

THIS IS A SELF-MAILER FOLDER

you can send it to a friend as an interesting souvenir of your trip on New York Central's Scenic Water-Level Route.

To mail, simply fold to original size and lock in place by inserting this flap into slit on address side. Fill in address and place stamp in position.

MAGIC WINDOWS

The story of your trip via the world-famed "Scenic Water-Level Route"



CHICAGO
DETROIT
CINCINNATI
ST. LOUIS
CLEVELAND
BUFFALO
NEW YORK
BOSTON



PLACE
STAMP
HERE

MAGIC WINDOWS

Story of your trip via the "Scenic Water-Level Route"

To



NEW YORK CENTRAL

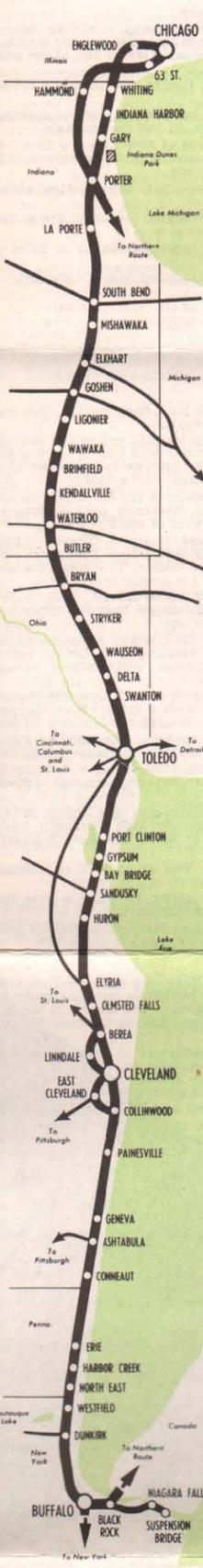
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CHICAGO TO BUFFALO

(You have a choice of two scenic main-line routes . . . go one way, return another)

LAND FORMATIONS AND CLIMATE: Thousands of years ago, the land level of the areas between Chicago and Buffalo alternately rose and fell many times . . . It is estimated that one part of southern Michigan shifted between land and sea as many as 30 times. Then came the great ice packs from the north whose sheets lay two to six miles deep upon the land. As these ice sheets ground their way into the territory, thousands of lakes were scooped out where earth resistance was low. And thousands of round-topped hills were left in the wake of the ice-packs during the going

was more difficult. The Great Lakes themselves represent the larger ice-dug valleys whose vast masses of softer material were scooped out by the ice sheet and carried away. Tempering winds from the Lakes have helped create ideal conditions for "fruit belts" in the western portion of Michigan and along the shores of Lake Erie in Ohio, Pennsylvania and New York. These winds help delay frosts and to ease the severity of the winter. Likewise they keep the early spring days cooler and usually retard fruit tree budding until all danger of heavy killing frosts is past.



MILES FROM NEW YORK

CHICAGO	960.7 via Cleveland
WHITING	970.6 via Detroit
GARY	934.5 via Cleveland
PORTER	940.8 via Detroit
LA PORTE	
SOUTH BEND	
MISHAWAKA	
ELKHART	901.9
GOSHEN	
LIGONIER	875.2
WAWAKA	
BRIMFIELD	860.1
KENDALLVILLE	
WATERLOO	
BUTLER	829.6
BRYAN	825.2
STRIKER	818.5
WAUSEON	
DELTA	797.9
SWANTON	
TOLEDO	727.1
PORT CLINTON	
GYPSUM	
BAY BRIDGE	727.1
SANDUSKY	693.2
HURON	
ELTRIA	680.3
CUMSTED FALLS	
BEREA	645.7
LINDDALE	632.6
EAST CLEVELAND	626.7
COLLINGSWOOD	620.5
PAINESVILLE	
GENEVA	613.5
ASHTABULA	589.4
CONNEAUT	
ERIE	563.9
HARBOR CREEK	
NORTH EAST	550.6
WESTFIELD	
DUNKIRK	523.1
NIAGARA FALLS	
BLACK ROCK	493.6
SUSPENSION BRIDGE	476.4
BUFFALO	435.4

(Read down for Eastbound travel, read up for westbound)

CHICAGO This great midwest metropolis on Lake Michigan is the seat of mighty grain and livestock empires, and one of our greatest industrial centers. Accompanying the industrial development are the many attractions of a large and prosperous urban center. Michigan Boulevard's great office buildings, the Museum of Natural History, Aquarium and Planetarium, the Museum of Science and Industry, the great stock yards, the famous "Loop" district . . . the galaxy of department stores, hotels, smart shops, restaurants.

INDIANA

CITIES OF THE CALUMET As you leave Illinois, you pass through an almost continuous array of industrial plants extending for 16 miles along Lake Michigan.

WHITING, INDIANA HARBOR, GARY . . . the cities of the Calumet. Here you will see some of the nation's greatest steel mills, oil refineries, blast furnaces and forges. By day or night it is an impressive sight . . . the flames, smoke, whirring industry. It is even more impressive when you stop to realize that in 1907, Gary was a sand flat and swamp. The land was reclaimed that year and built up 15 feet by sand dredges. The mills and the city were then laid out as you see them today from your window.

EAST OF GARY along the north side of the tracks is a sand-dune area that once ravaged unchecked but which has been tamed in recent years by large-scale plantings of special trees and grasses to hold the sands. The largest remaining dune, now covered by vegetation, embraces 100 acres and is 190 feet high.

PORTER is the junction with the Michigan Central lines to and from Detroit and Buffalo.

SOUTHERN ROUTE Via Toledo, Cleveland

(For Northern Route via Detroit, see other side)

LA PORTE An important manufacturing town in a fast expanding industrial area of Indiana and site of one of the Nation's largest agricultural implement factories.

SOUTH BEND is on the crest of the watershed dividing the runoff to the St. Lawrence and Mississippi River valleys. Here are the original plants of a major automobile company and one of the first plow companies plus other automotive suppliers.

ELKHART for years the "home" of the nation's band instrument industry; is also a manufacturing center for pharmaceuticals, and a freight yard and shop center for Central.

Eastward from Elkhart to Toledo you speed over the famous "Air Line," some 133 miles, of which the last half forms the third longest stretch of track without curvature in the United States. To the Ohio line the terrain is gently rolling, well farmed in corn, soy beans, wheat and oats. Here the corn yield per acre is traditionally 40% above the national average. Northern Indiana is dotted with many lakes of which Wawasee, south of Wawaka, is Indiana's largest, and Sylvan, north of Brimfield, on which nestles Jean Stratton Porter's "Limberlost" Lodge, is another vacation mecca. Brimfield is in a rich muck area where you may see "Knee Farming" of fine onion crops.

KENDALLVILLE although the "summit" of the main line between Chicago and New York, and though 995 feet above sea level, is but some 400 feet above "water level" of the Great Lakes. Unique indeed is this railroad "summit," whose imperceptible grades are no bar to effortless speed, or smooth riding comfort.

BUTLER, INDIANA . . . starting point for 67 1/2 straight-away miles into Toledo.

OHIO

Between Bryan and Toledo there flash past miles of rich level farming lands devoted to soy bean, small grain and dairy production. At Bryan, Delta and Swanton are important milk canneries.

TOLEDO "Glass Capital of the World," extends for 15 miles along both banks of the Maumee River. It is also the third largest port on the Great Lakes and, on the basis of volume, the world's foremost coal and ore-handling port. The Laketront Coal and Ore Docks on Maumee Bay cover three miles of waterfront and have yards capable of holding 5500 cars of coal chiefly received from Southern Ohio, West Virginia and Kentucky. Shortwave radio communication is handled up to 15 tons of ore every 30 seconds. The manufacture of automobiles, auto accessories and weighing scales is also important. The new Central Union Passenger Terminal is an outstanding facility of its type.

LEAVING TOLEDO you cross the Maumee River in a great curve and then swing eastward. This is a rich grape and peach belt, the fruits thriving in the lime soils.

PORT CLINTON, the gateway to Put-in-Bay and the islands of Lake Erie, is famous for fishing and other water sports. Here, and also at Gypsum, are large plaster and wallboard mills of nationally-known companies.

BAY RIDGE station, at the easterly approach, is the location of a large cement plant fed by limestone quarries visible south of the tracks.

SANDUSKY, once a center of a flourishing fishing industry, has grown to substantial industrial proportions along manufacturing lines. It is the home of several fine wineries which are supplied from vineyards located along the lake shore and on nearby islands.

NEAR HURON, Lake Erie comes into view.

ELTRIA manufactures auto parts, steel castings and fabricated metal products.

AT BEREA the majority of trains switch to a track leading to suburban Linndale and downtown Cleveland. Only those trains that do not stop at Cleveland proceed ahead, bypassing Cleveland Terminal via the Lakefront.

LINDDALE A suburb of Cleveland.

CLEVELAND From the west, the approach to Cleveland is by a high level bridge above the Cuyahoga River. Whether by day or night, it is a thrilling panorama for every traveler. The skyscraper tower of the Terminal, the busy river and lakefront, the "round-the-clock hum of industry. Cleveland is the largest city in Ohio and the Terminal Tower is the tallest building west of the Hudson River. Here are the home offices of many lake shipping companies and of a large steel industry.

EAST CLEVELAND is a stop for many trains. A mile east are the large Collinwood shops and central supply warehouses of the Railroad.

Between Painesville and Lake Erie to the north are seen buildings and stacks of large industrial plants producing soda, cement, magnesium, coke, rayon.

Both East and West of PAINESVILLE are nationally famous nurseries and in season beautiful displays of roses and other blossoms are to be seen.

ASHTABULA a busy harbor on Lake Erie; is the receiving point for millions of tons of iron and steel from Pennsylvania and eastern Ohio points and an outlet for Pennsylvania, West Virginia and Eastern Ohio coal. Adjoining Ashtabula on the east are new metallurgical, chemical, electric and malleable casting plants.

CONNEAUT is an important port and has both coal and ore handling facilities.

PENNSYLVANIA

ERIE is laid out on a plan corresponding with that of Washington, D. C. the nation's capital. It is an industrial city of vital importance to the nation and a world center of heavy electrical equipment manufacture.

NEW YORK

Between Harbor Creek, Pa., and Silver Creek, New York, 55 miles, you pass through a grape-growing area where millions of gallons of grape juice are produced annually, chiefly from Concord grapes.

WESTFIELD AND DUNKIRK are gateways to the Chautauque Lake resort region, just a few miles away by connecting bus services. Views of Lake Erie are frequent and the course of Lake Erie steamers may be traced by the smoke streamers on the horizon.

AT LACKAWANNA on the western approaches to Buffalo you again see large steel mills, manufacturing plants, grain elevators and busy rail freight yards. The illuminated clock tower of Central Terminal looms up on the horizon and you are at Buffalo, gateway to the main line through New York State and the scenic Mohawk and Hudson River valleys.

BUFFALO (see other side for descriptive paragraph)

CLEVELAND • GALION • CINCINNATI

Southward from Galion you pass through a mixed-farming region and quite a few sheep are to be seen. Delaware, 113.5 mi., is the birthplace of President Rutherford B. Hayes. Columbus, 137.6 mi., is the state capital and the rail gateway to the large coal fields of southern Ohio, Kentucky and West Virginia. It is a major producer of heavy mine and mill machinery. Leaving Columbus, you cross the Scioto River and head due west to Springfield, 182.6 mi., where Central's passenger trains from Detroit to Cincinnati join your line. Originally one of the first farm machinery manufacturing centers, Springfield now is a major publishing center as well. Starting 8 miles north of Dayton, 207.7 mi., and for the next 2 miles, you see the laboratories, shops and landing fields associated with Wright Airforce base. Dayton makes cash, and other types of registers, aviation components, refrigerators, home-lighting plants, automotive accessories and has a big publishing business. At Middletown, 228.5 mi., you pass an array of rolling mills, furnaces and operations associated with steel manufacture.

Cincinnati, 260.0 mi., on the Ohio River, is the gateway to the Central South. The Union Station is an architectural showplace and the ceiling mosaics, depicting Cincinnati industry, are world-famed. The city is one of the nation's most important for soap manufacture, machine tools, pottery, and the printing trades.

CLEVELAND • GALION • INDIANAPOLIS • ST. LOUIS

(Mileages shown are from Cleveland)

At Berea, 12.1 mi., you leave the Cleveland-Chicago line and turn southwest through a mixed farming area to Galion, 79.4 mi., a road-building machinery center. Here, the main line to Cincinnati swings south to Columbus and you curve westward to Marion, 101 mi., hometown of former President Harding and site of his tomb. Marion manufactures steam shovels, road rollers, etc. Bellefontaine, 140.3 mi., is the junction with Central's through Detroit-Cincinnati passenger lines. At Sidney, 163.3 mi., you cross the Miami River valley at high level. Westward to Muncie, Ind., 229.1 mi., you pass through fields in season of tall corn. Muncie, in the White River valley, produces glass containers and auto accessories. It was the setting for two early studies of human relations "Middletown" and "Middletown in Transition."

Following the White River, you quickly reach Anderson, 246.9 mi., an automotive supplies center. Mounds Park, 4 mi., east of Anderson on the White River bluffs, contains the largest of the earthworks left in Indiana by the ancient Mound Builders' civilization. The main wall is 9 feet high, 1200 feet in circumference and 50-60 feet wide at the base and surrounds a central mound in which the dead are buried.

Indianapolis, 283.3 mi., is the state capital and the junction point with Central's Cincinnati-Chicago trains. Industry is highly diversified . . . serums, pharmaceuticals, hosiery, packing plants, aviation components. The 288 foot high Soldiers and Sailors' Memorial statue, erected in 1901, and the World War memorial, grace a park in the city's center. The Memorial Day auto races at the Speedway, 8 miles west, draw thousands of people annually.

Westward the country is again more rolling until you reach Mattoon, Terre Haute, 355.0 mi., in the Wabash Valley, is the business center for a large surrounding area of bituminous coal mines. Mattoon, Ill., 411.5 mi., is a railroad center. From Pease, 450.5 mi., you are in coal-producing areas almost to the Mississippi River. You will see the freight trains hauling coal on its way to industrial cities or lake ports.

The approach to St. Louis, Mo., 535.7 mi., is high above the Mississippi River and its protective levees. After crossing the bridge, you travel several miles past obsolescent landing stages, "showboats" and other river activities before turning right at the Union Station, Central's westernmost passenger terminal.

CINCINNATI • INDIANAPOLIS • CHICAGO

(Mileages shown are from Cincinnati)

The first 15 miles of your trip are along the banks of the Ohio River and here, in season, you will see river boats, barges, locks and cargo unloaders in action. As you curve away from the river, high on the bluff to the west stands a 75 foot sandstone monument marking the tomb of Wm. Henry Harrison, our ninth President. You climb the next twenty-seven miles through a group of rolling hills on whose slopes you can identify many Sycamore trees by their spotted brown and white bark. After leveling off you are on prairie country of Indianapolis, 108.9 mi., and Chicago. This is a prosperous farming country with corn being the major crop. See "Cleveland-St. Louis" for Indianapolis details. Nearing Lafayette, 173.3 mi., you cross the Wabash Valley in a great loop and pass fine fruit orchards. The Tippecanoe Battlefield, where General Harrison defeated Tecumseh and his alliance in 1811, lies 7 miles northeast, 30 years later, Harrison became president on the campaign cry "Tippecanoe and Tyler too."

Leaving Kankakee, 248.1 mi., you travel on the tracks of the Illinois Central Railroad to Central Station, Chicago, 302.5 mi.

ALBANY TO BOSTON

ALBANY Leaving Albany you bridge the Hudson River and start the 44-mile climb to the crossing of the Taconic Range. As you look back, the clear views of Albany quickly mount into view and then disappear to be replaced by clear views of the Catskill Mountains.

POST ROAD CROSSING Junction point for the freight cutoff to Selkirk yard.

CHATHAM Central's Harlem Division to New York starts here . . . an especially scenic ride.

RICHMOND SUMMIT The crossing of the Taconics and site of pre-World War I iron mines.

WEST PITTSFIELD Just before reaching the West Pittsfield park, to the north of the tracks and close to the embankment, you'll see two beautiful dams and their pond.

PITTSFIELD The industrial center of the Berkshires, manufacturing transformers, electrical machinery, textiles, thread. The elm-shaded streets shelter many fine old homes now open as museums. Herman Melville lived here when he wrote "Moby Dick."

DALTON Much of the nation's banknote paper is manufactured in the mills that lie in the valley north of the tracks.

WASHINGTON The main line of the Berkshire Hills, 1489 feet above sea level, and highest point on Central's main lines between the Midwest and Boston.

CHESTER A center for finished emery products.

From RUSSELL to WEST SPRINGFIELD you'll see nationally known paper mills.

SPRINGFIELD is a city famed for both beautiful homes and for prosperous industry . . . electrical equipment, pumping equipment, tools, motorcycles, plastics, envelopes, games, Army rifles. Eastward, a 41-mile climb to Charlton summit starts at the station platform.

PALMER 15 miles west of noted Sturbridge Village Restoration which may be reached by bus—rejoining train at Worcester (or vice-versa).

WORCESTER The last summit to be crossed.

WORCESTER A major industrial and educational center and the beginning of the commuter zone to Boston. Home of wire mills, loom manufacturers, abrasives and grinding equipment. Outstanding are the art museum and the Higgins Armory Museum collection of medieval armor and steel products.

FRAMINGHAM As your train whisks through the country east of Worcester, it crosses the Boston watershed, passes finely-kept estates and arrives in industrial Framingham, location of large paper products and auto assembly plants.

The balance of the trip to Boston is through fine residential towns.

Huntington Avenue, eastbound, Trinity Place, westbound, are the stops for Boston's newest office building area.

SOUTH STATION Close to the heart of the Boston financial and shopping district, this is the farthest east point of the New York Central System and gateway to the cultural and financial center of New England.



MILES FROM BOSTON

ALBANY	200.4
POST ROAD CROSSING	187.4
CHATHAM	177.2
RICHMOND SUMMIT	156.7
PITTSFIELD	154.2
DALTON	150.6
WASHINGTON	145.2
CHESTER	137.7
RUSSELL	125.8
WESTFIELD	115.4
WEST SPRINGFIELD	115.4
SPRINGFIELD	100.8
PALMER	98.3
FRAMINGHAM	83.6
WORCESTER	57.5
FRAMINGHAM	44.3
FRAMINGHAM	21.4
FRAMINGHAM	14.7
BOSTON	0.0

Central's Boston & Albany route to New England travels to the heart of American history. In Massachusetts the Mayflower Pilgrims built their first permanent settlements at Plymouth in 1620, and the opening guns of the Revolution were fired at Lexington in 1775. You'll see houses that stood

slight in the Indian war of 1675; magnificent village greens that did duty as Revolutionary War assembly grounds; white clapboard churches and their landmark spires. In the cities there are numerous stately commercial buildings dating back to earliest colonial times.

ELEVATION CHART
Each line equals approx. 100 Ft. above sea level

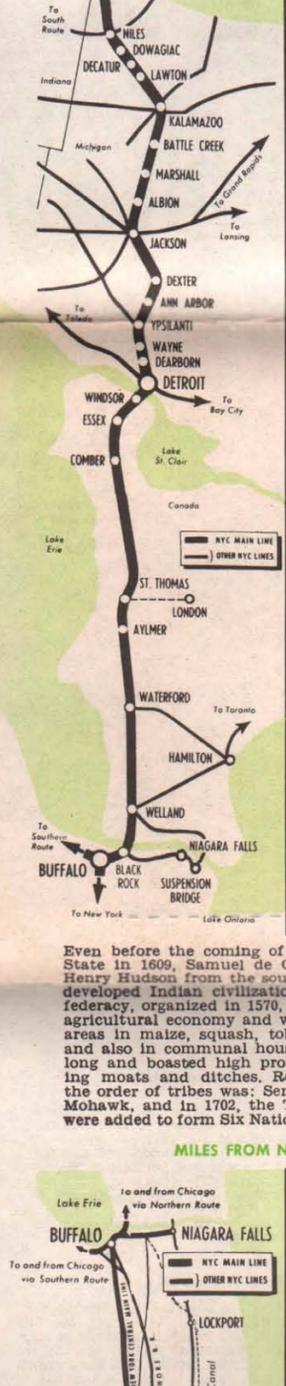
Window traveling

along the Water Level Route is a thrilling adventure.

There's so much to see . . . historical points of interest predating the Revolution, picturesque landscapes, human drama beyond the tracks, and self-identifying factories making familiar products. Every passenger finds something different to stimulate and entertain him.

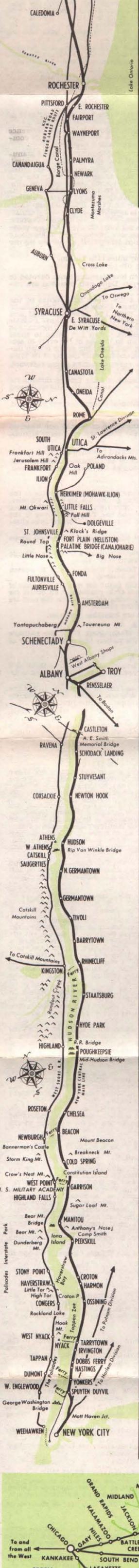
CHICAGO TO BUFFALO • NORTHERN ROUTE Via Detroit, and Canada

(For Stations Chicago, Ill., to Porter, Ind., see other side)



- MICHIGAN**
- You'll view thousands of acres of fruit orchards and berry farms from the windows of your train. And in the section of Michigan you cross, you will see as native trees mostly hardwoods—elms, oaks, maples, hickory, plus masses of bright wildflowers during the growing season. In earliest days, Michigan was closed to settlers because the beaver trade (200,000 pelts per year) depended upon the preservation of the forests which covered 7% of the land. Not until the end of all British rule in 1796, several years after the close of the Revolutionary War, was the land thrown open to general colonization.
- 877.7 NILES** is the only locality in Michigan that has been under the rule of four different nations during its existence . . . England, France, Spain and the United States.
- Between Niles and Kalamazoo you traverse the heart of a rich fruit belt, protected by the tempering winds from Lake Michigan. Grapes, especially, are a major cash crop for Decatur and Lawton. In the river-bottom muck lands around Kalamazoo, you'll see some of the nation's finest celery fields. An interesting sideline is the growing of acres of colorful pansies on the celery land during the early spring.
- 829.1 KALAMAZOO** possesses about as diversified a group of industries as any city in the state—running the full range from large paper mills to machine tools and metal stampings. Downtown, the Railroad parallels the Kalamazoo River and along the banks you'll see several paper mills.
- 806.3 BATTLE CREEK** The Railroad crosses both the Kalamazoo River and Battle Creek here. The city is naturally known for its manufacture of cereals and for health sanitariums.
- 761.2 JACKSON** Important to the Railroad as the junction point for lines linking up the entire state of Michigan. Downtown there are office buildings built out over the Grand River. Jackson was the birthplace of the Republican party June 6, 1854.
- Between Jackson and Ann Arbor you ride through a rolling country with many moraine-hills and lakes—created by the glacial invasion.
- 723.0 ANN ARBOR** Within city limits, you cross the Huron River three times. In the background you can see the rolling hills upon which the city is placed. In mid-June the Nichols Arboretum boasts an unrivaled display of hundreds of varieties of peonies.
- 715.1 YPSILANTI** Named for Demetrius Ypsilanti, the Greek hero, who, in the 19th Century, led the entire Turkish army at bay with 300 men, later evacuating his men without loss.
- 696.2 DEARBORN** Location of large automobile plants and of the Edison Museum and Greenfield Village Restoration. In the 200 acre Restoration area you'll find, carefully preserved, the original environments in which handicraft arts flourished—grist mills, machine shops, schools, print shops, cycle shop, general stores, etc., and a museum covering every phase of early American life. Included in the memorials are numerous items associated with the lives of Lincoln, Edison, McGuffey and others. Two special tracks leading into the grounds are used to accommodate the special trains run during the season for school children and others. The grounds are only ten miles from downtown Detroit and may be reached by city and sightseeing buses.
- 687.1 DETROIT** The capital of the nation's motor industry—situated on the straits between Lakes Huron and Erie. There's much of interest for the tourist . . . tours of automobile plant assembly lines, beautiful Belle Isle Park and Zoo, the Institute of Fine Arts.
- Connecting trains fan out to Northern Michigan and Southern Ohio.
- ONTARIO PROVINCE, CANADA**
- 687.1 LEAVING DETROIT** your train runs through the international tunnels under the Detroit River, 12,782 feet long. These tunnels were completed in 1910 and took 4 years to build. Before that date, all equipment had to be ferried across the River, a tedious process and difficult in the winter when the water was frozen or the ice floes were moving.
- 684.3 WINDSOR** is Canada's "Detroit." Here you'll find the Canadian manufacturing subsidiaries of numerous leading U. S. companies.
- BETWEEN WINDSOR AND ST. THOMAS 109.6 miles you travel through a rich agricultural region which owes its thick, productive topsoil to the fact that the entire area is a former lake bottom. The towns you pass through may not be large, but they are all relatively prosperous. During the summer you will see large fields of tobacco.
- 574.7 ST. THOMAS** is the division point on the Railroad and site of large company-owned shops and yards.
- Between St. Thomas and Welland the country is also fairly level but toward Welland becomes slightly rolling and sand and gravel deposits are in evidence. Considerable tobacco is grown near Tilsonburg, and at Waterford there are canneries handling produce from the nearby farms.
- 473.8 WELLAND** is the junction point with the Toronto Hamilton & Buffalo Railway, a 71% owned subsidiary which forms an important link in New York Central's through Buffalo-Toronto service. There are day-time buses to Niagara Falls.
- EAST OF WELLAND** you cross the Welland Ship Canal, connecting link between Lakes Erie and Ontario.
- 456.5 FORT ERIE** is the last town in Ontario, traveling east. Leaving Fort Erie, you cross the Niagara River to Black Rock and proceed past the river-front manufacturing area of Buffalo to Exchange St. Station, four blocks from the heart of the city. The main line east is rejoined at Central Terminal, a short distance away.
- 435.4 BUFFALO**—See descriptive paragraph below.

BUFFALO TO NEW YORK



- MILES FROM NEW YORK**
- 435.4 BUFFALO** The "Queen City of the Great Lakes" possesses one of the most diversified industrial setups of any city in the country with special emphasis on steel, grain-milling and storage, and livestock.
- 460.5 Niagara Falls**, one of the scenic wonders of the world, is only an hour's side trip from Buffalo. Here too are some of the nation's largest electro-chemical plants, using power generated from the Falls.
- 401.9 BATAVIA** Important manufacturing point for farm machinery.
- 369.4 ROCHESTER** is a major center for the manufacture of optical goods, scientific instruments, cameras, and men's clothing. The Genesee River Gorge traverses the city and the New York Central bridge at the very brink of the falls affords a view of the upper and lower river.
- 362.0 EAST ROCHESTER** Location of Despatch Shops which make freight cars of many types, especially refrigerator cars.
- WAYNEPORT** One of the largest facilities in the East for bunker-icing of refrigerator cars carrying meats, fruits, vegetables and other perishables to Eastern markets.
- 347.0 PALMYRA** At nearby Hill of Cumorah, now marked by a statue of Moroni and a forest of trees set out by the Church of Latter Day Saints, Joseph Smith claimed discovery in 1823 of the golden plates named as the source of the Book of Mormon.
- 339.5 NEWARK** called New York State Rose Capital because of the annual Rose Festival sponsored by many growers.
- 334.0 LYONS** Central's freight line from the Pennsylvania coal regions joins the main line here.
- 327.0 CLYDE** St. John's Episcopal Church is said to contain the organ presented to Trinity, New York, by Queen Anne.
- FOR 12 MILES EAST OF CLYDE**, you will see dozens of round-topped hills—"Drumlins"—of glacial origin.
- 289.5 SYRACUSE** Named after the ancient Sicilian city because of its similar location on a marsh with salt springs. Manufactures run a wide range—embracing chemicals, typewriters, china, electronics, air-conditioning. The State Fair Buildings and Onondaga Lake are seen west of the city. Connections are made at Syracuse with New York Central trains to northern New York, also to the beautiful Finger Lakes region.
- DeWitt YARDS** Freight trains are reclassified here for both the East and West.
- CANASTOTA** A center of the onion-raising industry.
- 268.6 CANAJOHARIE** Home of famous "Bride's Silver." "Oneida Community," once located here was a notable experiment in Utopianism in the mid-nineteenth century.
- 250.4 ROME** The "Copper City," a leading industrial center and the western end of the beautiful 95-mile Mohawk Valley. Site of Ft. Stanwix (1760)—credited with first unfurling the Stars and Stripes in battle (Aug. 3, 1777). The town took its present name in the 19th century classical revival. The Erie Canal was begun at this point, July 4, 1817.
- The Oriskany Battlefield Monument high against the sky, south of the tracks, commemorates the battle of August 6, 1777, when wounded Gen. Herkimer propped himself against a tree to direct the fight called, "The Turning Point of the Revolution."
- 236.6 UTICA** Rail gateway to the Adirondacks and St. Lawrence River territory. Originally part of a 23,184 acre tract granted (1734) by George II to William Cosby, New York's Colonial governor (1732-36). Now a major manufacturing and trade center. The present name was selected by a drawing from a hat (1798).
- FRANKFORT** Settled by the Palatines (1763), the name being taken from the city of the same name in Germany. The modern American match was developed here and passenger balloons were made nearby in the '80's.
- 222.9 HERKIMER** The first American wood pulp was manufactured here (1866). A plaque marks the site of Ft. Dayton from which Gen. Herkimer marched (Aug. 4, 1777) for the battle of Oriskany. From this settlement Adam Helmer ran for help from Brant's attack, as told by Walter D. Edmonds in "Drums Along the Mohawk."
- FT. HERKIMER CHURCH** (1767) On the south bank of the Mohawk River between Herkimer and Little Falls you'll see a two-story fieldstone structure with a square tower topped with a railing. This is the only Revolutionary fort now standing in the Mohawk Valley.
- 215.6 LITTLE FALLS** The town is situated on both sides of a rocky gorge of the Mohawk River whose course was recently changed by a 2½ million dollar track-straightening program.
- HERKIMER MONUMENT** An obelisk erected in 1896 near Herkimer's red brick Dutch Colonial House (1774) on a hill south of the tracks between Little Falls and St. Johnsville marks Gen. Herkimer's grave in a 160-acre State park.
- 196.9 PALATINE BRIDGE and CANAJOHARIE** form one community connected by a bridge. Susan B. Anthony left school teaching in Canajoharie to campaign with Elizabeth Cady Stanton for Women's Suffrage. Canajoharie is the home of New York State's largest food processing plant.
- THE NOSES** Small mountains resembling human features. The sheer rock cliff called "Little Nose" is south of the tracks; "Big Nose," to the north.
- 185.5 FONDA and FULTONVILLE** Fonda takes its name from an early settler; Fultonville from the steamboat inventor, Fonda is the gateway to Johnstown and Gloversville.
- AURIESVILLE** The town is known for the Shrine of Our Lady of Martyrs, a circular buff and terra cotta structure, which is a memorial to eight North American martyrs (the first American saints recognized by the Roman Catholic Church). The shrine is annually visited by thousands.
- 174.9 AMSTERDAM** The home of large carpet mills. A Mohawk village was unearthed on this site in 1923. Fort Johnson (1742), a one-fortified two-story fieldstone barned home of Sir William Johnson, is in the west end of Amsterdam north of the tracks. A British garrison occupied the dwelling during the Revolution. It now contains the most important Mohawk Indian relics extant.
- 159.0 SCHENECTADY** is one of the nation's largest centers for manufacture of electrical equipment, Diesel locomotives, etc. The name is derived from Schenectady ("At the End of the Pine Plains"), a designation referred to sites of both Schenectady and Albany, termini of the Indian portage between the Hudson and Mohawk Rivers.
- West Albany Shops**—One of the Railroad's largest car repair and maintenance centers.
- 142.2 ALBANY** Capital of New York State since 1797. The Mohawk and Hudson, a predecessor company of New York Central and the first steam railroad in New York State, chartered 1826, operated the DeWitt Clinton train (1831) between Albany and Schenectady. Industrially, Albany is a busy city, handling a wide range of products. Architecturally, it is noted for its many fine buildings, one of which, the Flemish-Gothic Delaware & Hudson Building may be seen from your windows just south of the Union Station. Albany is an important junction point for through services to and from New England (Boston & Troy lines) and to the eastern Adirondacks.
- 148.4 TROY** lies on the eastern bank of the Hudson River at the head of river navigation. Predominantly agricultural before the Revolution, Troy attracted iron works in 1809 and cotton-print plants in 1826. Before 1873 and the westward flight of the steel industry, Troy had climbed to first rank as a steel center. Today Troy boasts of the largest shirt factory in the country and a highly diversified manufacturing business.
- 141.6 RENSSELAER** Ft. Crallo (1642), lower end of Toodle, is the oldest fort preserved in U.S., and was the scene of the writing of "Yankee Doodle."
- Many Islands, Lighthouses and Marshes are seen between Albany and New York City. The marshes contain colorful flowers according to season, also interesting bird life.
- 133.5 CASTLETON-ON-HUDSON** The A. H. Smith Memorial Bridge, overhead, is the key link in a 25 million-dollar freight improvement providing faster freight service between the West, New York and New England.
- COXSACKIE** West shore. A Declaration of Independence against arbitrary acts of British Parliament was signed here by 225 Dutch residents a year before the Declaration of Independence by the Continental Congress.
- 113.7 HUDSON** The third oldest city in the state and terminal for connecting bus service to the town of Catskill and the Catskill Mountains. The Rip Van Winkle Toll Bridge south of Hudson is 145 feet above water. South of the bridge, you'll enjoy a splendid view of "Old Man of the Mountains," a group of Catskill peaks resembling a recumbent figure.
- SAUGERTIES** The name is derived from the Dutch "Jagger" or sawyer.
- 88.4 RHINECLIFF** Ferry crossing to Kingston. The Berkshire Hills are seen to the east.
- KINGSTON** First state capital and scene of the inauguration of George Clinton as the State's first governor. Connecting buses run from here to all Catskill Mountain points.
- 78.5 HYDE PARK** East of the tracks are the Franklin Delano Roosevelt and the Vanderbilt Mansion National Historic Sites—both well worth a special trip or stopover.
- The Cantilever Railroad Bridge** north of Poughkeepsie station is 12,608 feet long.
- 72.8 POUGHKEEPSIE** Scene of the ratification of the Federal Constitution by the State (1788), when the town was the state capital. The Mid-Hudson Toll Bridge, south of the Poughkeepsie station, has a 1,500-foot main span. Manufactures include dairy machinery, pumps and business equipment.
- 58.3 BEACON**, an important Revolutionary post of the Continental Army. The Society of the Cincinnati originated here in 1783. There's year-round ferry service to Newburgh. MOUNT BEACON, the tall mountain to the east, is identified by a steel observation tower and is reached by an inclined railroad.
- NEWBURGH** is architecturally interesting for the fine display of Colonial homes. Washington's headquarters, where he said goodbye to his men, is here.
- Bannerman's Island** is a Castle-like structure in the Hudson built of New York City paving stones. It contains privately owned obsolete weapons and armor collections.
- BREAKNECK Mountain and STORM KING Mountain** form the northern gateway to the famous Highlands of the Hudson. Storm King mountain is 1530 feet high. Here, the \$160,000,000 Ashokan Aqueduct crosses under the river 1114 feet below sea level, running to Hillview Reservoir to help supply New York City water.
- CONSTITUTION ISLAND** The train passes over the east end. Ineffective chains were stretched across the Hudson at this point to impede British ships during the Revolution.
- 49.1 GIBRALTAR** A launch runs from here to West Point in season. The U. S. Military Academy "Gibraltar of the Hudson" is on the west shore.
- Highland Falls or Buttermilk Falls** West shore, 100 feet high.
- Sugar Loaf Mountain** Resembles an equilateral triangle, 765 feet high. Benedict Arnold escaped to "The Vulture" from the Beverly Robinson House at the base.
- Bear Mountain Bridge** Connects the east shore with Bear Mountain—a section of 47,000-acre Palisades Park.
- Railroad Tunnel** Train tunnels under Anthony's Nose Mountain, named for Peter Stuyvesant's trumpeter.
- Iona Island** Near the west shore south of Bear Mountain. A U. S. Naval supply and ammunition depot until recently.
- The Race Narrower** part of the Hudson River below Albany.
- Dunderberg Mountains** ("Thunder Mountain") West shore. Legendary dwelling place of goblins who start summer storms. Southern gateway to the Highlands of the Hudson.
- 40.6 PEEKSKILL** Trading post and American Army headquarters during the Revolution. New York City suburban train terminus.
- CROTON-ON-THE-HUDSON** Terminus of certain New York Central commuter trains and location of freight and passenger train yards.
- Haverstraw** West shore. High Tor Mountain towering above Haverstraw is the sharp-pointed pinnacle made famous by Maxwell Anderson's play of the same name.
- 32.7 HARMON** Transfer where diesels are exchanged for electric locomotives on New York Central passenger trains serving New York City.
- 30.2 OSSINING** Sing Sing Prison identified by guard towers. The train tunnels under it.
- 24.5 TARRYTOWN** North end of the Washington Irving country—center of the exploits of "The Headless Horseman" and other legendary characters. The plot for Fenimore Cooper's "The Spy" was also laid in this section. Phillipse Castle and the Sleepy Hollow country are on Pocantico creek.
- "Sunnyside," Washington Irving's home, is between Tarrytown and Irvington. Certain local trains stop here to accommodate tourists wishing to visit the Restoration.
- TAPPAN** West shore. The spot in which Tappan was executed (1780).
- The Tappan Zee, a name derived from Tappan and the Dutch "Zee" or sea, consists of a four-mile wide stretch of the Hudson River between Croton Point and the Palisades. Pirates once moored their ships here.
- 14.5 YONKERS** Once part of a grant (1646) to Adriaen Van der Donck and called "Der Jonkeer's Land" ("Young Lord's Land"). Now a 300-year old city with many historic points of interest and fine industrial plants.
- Palisades** Majestic ridge of basaltic rock rising 300-500 feet high across the Hudson.
- George Washington Bridge** looms down the river. It is the second longest suspension bridge in the world and cost \$60,000,000.
- NEW YORK CENTRAL TRACKS** divide soon after sighting George Washington Bridge. Southbound tracks go over the railroad bridge carrying freight trains to St. John's Park Freight Terminal and other stations on New York Central's famous West Side Line—the only freight tracks into Manhattan. The other tracks connect Grand Central Terminal with New York Central's main line along the Hudson.
- SPUYTEN DUUVIL** The train follows a seven-mile tidal channel which connects the Hudson River with the East River, thus making an island of Manhattan. It is named for a Dutchman who vowed to swim the creek in the dark "In spite of the Devil."
- HENRY HUDSON BRIDGE** Extends above the tracks at Spuyten Duyvil. The longest hinge-less single fixed arch (800 feet) in the world.
- POLO GROUNDS** The stadium across the river is the home of the New York Giants, where National League Baseball and other sports are played in season.
- YANKEE STADIUM** Land side of the tracks. Scene of American League Baseball and other sporting events.
- TOWER MO** Key signal tower of the Grand Central area at a point where New York Central's Hudson and Harlem Division tracks join to enter Grand Central Terminal. To the north is Mott Haven, New York Central's yard, where cars are cleaned and serviced.
- Underground Tracks** About 600 trains a day glide under Park Avenue and use the 67 tracks within Grand Central Terminal. Steel and concrete pillars between the tracks support Park Avenue apartment houses, office buildings, smart shops and hotels, many of which are reached from trains at Grand Central Terminal without going out on the sidewalk.
- 0.0 NEW YORK CITY Grand Central Terminal** Beginning of the great adventure for travelers entering or leaving New York City. More than half-a-million people pass through this "City Within a City" in a day—an extra thrill in New York, city of enchantment.

For the trip between Chicago and Buffalo (Southern Route) or Albany to Boston, please see other side.

