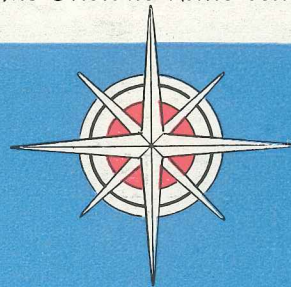


The WATER LEVEL ROUTE of
The EMPIRE STATE EXPRESS

*The Majestic Hudson
The Picturesque Mohawk Valley
Beautiful Lake Erie*

The Historic Route between East and West



DAILY SCHEDULES

Westbound		Eastbound	
9:00 AM	Lv. New York (GCT)	Ar.	9:30 PM
9:10 AM	Lv. 125th St.	Ar.	9:21 PM
9:50 AM	Lv. Harmon	Ar.	8:40 PM
11:42 AM	Lv. Albany	Ar.	6:40 PM
12:11 PM	Lv. Schenectady	Ar.	6:13 PM
1:25 PM	Lv. Utica	Ar.	4:51 PM
2:19 PM	Lv. Syracuse	Ar.	3:58 PM
3:41 PM	Lv. Rochester	Ar.	2:35 PM
4:50 PM	Ar. Buffalo	Lv.	1:30 PM
7:44 PM	Ar. St. Thomas	Lv.	10:32 AM
9:55 PM	Ar. Detroit	Lv.	8:30 AM
6:07 PM	Ar. Westfield	Lv.	12:07 PM
6:39 PM	Ar. Erie	Lv.	11:39 AM
8:15 PM	Ar. East Cleveland	Lv.	10:04 AM
8:30 PM	Ar. Cleveland	Lv.	9:55 AM

IMPORTANT NOTICE—All seats on the Empire State Express must be reserved in advance.



The New

Empire State Express

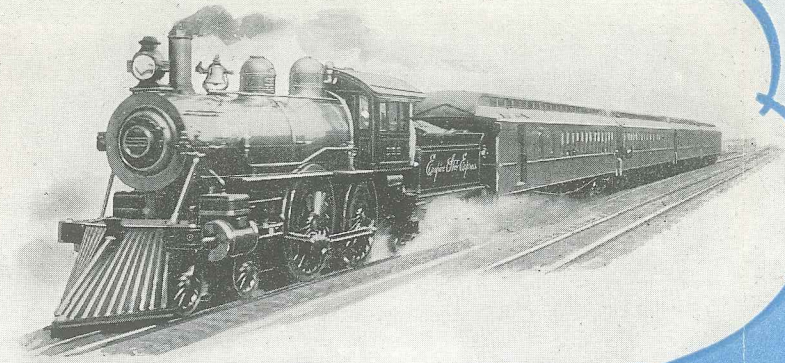
**STREAMLINED ★ LUXURY
FOR ★ ★ DAY ★ ★ TRAVEL**

Between

**NEW YORK • • BUFFALO
CLEVELAND • • DETROIT**



NEW • YORK • CENTRAL • SYSTEM



David B. Hill—Governor of New York when the first Empire State Express made its historic initial run on October 26, 1891

GOLDEN JUBILEE of the Empire State Express

TO celebrate the 50th anniversary of the Empire State Express, which startled the world by making a mile-a-minute run in the days when the horse was still the only other means of land transportation, the New York Central is placing in operation a new train. Although it bears the title of its predecessor, this latest contribution to modern railroading has little resemblance to famous old locomotive "999" and the four coaches which once flashed over a track at 112.5 miles per hour, a world's record which stood for many years, and reached fame by being publicized on a United States postage stamp.

In contrast to this illustrious record-breaker is today's new carrier which is as epoch-making as was its forerunner and so outstanding in the perfection of its detail that it is hailed by builders and designers as "the world's finest daytime train." Instead of four cars, each of the present Empire State Expresses consists of sixteen, accommodating 567 passengers in assigned seats, and drawn by huge super-Hudson type locomotives, streamlined in a new pattern and handsomely designed to match the shining stainless steel cars of the train. Altogether, the new Empire State Express is the climax in train design and execution—a train to admire and to select whenever traveling between New York and Cleveland or Detroit as well as between intermediate points.



Herbert H. Lehman—Present Governor of New York State, for whom one of the cars of the new Empire State Express is named





The spacious Tavern-Observation-Lounge is decorated in delicately blended pastel shades, with chairs in restful tones of tan and brown, and fixed seats of satiny walnut—a perfect spot to read or view the scenery

AN HISTORIC TRAIN follows an Historic Route

NOT only is the new Empire State Express the most beautiful train which has been designed and built to date, but it also has as its right-of-way one of the most interesting scenic routes in all America. The entire landscape, besides possessing varied charm, is full of historical significance. It was this same Water Level Route which was followed by the first Empire State Express—that history-making train which has since become an institution in New York State. The "Empire" is noted not only for its speed record but also because the roadbed on which it travels passes directly through the regions where so many events of America's first war for freedom occurred. West Point, for instance, recalls the treachery of Benedict Arnold and the chains stretched across the river to prevent passage of British men-of-war upon the same silvery expanse discovered by Verrazano in the 16th Century and later by Hendrik Hudson. The Hudson River and its miles of picturesque Palisades, the Sleepy Hollow country made famous by Washington Irving, the Catskills where Rip Van Winkle went to sleep and other fascinating sections near New York City are, however, only a small part of the attractions of the route.

The Mohawk Valley is equally rich in historical interest, being full of Indian, Colonial and Revolutionary fact and legend. It is this section which forms an exciting background for the James Fenimore Cooper tales, beloved by growing heroes, and Walter Edmonds' stirring "Drums Along the Mohawk". Indeed, even the cities are of interest.

On its run in both directions between New York and Cleveland-Detroit, the Empire State Express stops at Albany, capital of the Empire State; Schenectady, the "Electric City"; Utica, in the heart of the Mohawk Valley, gateway to the Adirondacks and Thousand Islands; Syracuse, the "Salt City"; Rochester, the "Flower City", built around the falls of the Genesee; Buffalo, industrial giant of the Great Lakes, and near majestic Niagara Falls; Westfield, gateway to the Chautauqua Lake country and Jamestown; and Erie, industrial center of northeast Pennsylvania.

WHEN YOU TRAVEL—RIDE THE *Empire*

The Finest Daytime Train in the World

PASSENGERS ACCUSTOMED to the luxuries of modern train travel will choose the new Empire State Express when making daytime trips between New York, Albany, Schenectady, Utica, Syracuse, Rochester, Buffalo and Cleveland or Detroit, because the new "Empires" constitute an achievement never surpassed for strength, safety, beauty, comfort and convenience.

STRENGTH: Each of the 36 cars comprising the two elaborate "Empires" is of stainless steel welded together into a virtually indestructible unit. Although lighter in weight than ordinary equipment, the "Empires" are as strong trains as modern methods and materials can produce.

SAFETY: Not only are the "Empires" safer because of their superior strength, but also because watchful care added to a superb roadbed guarded by the most modern signalling and automatic train control devices, is fundamental in New York Central operation.

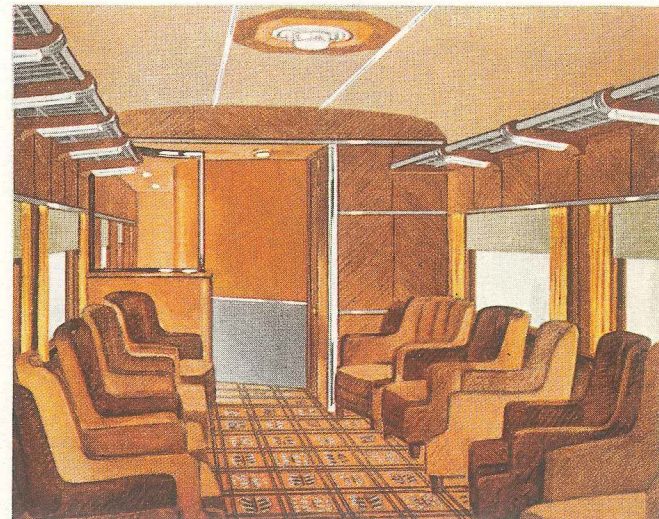
BEAUTY: Outside, the Empire State Expresses are of fluted, unadorned, gleaming stainless steel, fully streamlined. Inside, they are dreamlands of luxurious furnishings and beautiful color schemes designed by Paul Cret, master craftsman of decorative art, in collaboration with New York Central engineers and those of the Budd Manufacturing Company, builder of the trains.

COMFORT: The entire train is air-conditioned to

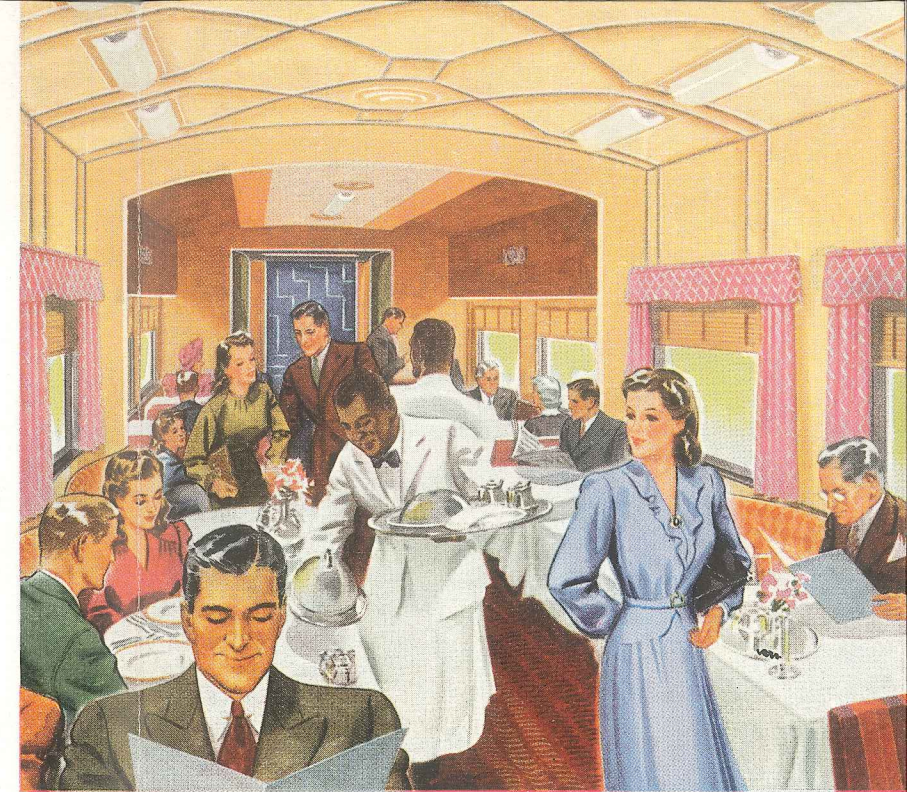
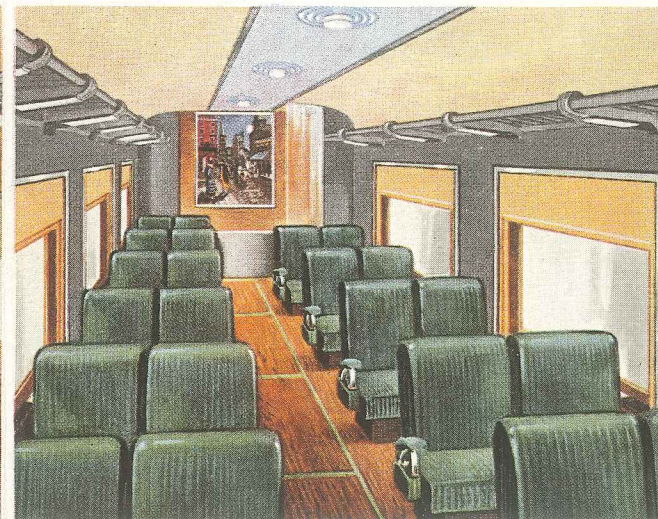
provide even temperatures in summer and winter, the air being washed and imperceptibly changed every few minutes thus eradicating dust and dirt. Likewise, outside noises are eliminated by insulation and jar does not occur on stopping and starting because of tight-lock couplers which allow the train to start and stop as a unit. Roller bearings and twin cushion rubber draft gears add still further to riding comfort as does also the soft fluorescent lighting which prevents eyestrain and adds to the pleasure of every journey.

CONVENIENCE: Attractive coaches with reclining-back seats that may be adjusted to any angle by touching a disk under the chair-arm, likewise footrests which may be placed in one of four positions by manipulating a foot pedal, vie for attention with handsomely decorated parlor cars where luxurious movable arm-chairs invite relaxation. The windows in all cars are extra wide and non-frosting so that the memorable landscapes of the Hudson River and the Mohawk Valley can be seen in all kinds of weather. The rest rooms for men and women are unusually spacious. Two smart dining cars on each train, serving food of the finest quality and the greatest variety obtainable, attract passengers from the three parlor cars and eight reclining-seat coaches. The tavern-club car is reserved for use by parlor car passengers; the observation lounge car is intended for both parlor car and coach passengers.

The parlor cars, in effective shades of brown and tan, not only have movable, deep-cushioned arm-chairs inviting relaxation, but also adjoining completely equipped drawing rooms—ideal for families or other small parties



In the reclining-seat coaches, handsomely upholstered sponge rubber seats may be adjusted to any position by the movement of a plastic disk under the cushioned arm and footrests may be placed at a comfortable height by a touch



The two luxurious dining cars, each seating 44 persons, are unusually attractive with their padded leather ceilings and walls which harmonize delightfully with furniture and window drapes

GOVERNORS' NAMES PERPETUATED by the School Children of New York

AS a result of a competition inaugurated by President F. E. Williamson of the New York Central, students of the New York State schools chose the names of ten governors of the Empire State as suitable for emblazoning on the sides of the gleaming steel cars of the new Empire State Express. The prize winning essays enumerated the following governors as particularly worthy of commemoration: De Witt Clinton, George Clinton, Horatio Seymour, John Jay, Franklin D. Roosevelt, Theodore Roosevelt, Grover Cleveland, Martin Van Buren, Samuel J. Tilden, Alfred E. Smith, Herbert H. Lehman, Levi P. Morton, Charles E. Hughes, Nathan L. Miller, Alonzo B. Cornell, John A. Dix, Hamilton Fish, Silas Wright, William H. Seward, William L. Marcy, David B. Hill, Daniel D. Tompkins, Morgan Lewis, Charles S. Whitman, Reuben E. Fenton, and Edwin D. Morgan—all men who have made definite contributions to New York and who took active part in creating the pictures which now form the annals of the Empire State.

Some of these pictures are incorporated in the new Empire State Express in the form of murals at each end of every car. Among the legendary and historic scenes portrayed by the brushes of Leslie Ragan, Mary Louise Lawser and Miriam Tindall Smith are: "Poe at Fordham", "Sidewalks of New York 1826", "New York Harbor 1850", Legend of Sleepy Hollow, "Rip Van Winkle", "Hiawatha", "Duel Between Hamilton and Burr", "Arnold and André at West Point", "The Crystal Palace", "Raising the Flag at Fort Stanwix", "Nathan Hale", "The Battle of Oriskany", "The DeWitt Clinton", "Washington's Inauguration", "Burgoyne's Surrender", "Drums Along the Mohawk", "Governor Stuyvesant in Nieuw Amsterdam", "The Dutch Buy Furs", "Adirondack Forest Wild Life", "The Six Nations", "The Erie Canal", "Hudson's Half-Moon Above the Palisades 1609", and "Senate House, Kingston 1777"—in all, 36 colorful representations of a colorful past which brighten the cars, stir the imagination, and send one's mind back to the days when drums actually sounded along the Mohawk.