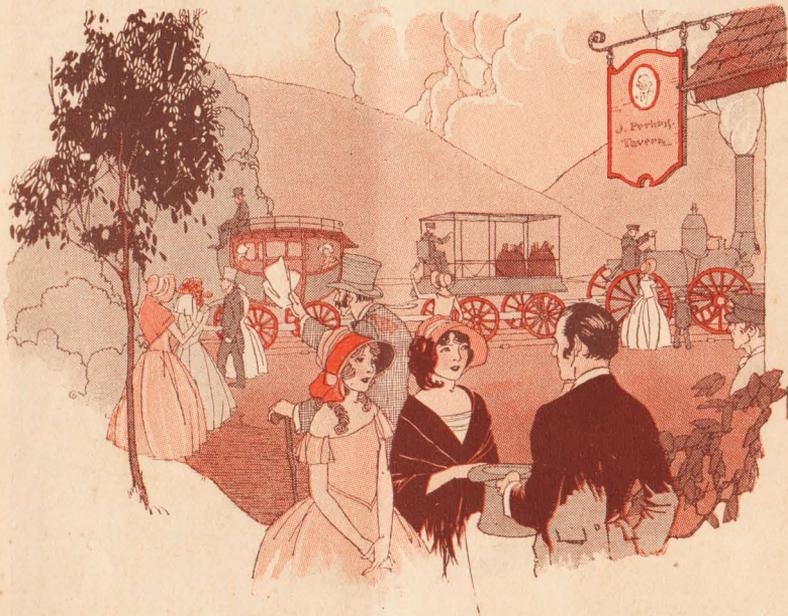
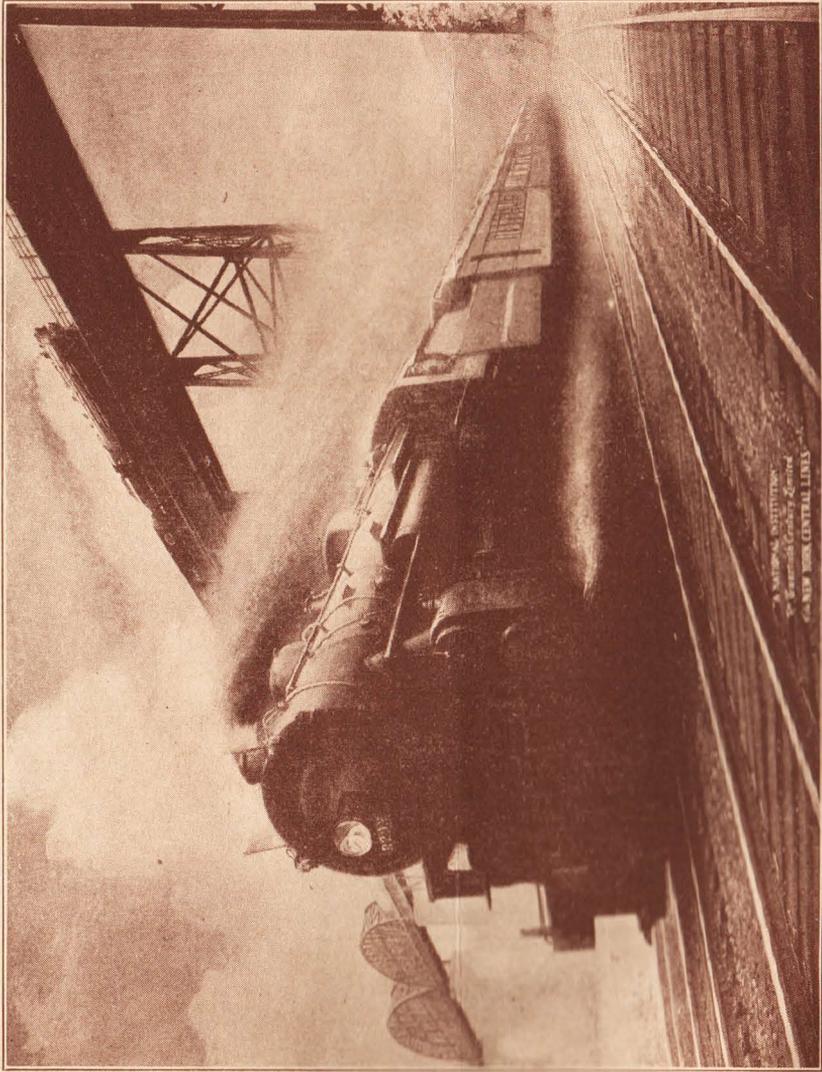


1826-1926
*One Hundred Years
of Railroading*



By CHARLES FREDERICK CARTER
Author of
"When Railroads Were New," "Big Railroading," etc.

The New York Central Railroad



The Twentieth Century Limited passing beneath the Alfred H. Smith Memorial Bridge, 10 miles south of Albany.
From a painting by Walter L. Greene. Copyright, 1925, by New York Central Railroad Company.

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100 YEARS OF SERVICE

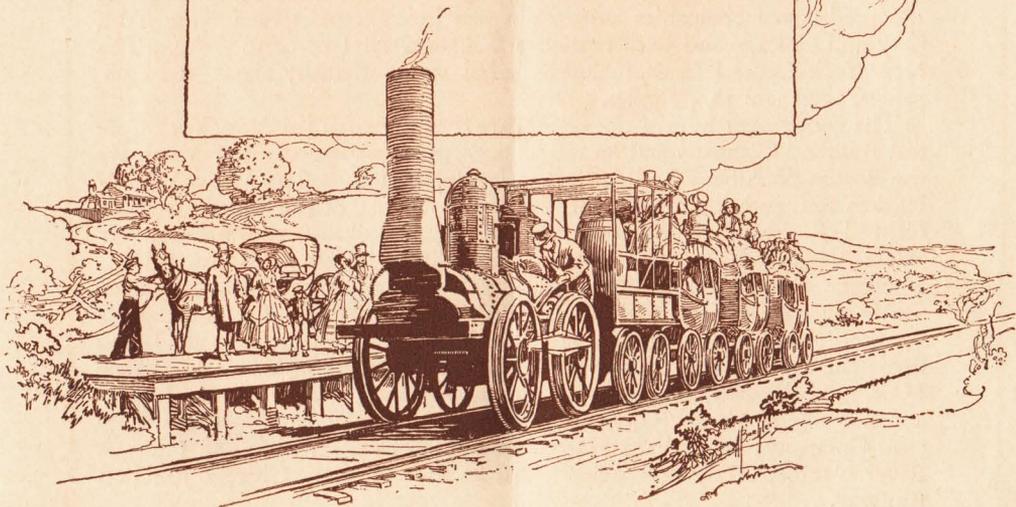
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Y an interesting coincidence the sesquicentennial anniversary of the United States and the centennial anniversary of the New York Central Railroad fall in the same year. Just as the United States was the first true republic to endure and now has become the greatest republic the world

has ever known, so the New York Central, one of the first important railroads to be established in America, has grown into a great transportation system which, if it is not the foremost in the world, is at least among the very few in the front rank.

In the development of the nation the New York Central Railroad has played an essential part. It became the principal highway over which flowed the stream of emigration to people the West, and it has remained the favorite avenue of communication between East and West for the descendants of these pioneer emigrants.

Keeping pace with the demands upon it for transportation, the New York Central has developed into a railroad system now known as The New York Central Lines, which moves about ten per cent of the aggregate amount of freight hauled by all the railroads as measured in ton-miles, that is, one ton hauled one mile,



NEW YORK CENTRAL LINES



Grand Central Terminal, New York City, as it appears from Forty-second Street. At the left is Vanderbilt Avenue. Around this Terminal has sprung up a group of splendid hotels, magnificent apartment houses and towering office buildings that is unique.

which is the standard unit of computation, and about twelve per cent of the total passenger traffic, measured in passenger-miles.

The parent stem of the system known as the New York Central Lines is the New York Central Railroad, which has been built up from about 186 predecessor companies, with main line extending between New York City and Chicago and with branches making a total of 6,930 miles. The New York Central Lines, including what were originally about 560 companies, aggregate 12,095 miles.

The constituent lines of the system are the following: the New York Central Railroad Company and its leased lines, the most important of which are the Boston & Albany Railroad, the West Shore Railroad and New York & Harlem Railroad; the Ohio Central Lines (composed of the Toledo & Ohio Central Railway, the Kanawha & Michigan Railway, the Kanawha & West Virginia Railroad and the Zanesville & Western Railway); the Michigan Central Railroad Company, its subsidiary, the Chicago, Kalamazoo & Saginaw Railway Company, and its leased lines, including the Canada Southern; the Pittsburgh & Lake Erie Railroad Company and its leased lines; the Lake Erie & Eastern Railroad; the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and its leased lines; the Evansville, Indianapolis & Terre Haute Railway Company; the Cincinnati Northern Railroad Company; the Indiana Harbor Belt Railroad Company; the Chicago River & Indiana Railroad Company and its leased line, the Chicago Junction Railway.

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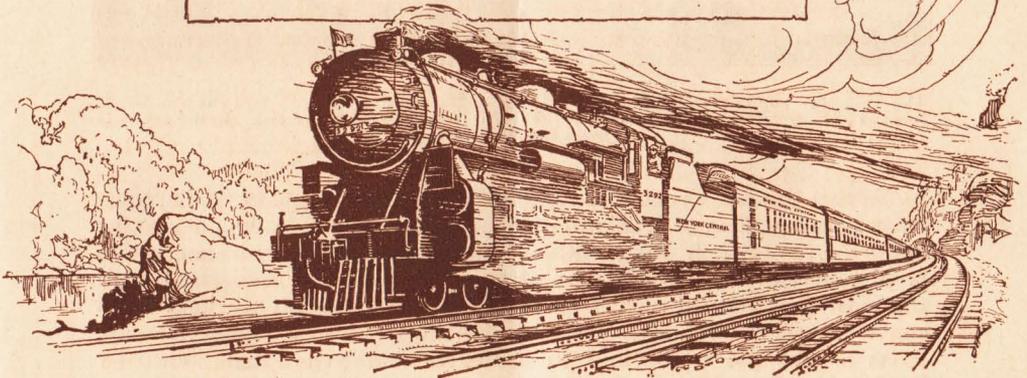
A diagram of the New York Central Lines would bear a rough resemblance to a tree the trunk of which, lying across the center of the Empire State from Albany to Buffalo, sends its roots to the seaports of New York, Boston and Montreal, the central spike of the top to Chicago, and its principal branches to Mackinaw City, Mich., on the Northwest and St. Louis and Cairo, Ills., on the Southwest.

The twelve states, New York, Massachusetts, New Jersey, Pennsylvania, West Virginia, Ohio, Kentucky, Indiana, Michigan, Illinois, Missouri and Vermont, served by the New York Central Lines, have a little more than half the population of the United States. In Canada the New York Central serves the richest two provinces, Ontario and Quebec, which have 60 per cent of the population of the Dominion. Fourteen Canadian cities having more than 10,000 population are located on the New York Central.

The New York Central is one of the few railroads that have never passed through a receivership and it has never passed a dividend.

The story of the origin and growth of this great railroad system constitutes one of the most fascinating romances of achievement in which the history of America abounds.

First in the sequence of events which led to the formation of the New York Central Railroad system was the belief of George W. Featherstonhaugh, of Duanesburg, Schenectady County,



NEW YORK CENTRAL LINES



The beautiful, sun-lit Concourse of Grand Central Terminal, looking toward the Vanderbilt Avenue portals. At the left are the ticket offices for long distance passengers. In the center is the main Information Booth.

N. Y., that a steam locomotive running on iron rails would be an improvement on any system of transportation in vogue in 1812, in which year he began advocating railroads. Although he was considered a rich man, with a reputation as an explorer, scientist and author and numbered among his friends the most distinguished men of his time, Featherstonhaugh for long could convert no one to his views. Common folk ridiculed his ideas about railroads.

As no one else would take the initiative Featherstonhaugh, joined by Stephen Van Rensselaer, the last patroon, applied to the New York legislature

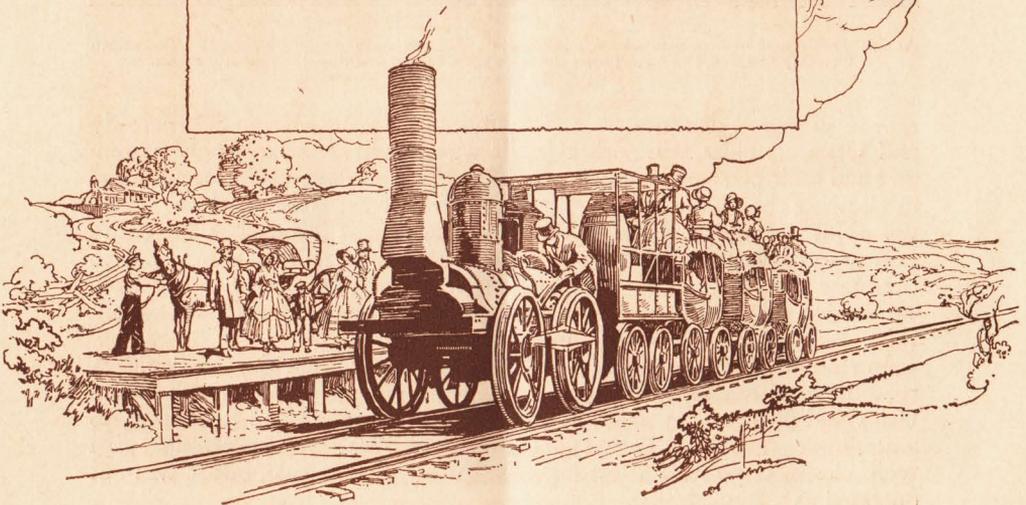
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for a charter for a railroad to be called "The Mohawk & Hudson Rail Road," to run between Albany and Schenectady, a distance of approximately seventeen miles, destined to be the first link in what afterward became the New York Central Railroad. The charter was granted April 17, 1826. Action under it was delayed for two years until it was amended to remove some objectionable clauses. Construction began in 1830.

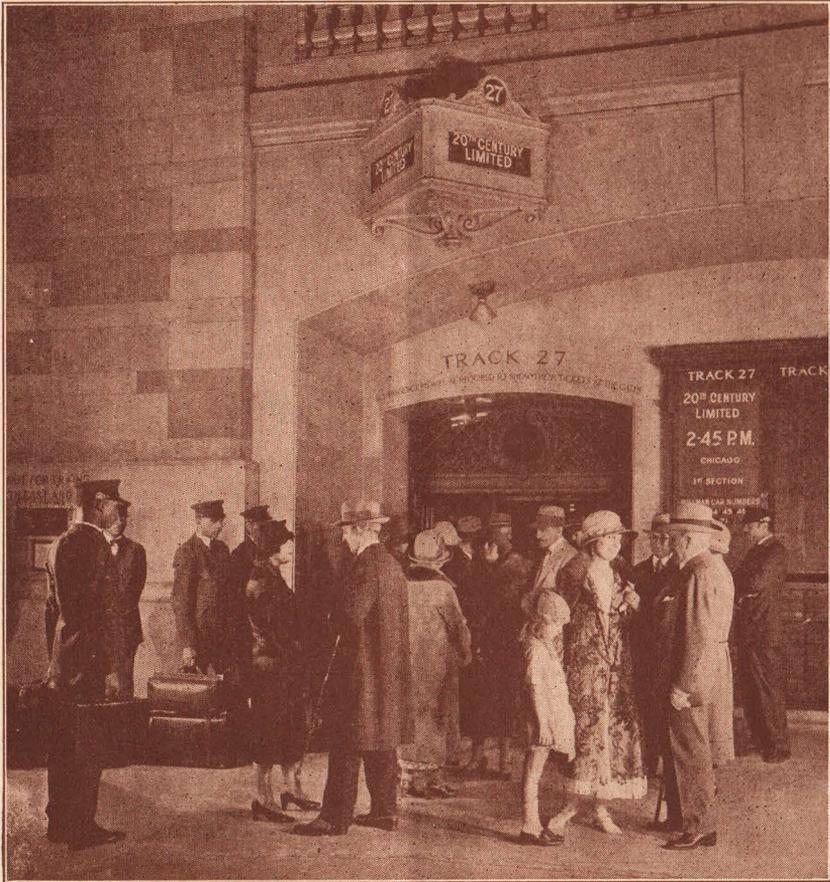
The first train carrying passengers on the Mohawk & Hudson Rail Road, August 9, 1831, was drawn by the famous locomotive "DeWitt Clinton," built at the West Point foundry in New York City.

In the seven years from 1832 to 1839 the Mohawk & Hudson earned \$692,800, more than eight-tenths of which was from passenger traffic. Thus it will be seen that from earliest infancy the New York Central has been distinguished as a passenger-carrying railroad.

Meanwhile a charter for a railroad between Schenectady and Buffalo, thus completing a through route between the Hudson and Lake Erie, had been sought in 1831, but refused by the legislature. Vast sums, that is, vast for those days, had been expended in building the Erie Canal and the legislature did not propose to permit competition. Even in 1836 when, in re-



NEW YORK CENTRAL LINES



At the marble and bronze gate where passengers enter the train shed to board the Twentieth Century Limited, the fastest long distance train in the world and the most famous.

response to urgent demands from the public, a railroad between Schenectady and Utica, 77 miles, was authorized, it was permitted to carry only passengers and their personal baggage. By 1844 the legislature could see no harm in allowing the railroad to carry freight in winter when the canal was frozen up. Not until 1847 was permission to carry freight throughout the entire year granted, and then only upon condition that the railroad should pay to the state the same toll per mile for freight carried as the canal would have earned for the same service, a restriction imposed upon all railroads within thirty miles of the Erie Canal, and enforced until 1851.

In spite of all this, enthusiasm for railroads grew from day to day. A road between Rochester and Batavia, 33 miles, was opened in 1837; between Utica and Syracuse, 53 miles, in 1839; between Auburn and Rochester, 76 miles, in 1841; between Batavia and Buffalo, in 1842. In 1843 the final gaps were closed, completing a line between Albany and Buffalo, but it was not operated as a through line.

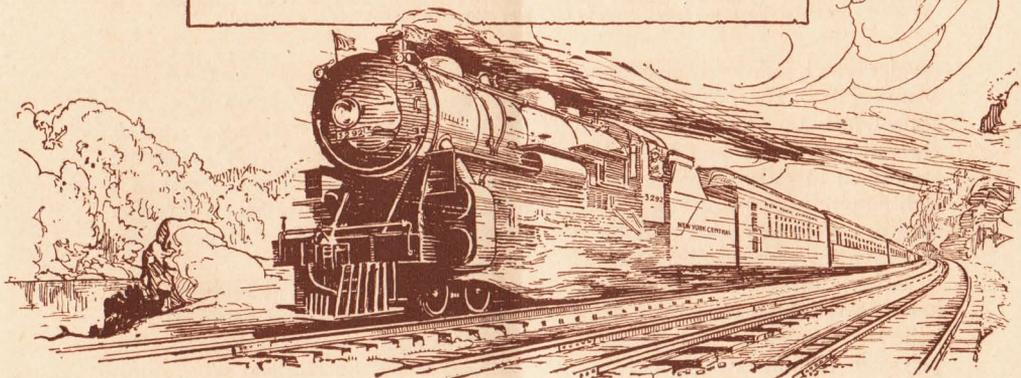
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On the contrary all these little railroads were operated under independent ownerships. On July 10, 1843, a fast express service between Albany and Buffalo was instituted, enabling travelers for a fare of \$11.50 to ride "in the best cars" in the breath-taking time of 25 hours, a trip now made by the Empire State Express in 5 hours, 55 minutes. In 1848 the time was cut to 22 hours. In 1850 the rate was slashed to \$9.75. Today it is \$10.69, although the purchasing power of the dollar is about half what it was in 1850.

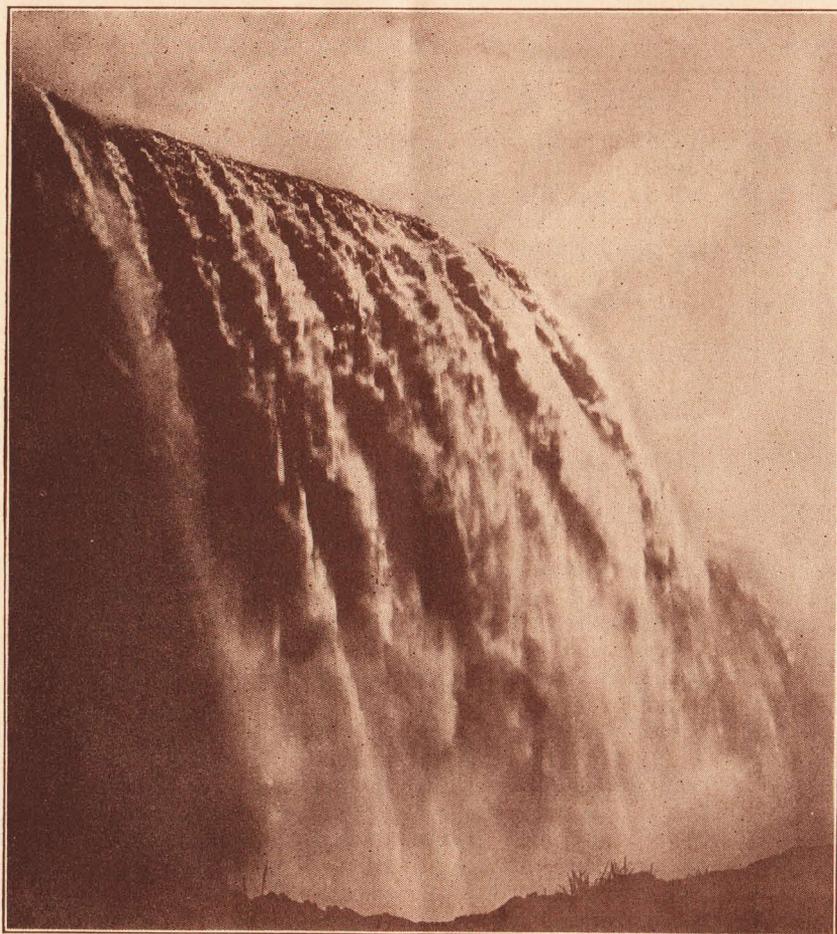
Three years after the rate cut was made an event took place which marked a new era in railroad history. Pursuant to authority granted by the legislature ten little railroads between Albany and Buffalo were consolidated into a single corporation under the name of "The New York Central Railroad." The new management assumed control August 1, 1853. Erastus Corning, the first president of the consolidated roads, and John V. L. Pruyn were the master minds of this merger.

The capitalization of this first important railroad consolidation, \$23,000,000, was so enormous that it caused a national sensation. Most folk, in those primitive days when Sunday clothes were expected to adorn two generations at least, had never dreamed there was so much money in the world.

One of the important factors in producing the



NEW YORK CENTRAL LINES



Niagara Falls, one of the world's tremendous spectacles. Charles Dickens said it was "like the ocean pouring out of the sky." Thousands of New York Central passengers visit it annually. It is only a short ride from Buffalo and free stop-over privileges are granted.

results which followed consolidation was the advent of Commodore Cornelius Vanderbilt in the New York Central management a few years after the consolidation. Commodore Vanderbilt was the first outstanding genius in the railroad world, and he still ranks among the very few great economic statesmen in railroad history. His prophetic eye foresaw the growth of a rich empire in the heart of New York State if only adequate transportation facilities were provided and he devoted all his wonderful creative genius to providing these facilities.

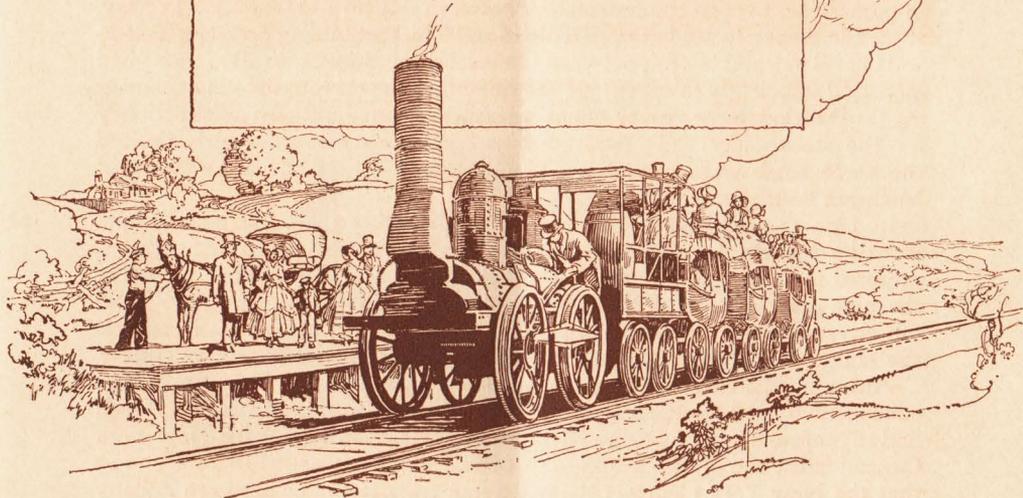
When the Mohawk & Hudson was first opened in 1831, steamboats had been operated between New York and Albany for twenty-four years. It was believed impossible to compete with these palatial steamers. Besides, the physical difficulties of constructing a railroad along the Hudson were numerous and great. The Harlem Railroad also opposed any attempt at rail-

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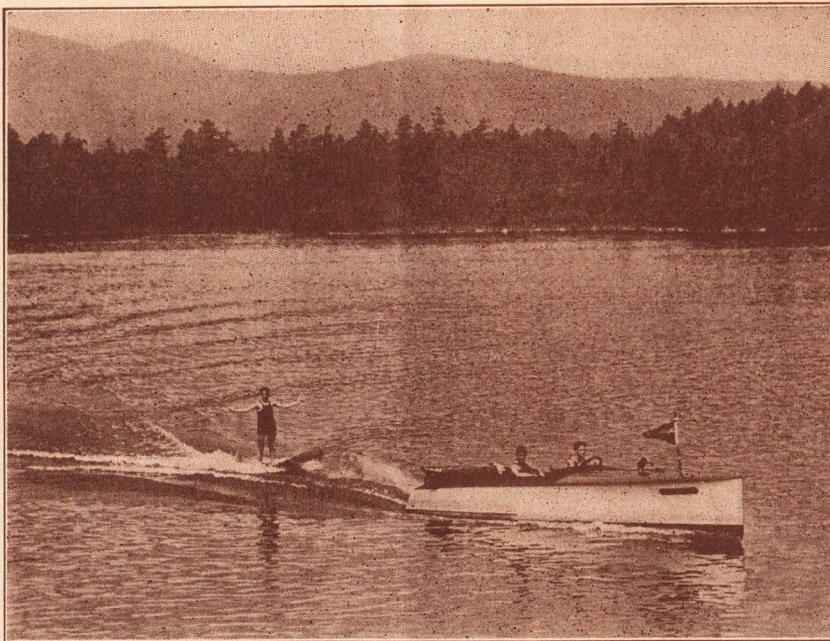
road building along the river. The genesis of the Harlem Railroad dates back to 1832, when the line extended all the way from Prince Street to Fourteenth Street in New York City. Cars were drawn by horses. Five years later it had reached the Harlem River. January 19, 1852, the road reached Chatham, 128 miles from New York and 23 miles from Albany.

The Harlem Railroad folk were sure they could handle all the business between New York and Albany without help. So while applications for charters to build a railroad along the Hudson River were made from time to time, opposition was so strong that it was not until 1846 that the legislature gave permission to build.

Prompt action followed. In July, 1847, the Hudson River Railroad, as the new line was called, was opened to a point 53 miles from New York. On October 1, 1851, the road was in operation to East Albany. The creative genius of Commodore Vanderbilt saw that these two railroads ought to be united with the New York Central under one management if they were ever to amount to anything. The deal was effected by means of an agreement dated September 15, 1869. The new railroad was christened the New York Central & Hudson River Railroad. November 1, 1871, a connecting link was com-



NEW YORK CENTRAL LINES



The Adirondacks, the oldest land in America, offer 5,000 square miles of balsam-clad mountains, valleys and lakes. This region is a favorite playground for thousands of vacationists. This picture shows one of the water sports, aquaplaning, on Lake Placid.

pleted, giving the Hudson River line a connection with the Harlem Railroad, thus making it possible to run passenger trains from the former line into the station at Forty-second Street, New York City.

While all this was going on, a railroad was being completed, link by link, encountering all the difficulties, financial, engineering and other, inevitable in pioneering, to open communication between Buffalo and Chicago. In May, 1852, the first train ran between Toledo and Chicago; in 1853 between Toledo and Cleveland, and in 1854 between Cleveland and Buffalo. In 1869 traffic had increased sufficiently to encourage the hope that the three railroads constituting the Buffalo-Chicago route might be able to survive and earn a little money for the stockholders. To expedite this consummation so devoutly desired the three roads were consolidated under the name of the Lake Shore & Michigan Southern Railroad.

In 1873 Commodore Vanderbilt, who throughout his life had demonstrated a capacity for seeing farther into the future than his contemporaries, acquired a substantial interest in the Lake Shore and was elected president the same year. Thereafter the general policy of the New York Central & Hudson River Railroad and the Lake Shore & Michigan Southern Railroad was the same. In fact the two systems had the same principal executive officers.

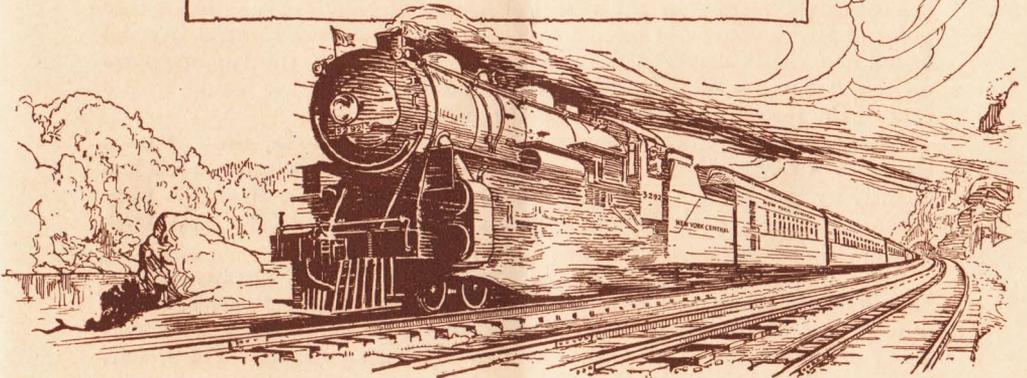
Although the entry of Commodore Vanderbilt into the Lake Shore was coincident with "The Crime of '73"—the demonetization of silver—which had so profound and lasting an effect on business, evolution of the New York Central went rapidly forward. An official statement issued in 1880 shows that the New York Central then had a four-track main line between Albany

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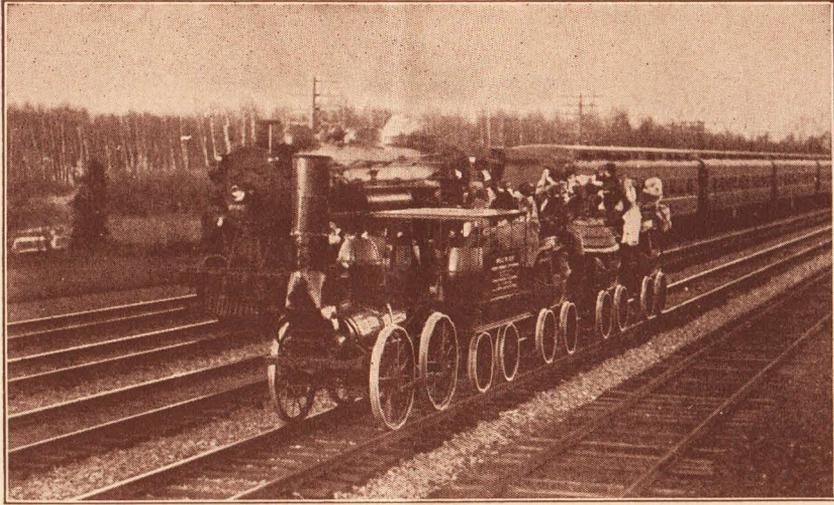
and Rochester, a distance of 229 miles; between Rochester and Buffalo there were six miles of four-track main line, $14\frac{1}{2}$ miles of three-track and 47 miles of two-track main line.

As already indicated the New York Central has always been the premier long distance passenger carrier. In 1880 the New York Central Sleeping Car Company owned and operated 150 drawing room and sleeping cars which were run in through trains from New York City over the New York Central and connecting lines to Cincinnati, Chicago and St. Louis. Today the New York Central transports more Pullman passengers than any other railroad. The Twentieth Century Limited, an all-Pullman train making the run between New York and Chicago in 20 hours, is famed throughout the world. It runs every day in the year in two to five sections and its gross earnings in 1925 exceeded \$10,000,000. No fewer than ten other exclusively Pullman trains are operated daily in each direction, often in more than one section, while numerous other daily trains in each direction also carry Pullman cars.

On December 23, 1914, the New York Central & Hudson River Railroad, the Lake Shore & Michigan Southern Railway Company and nine of their subsidiaries, having altogether about 5,600 miles of line and about 14,000 miles of single track, were consolidated into one company under the name of the New York Central Railroad Company.



NEW YORK CENTRAL LINES



When the New York Central celebrated the centenary of the chartering of its original unit, the Mohawk & Hudson Rail Road, on April 17, 1926, it operated near Schenectady, its famous pioneer locomotive, the De Witt Clinton. Here is the Clinton, with its passengers garbed in costumes of 1826, steaming along while speeding past is the third section of the Twentieth Century Limited.

The New York Central Lines serve a territory which turns out 64 per cent of the manufactured products of the United States and mines a still greater proportion of the country's coal. The two Canadian Provinces served have not only the bulk of the Dominion's population but they also have the greater part of the manufacturing industries.

New York City, the principal Eastern terminus, is the metropolis of the Western hemisphere, already crowding London for the distinction of being the largest city in the world, with a population in the metropolitan area of 7,910,415. New York City is the principal seaport of America. Over its wharves pass 43 per cent of all the foreign commerce of the United States, including that via the Pacific coast and Canadian and Mexican borders. Of this vast traffic, the New York Central Railroad alone handles one-fourth over its own piers or on its great fleet of 326 harbor craft.

Boston, the metropolis and principal seaport of New England, is another point of heavy volume of foreign traffic for the New York Central, over its leased line, the Boston & Albany Railroad. Boston ranks third among ports on the Atlantic seaboard. New York and Boston together handle 87 per cent of the foreign commerce reaching the Atlantic coast.

Montreal, the metropolis and principal seaport of Canada, since it is at the head of navigation for ocean-going craft on the St. Lawrence, is reached directly by two New York Central Lines, while the traffic from the only other direct line from the East to Montreal is turned over to the New York Central at Albany.

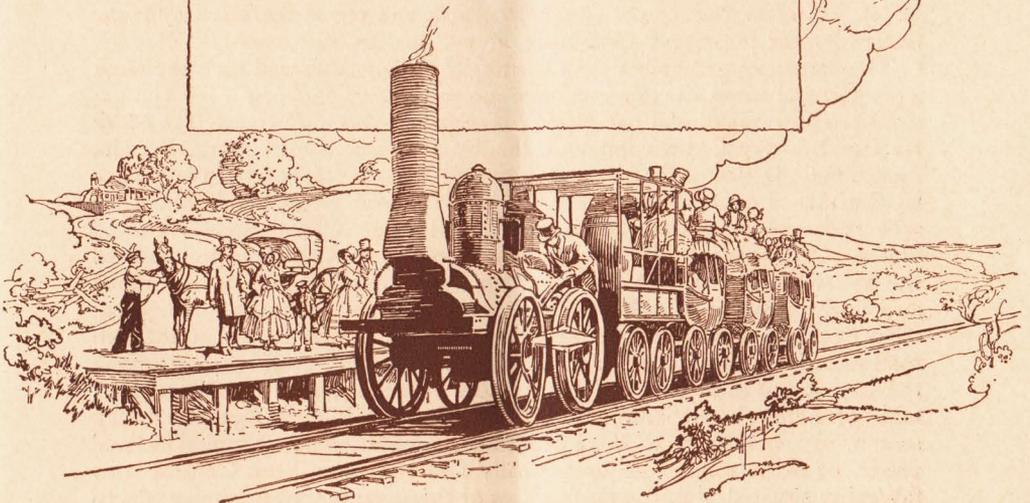
One notable advantage is that the New York Central is the only railroad having freight tracks on Manhattan Island. The old Hudson River Railroad, now a part of the New York Central, was built when New York was a city of modest size at the lower end of Manhattan Island. The freight station at St. John's Park when first established was located, as such facili-

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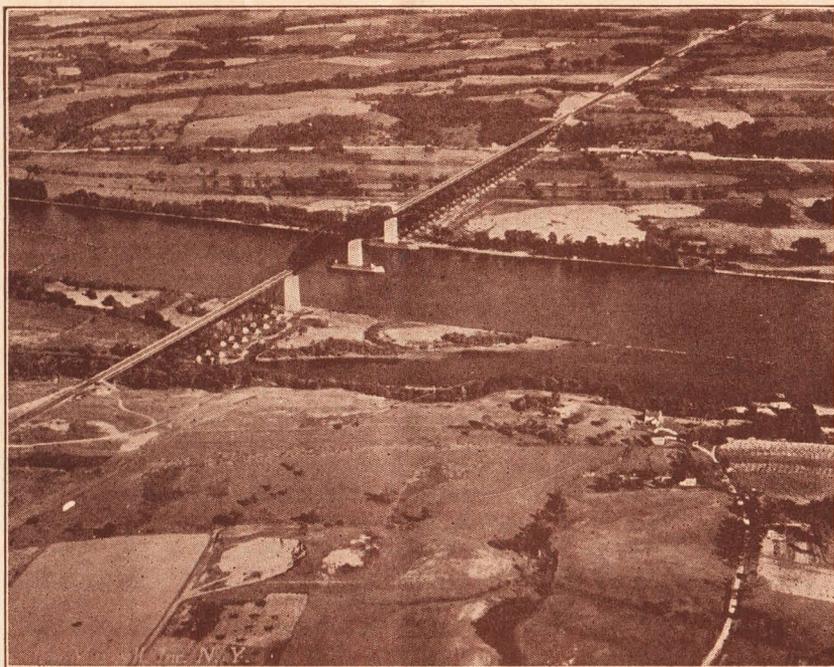
ties usually are, on the outskirts of the city. The old freight station, still in active service, is now in the heart of the wholesale dry goods and grocery districts and almost within the proverbial stone's throw of the upper limits of the financial district. It saves the merchants of New York a good many thousands of dollars in trucking charges in the course of the year. As the city grew additional freight stations were opened at Thirty-third Street, then at Sixtieth Street and at One Hundred and Thirtieth Street.

The value of these city terminals will be appreciated when it is remembered that they are always available, regardless of weather conditions which impede, or interrupt altogether, navigation of New York Harbor and the Hudson River by car floats and lighters, the only other means of receiving and shipping railroad freight. At times these facilities—"the life line of New York City"—have been practically the sole source of supply of food and fuel for New York's millions.

In addition to these exceptional advantages the New York Central, through its West Shore Railroad, has extensive terminals on the West side of the Hudson at Weehawken, N. J., and at Hoboken and Jersey City, farther down, including wharves at which steamships may load direct from cars.



NEW YORK CENTRAL LINES



An aerial view of the Alfred H. Smith Memorial Bridge across the Hudson, south of Albany. It forms part of the New York Central's \$25,000,000 Castleton Cut-off, one of the greatest railroad improvements of the past decade.

As a result of such an exceptional position on both sides of the river the New York Central Lines carry one-fourth of all the freight between the metropolitan district and Buffalo and points West, and a full one-third of all the freight between Manhattan Island (New York City proper) and the West. No less than 45 per cent of the milk and cream for the city is delivered by the New York Central Railroad.

The extensive terminals of the Boston & Albany Railroad give the New York Central Lines an equally advantageous position in Boston for the expeditious and economical handling of foreign and domestic traffic. At Montreal and Ottawa, the capital of the Dominion, at Ogdensburg, Buffalo, Niagara Falls, Detroit and Mackinaw City—all frontier points—the New York Central Lines connect directly with all the Canadian railroads and thus secure a large share of the traffic interchanged between Canada and the United States. At Buffalo traffic is interchanged not only with other railroads to the West and South, but also with the Lake steamship lines, which move an immense amount of traffic during the season of navigation, including iron, copper ore, grain, flour, lumber and shingles. At Ashtabula, Ohio, the railroad facilities for handling ore and coal between steamship and car are among the largest and most efficient extant and a vast tonnage of ore for the steel mills of Pennsylvania and coal for the Northwest is transported every season. New York State alone produces approximately four billion dollars' worth of manufactured goods annually and the New York Central is so favorably situated, that the lion's share of this great output naturally falls to

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it. In Massachusetts the busy manufacturing cities of South Framingham, Worcester, Springfield, Westfield, Pittsfield and others are located on the Boston & Albany. Through direct connections with New England railroads all the important industries in this busiest of manufacturing regions are reached by the New York Central Lines.

Two-thirds of all the automobiles manufactured in the United States are produced in the cities of Detroit, Toledo, Indianapolis, South Bend, Lansing, Cleveland, Syracuse and Buffalo, all of which are reached by the New York Central Lines, which have made a special effort to provide adequate equipment for the handling of the product as well as for the delivery of the raw materials with the result that of the 470,430 carloads of automobiles shipped by rail in the United States in 1923, no less than 211,081 cars, or 44.7 per cent of the whole, were loaded at stations on the New York Central Lines.

Of the total volume of freight transported in 1925 by the New York Central Railroad proper (not including allied lines of the system), 30.6 per cent were manufactures and miscellaneous. The average of manufactures for all the railroads of the country is 21.62 per cent of the total volume of freight. This comparison shows most impressively the great industrial activity of the territory traversed by the New York Central.

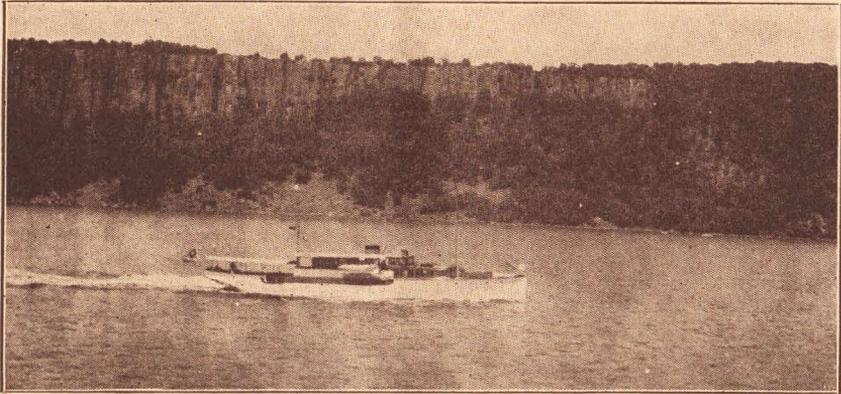
While the New York Central Lines are not usually classed as "coal roads" they serve states which produce approximately 78 per cent of all the coal mined in the Nation. The bituminous coal fields of Pennsylvania, West Virginia, Ohio, Indiana and Illinois are all reached by them, and as they also serve the great industrial centers the coal can be shipped in solid trains with the utmost economy in handling.

The great steel and iron producing centers — Buffalo, Erie, Cleveland,



Where the 20th Century Limited ends its run to the West—the La Salle Street Station, in the heart of the Loop, Chicago.

NEW YORK CENTRAL LINES



The Palisades, one of Nature's marvels that the passenger on the "Water Level Route" enjoys as he traverses the beautiful Hudson River Valley between New York and Albany.

Lorain, Toledo, Detroit, the Mahoning and Shenango Valleys in Ohio, Pittsburgh, Gary and Chicago are all reached by New York Central Lines. These lines haul 10,000,000 tons of iron ore to the blast furnaces at these centers annually and an equivalent volume of iron and steel products away from them.

The New York Central Railroad reaches the important newsprint and other paper-producing districts of New York, Michigan and the Provinces of Ontario; and through the "Big Four", (Cleveland, Cincinnati, Chicago & St. Louis Railroad) the paper producing-district of Ohio.

At Cincinnati and Louisville the system, through its "Big Four" Railroad, interchanges the manufactured products of the East for the fruits, vegetables, lumber, cotton, and pig iron and other Southern products destined for Eastern markets. At Peoria, through the "Big Four", connection is made with converging routes from the Central West, from which there moves East a large and steady volume of grain, grain products, and other foodstuffs. At St. Louis and Cairo, where the Ohio River flows into the Mississippi, the most important two gateways between the East and the Southwest, the "Big Four" interchanges manufactures from the East for vegetables, fruits, lumber, cotton, live stock, and other products of the great Southwest, destined for the insatiable markets of the East.

At Chicago, the great gateway between East and West, the New York Central Railroad occupies a most advantageous position, for it was the first Eastern Railroad to enter the city. Here the New York Central interchanges with Western connections, either through the Chicago River & Indiana Railroad, the Chicago Junction Railway or its extremely busy subsidiary, the Indiana Harbor Belt Railroad, or through its Illinois division, commonly known as the "Kankakee Belt Route", manufactured products of the East for the grains, fruits and other foodstuffs of the West. Solid trains of refrigerator cars laden with meats and meat products from the great packing houses of Chicago, Kansas City and Omaha, and fruits from California pass over the Indiana Harbor Belt Railroad, being iced in transit at the Blue Island ice house which has a capacity of six hundred cars a day and is the largest plant of its kind. Then the trains go to the New York Central and are sent onward to feed the hungry millions of the East.

To summarize, the New York Central Lines in 1925 did a freight business

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of 38,198,783,949 ton-miles, which was a little less than 10 per cent of the total freight traffic of the United States and was greater than the freight business of the railways of France and England combined.

Not only do the States served by the New York Central Lines have 50.3 per cent of the total population of the United States, but a larger proportion of their population is concentrated along these lines.

With the cities of New York and Boston on the East, Montreal and Toronto on the North, Cincinnati, Chicago and St. Louis on the West, and the important cities of Albany, Schenectady, Syracuse, Rochester, Buffalo, Cleveland, Indianapolis, Columbus, Dayton, Pittsburg, Toledo and Detroit in between, it will be seen that the New York Central Lines furnish through train service between practically all the important cities in the Eastern part of the United States and Canada. The New York Central Lines in 1925 carried 84,023,666 passengers.

It may be of interest to know something of the transportation plant which accomplishes the truly enormous tasks outlined. Including the New York Central Railroad, the main trunk of the great system, there are six main-line tracks practically all the way from New York City to Buffalo—a distance of 438 miles. This is the only six-tracked railroad for so great a distance in the world. West of Buffalo, the New York Central is double-tracked all the way to Chicago, with third and fourth main-line tracks at intervals. On the north shore of Lake Erie, the Michigan Central affords another double-track route from Buffalo to Chicago under the same management. The "Big Four" has 725 miles of double track.

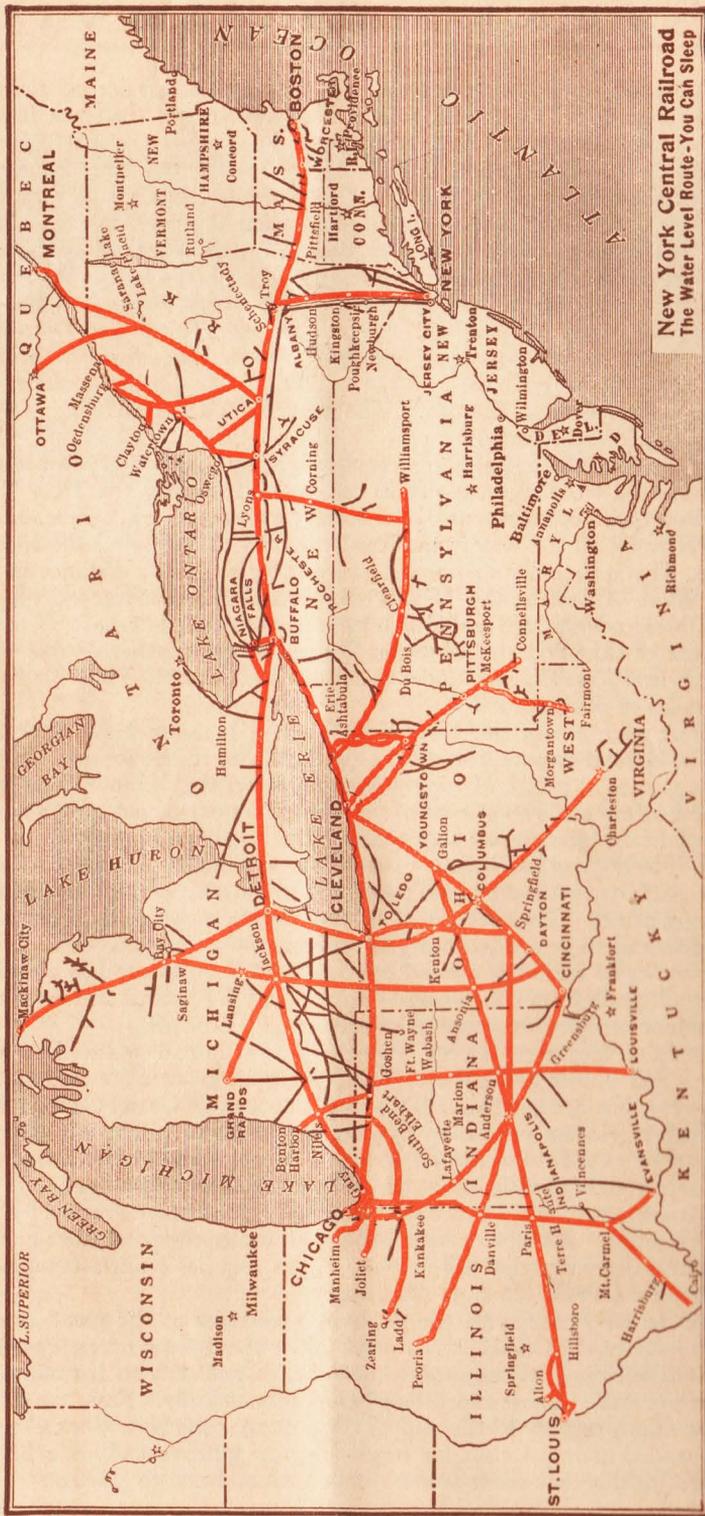
The great main line of the New York Central between New York and Chicago is, beyond dispute, the most superb railroad in the world. In the first place it runs at practically water level for the entire distance. This low-lying, open country allows curves of very wide radius, so that owing to the absence of heavy grades and sharp curves unusually heavy trains can be operated. The track is laid with 105 pound to 127 pound steel rails on hardwood ties, ballasted with rock, and protected by automatic block signals and interlocking plants. The net result of this engineering care is a track so smooth riding as to be a matter of general comment among travelers.

The number of buildings owned by the New York Central is amazing. Including all kinds, from the splendid Grand Central Terminal in New York City to minor wooden structures, the total is 21,376 buildings.

Terminals, too, represent a very large investment in real estate. Between New York and Buffalo alone the company owns 4,760 acres devoted to terminals, assessed at \$104,919,924. This does not include Grand Central Terminal which represents more than \$75,000,000. Figures are not available for the amount of rural land embraced in the company's right-of-way, but the titles thereto east of Buffalo are recorded in more than 30,000 deeds.

A large amount of freight in New York is received and delivered by car floats and lighters. At Boston and other points also the road must be amphibious in order to render full service. This requires marine equipment to the total number of 326 craft of all kinds.

In order to keep pace with the growing necessities of the great empire served by its lines, the Company is always under the driving necessity of improving and enlarging its transportation facilities, not only to handle more traffic but to handle it more expeditiously and economically. From the dawn of the twentieth century to the end of the year 1925 the New York Central Lines expended in actual cash for improvements approximately one billion dollars; yet in this time there was no important addition to mileage.



New York Central Railroad
The Water Level Route - You Can Sleep