

1846 1946

One Hundred Years

OF TRANSPORTATION PROGRESS

PENNSYLVANIA RAILROAD





BACK in 1846, public-spirited citizens of Pennsylvania, foreseeing the vast westward expansion of the nation, rallied to a cry for a railroad line across the state to connect with other railroads which were opening the West.

To the north the Erie Canal had long been in operation, attracting to its thoroughfare much trade and traffic that could have moved through Pennsylvania—and to compete with it a railroad was being built in the same region.

To the south, another railroad line was being driven westward, aiming to draw the growing commerce of the West to its route.

In Pennsylvania, at the time, there was a complicated state transportation system combining canal and rail which had been set up as an offset to these challenges.

However, that system failed to accomplish its purpose, and the business of Philadelphia, then the financial and commercial center of the country, was languishing, as well as that throughout the Commonwealth.

A railroad line across Pennsylvania would enjoy marked advantages, the most notable being the shortest, quickest route to the West.

Responding to public appeal, the State Legislature, on April 13, 1846, passed an act incorporating the Pennsylvania Railroad Company, and a charter was granted shortly thereafter.

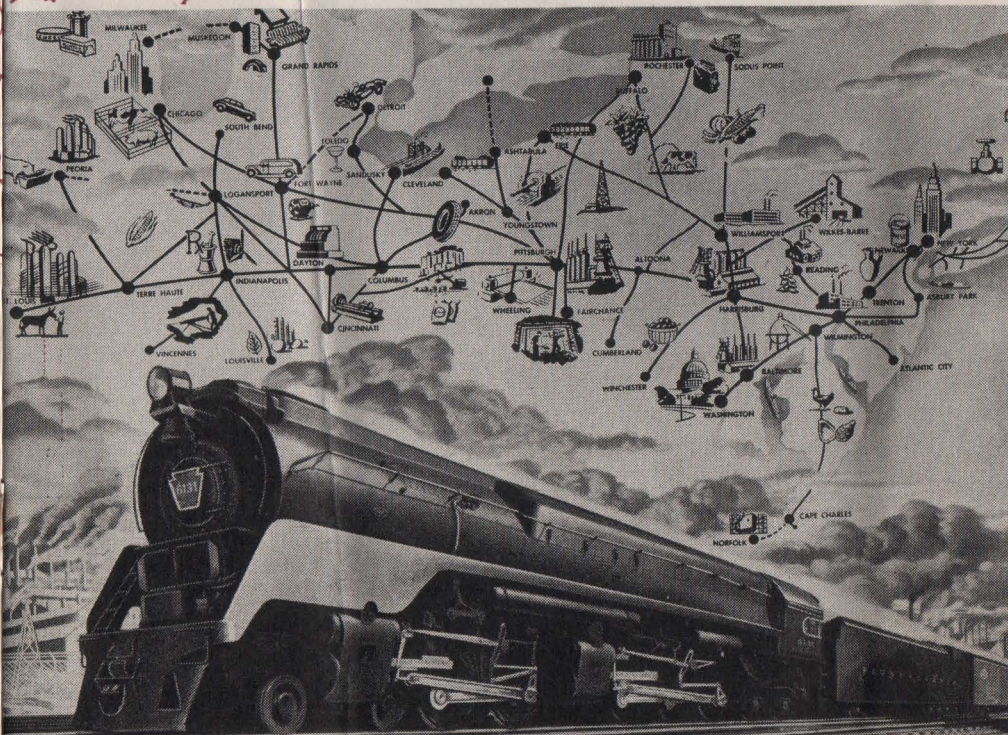
WHAT THE CHARTER PROVIDED

The charter authorized the Company to construct a railroad from Harrisburg to



An Assembly Line 26,000 Miles Long

The Pennsylvania Railroad has evolved from a Company chartered to build a railroad 249 miles long to a System embracing 10,683 miles of first track and 15,413 miles of second, third and fourth track and sidings. Thus has the System grown. Once numbering 600 constituent railroad, bridge, ferry, water supply, warehouse and electric railway companies, the Company today is one compact, cohesive transportation system.



Pittsburgh, a distance of 249 miles. Because there already existed a rail link between Philadelphia and Harrisburg, the railroad's original operation was restricted to service between Harrisburg and Pittsburgh. Not until 1857 did it gain, through purchase, the line to Philadelphia.

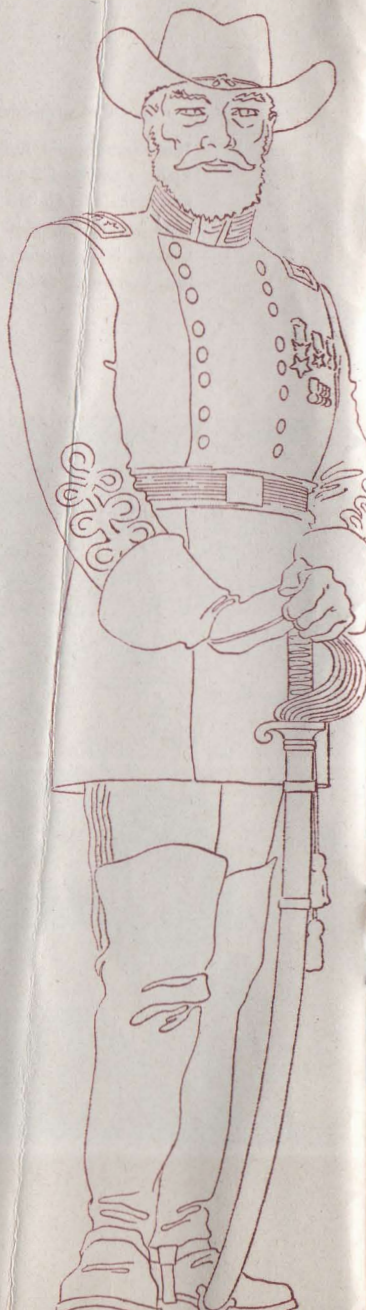
On September 1, 1849, the first section to be completed—a distance of 61 miles—was opened for operation between Harrisburg and Lewistown. The time table showed one passenger train over the line each way daily, making the trip in approximately 4 hours. Freight trains ran twice a week.

SWEEPING ON

On February 3, 1852, John Edgar Thomson, the Company's first chief engineer and a railroad man of exceptional ability and vision, was elected President.

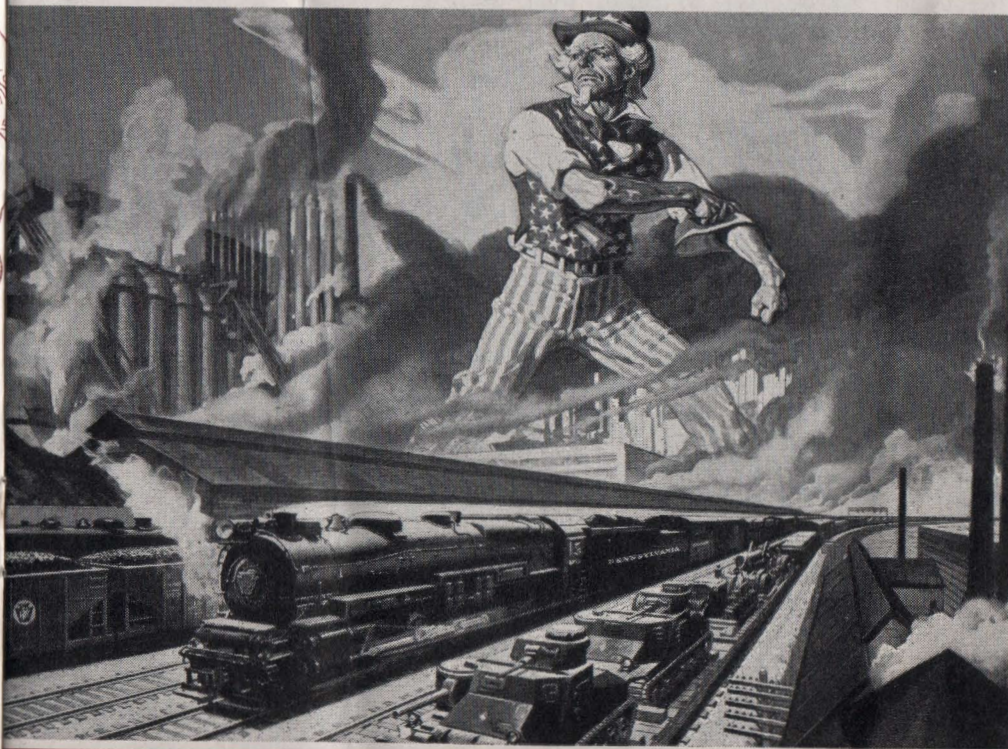
Early in his administration, President Thomson pointed out that it was almost as important for the Pennsylvania to invest capital judiciously in railroads being built by others in Ohio and Indiana as it was to provide funds for the completion of the Pennsylvania Railroad itself. By so doing, the Pennsylvania would not only hasten the completion of these railroads but could also perform a greater public service by connecting them to its own line. It is to this early policy that the railroad primarily owes its present form.

Soon thereafter, the Pennsylvania invested substantially in the Ohio and Pennsylvania Railroad, thereby making possible the extension of rail service from Pittsburgh to Crestline, Ohio; then in the Ohio and Indiana Railroad, under construction from Crestline to Fort Wayne, Indiana; and sub-



The Pennsylvania Railroad at War

Over the years 1941 to 1945 inclusive—the war years—approximately 1,400,000,000 tons of freight—mostly for the war effort—moved over the Pennsylvania Railroad System, greatest in Company history. In addition, it carried 17,507,647 soldiers, sailors, marines, coastguardsmen—a figure that does not include the millions that traveled on furloughs. World War II was the fifth war in which the Pennsylvania Railroad served its Country.



sequently, in the Fort Wayne and Chicago Railroad. These three lines were ultimately consolidated to form a continuous 468-mile railroad from Pittsburgh to Chicago.

Meantime the all-rail route east of Pittsburgh had been completed, and three trains a day were running between that city and Philadelphia on 13-, 15- and 17-hour schedules. Thus within less than 15 years after the founding of the Pennsylvania Railroad, the country was linked by a solid highway of iron (steel was yet to come) from the Atlantic Seaboard to Chicago and construction was under way on lines to St. Louis, with service ultimately to be provided for Cincinnati, Columbus, Dayton, Cleveland, Buffalo, Detroit, Akron, Youngstown, Indianapolis, Toledo, Grand Rapids, Louisville and all the territory embraced therein. These lines soon were completed and linked to become in time a part of the Pennsylvania Railroad System.

EYES TO THE EAST

As the organization and consolidation of the operation west of Pittsburgh proceeded, the Pennsylvania was also actively expanding its system from Harrisburg to Baltimore and then to Washington—at the same time, reaching northward to important coal and industrial regions. Later, the link between Philadelphia and Baltimore was added.

Above all, though, was the need for through train service between New York and the West under one management. So the Pennsylvania concluded negotiations in 1871 with the railroads operating the lines between Philadelphia and Jersey City for a 999-year lease of those lines, together with their terminal facilities in New York, Jersey City and South Amboy.

For nearly 40 years thereafter the important terminal at Jersey City served as the



From One Passenger Train a Day to 1,340 a Day

In 1848 the Pennsylvania Railroad ordered two passenger cars, one baggage car and two locomotives to inaugurate its first service, which began September 1, 1849. Now, in a single day, 1,340 passenger trains are operated on regular scheduled runs. Today Pennsylvania Railroad passenger service contains every type of equipment for safe travel—all Pullman trains, all-coach trains, Pullman-and-coach trains.



eastern gateway of the Pennsylvania Railroad, being linked by ferries to New York City itself.

However, as time went on, the Management became convinced that public convenience required the extension of the Pennsylvania Railroad System into and through the City of New York, with a centrally located passenger station in that metropolis. It was recognized that whatever form that project ultimately took, it would be one of great engineering magnitude.

Numerous studies were made and in 1892 a full and comprehensive report was completed outlining various plans, obstacles and possibilities. Ultimately the plans narrowed down to two—bridging the Hudson River or tunneling under it.

OUTSTANDING ENGINEERS STUDY PLANS

A commission of the most eminent engineers in the country was appointed to determine the better way. Their report recommended tunnels as being more practical and economical.

To provide an even greater range of public service in the New York area, the Pennsylvania acquired in 1900 control of the Long Island Rail Road Company, which operated a system of lines on that island. Thus the railroad's service extended 125 miles east of New York City. Furthermore, by bridging the East River at Hell Gate, through service could be established to and from New England in conjunction with the New York, New Haven & Hartford Railroad.

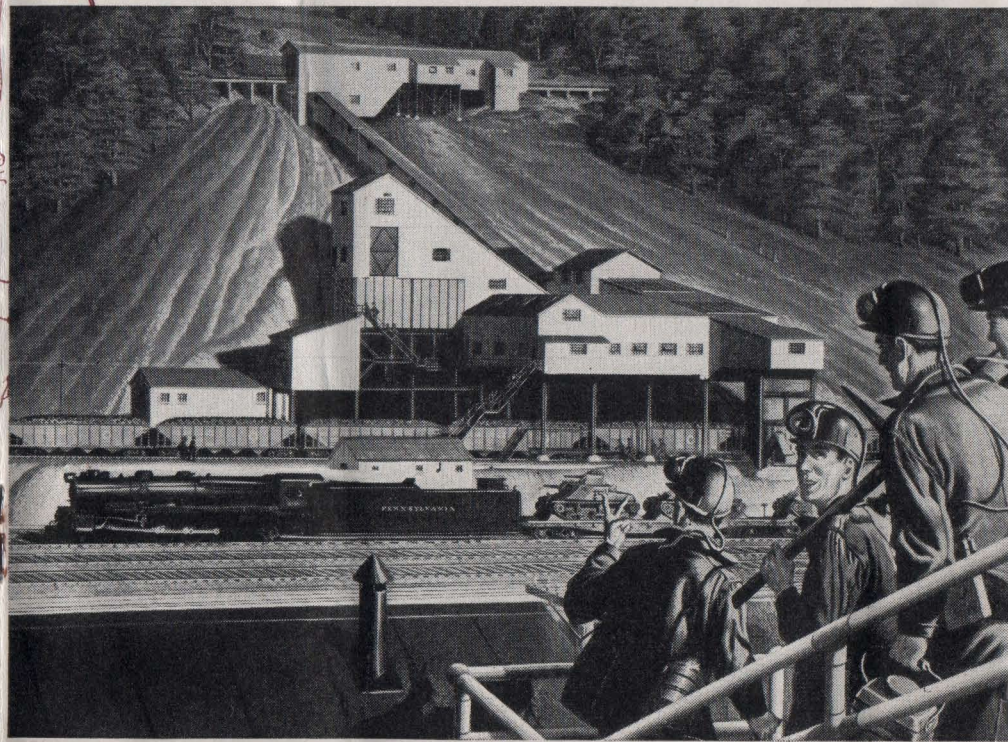
PENNSYLVANIA STATION, NEW YORK

In 1904, the Pennsylvania awarded contracts for driving two tunnels under the Hudson River and four under the East River,



58% of Freight from Mines

Because the Pennsylvania Railroad System serves the most intensively developed industrial region in the Country, it naturally follows that a large part of its freight is raw materials. This is confirmed by the fact that 58% of the total tonnage moving over the Company's lines in a single year originated in mines. Coal accounted for 41% of Company tonnage. The movement of coal and other minerals is as vital to peacetime industry and home comfort as it was to wartime output.



to reach the vast passenger station to be built at 32nd Street and 7th Avenue, New York.

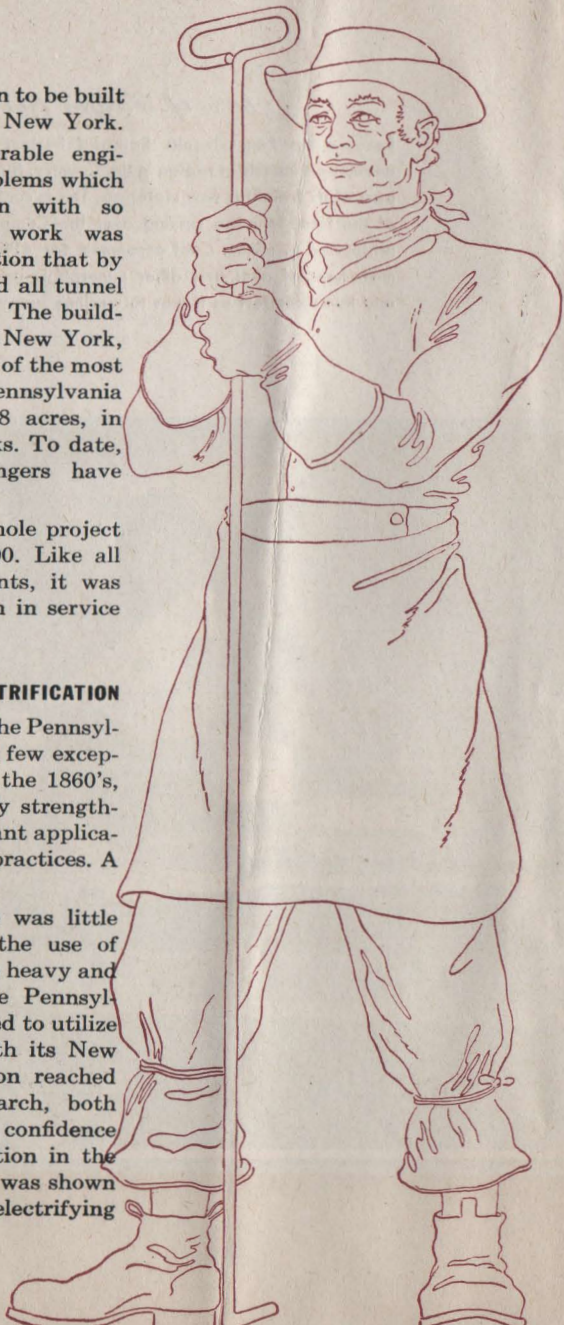
Notwithstanding the innumerable engineering, legal and municipal problems which constantly arose in connection with so gigantic an undertaking, the work was pushed forward with such resolution that by the fall of 1910, the terminal and all tunnel facilities were opened for service. The building of the Pennsylvania Station, New York, and its tunnels is regarded as one of the most epochal achievements of the Pennsylvania Railroad. The station covers 28 acres, in which there are 16 miles of tracks. To date, approximately 2 billion passengers have passed through its train gates.

At the time of opening, the whole project had cost more than \$112,000,000. Like all major Pennsylvania improvements, it was designed to provide for a growth in service for many years to come.

ANOTHER FORWARD STEP — ELECTRIFICATION

While the great framework of the Pennsylvania Railroad System was, with few exceptions, established as far back as the 1860's, that framework has been steadily strengthened and broadened by the constant application of modern and far-visioned practices. A notable example is electrification.

As early as 1901, when there was little experience in this Country in the use of electrified motive power to handle heavy and high speed passenger traffic, the Pennsylvania Railroad had already decided to utilize electric energy in connection with its New York tunnel service—a conclusion reached after the most exhaustive research, both here and abroad. The railroad's confidence in the future place of electrification in the scheme of modern transportation was shown in 1902 when it began the work of electrifying



Steel Was the Number 1 War Material

An interesting historical fact is that the steel industry grew out of the iron rail. The Pennsylvania Railroad was the first to supplant iron rail with steel, and thus create a market for steel. Today not only is the Pennsylvania Railroad a steel railroad—cars, locomotives, signals, rail, equipment, structures—but the chief carrier of steel, out of which our Navy and Army weapons of war were built.



the Long Island Rail Road, and thereafter the suburban lines radiating from Philadelphia.

Today—for 194 miles between Harrisburg and New York by one route—and for 226 miles from Washington to New York by another—the great 4-track systems of the Pennsylvania Railroad are completely electrified.

ALWAYS SEARCHING FOR BETTER THINGS

From the beginning the Pennsylvania has been a pioneer in developing and adopting many of the fundamental improvements by which the science of railroading has been advanced.

Noteworthy, among them, have been . . . the steel rail . . . the air brake . . . block signals . . . the application of the telephone to railroading . . . steel cars . . . through freight service, and freight trains operating on regular schedules . . . coordination of truck and train service . . . and the steam turbine locomotive. How farsighted the railroad has been in its realization of the practical importance research must play in improved operations is best illustrated by the Altoona railroad shops, the most extensive in the world. In 1850, before the original line was completed, the railroad began building at Altoona, Pennsylvania, a group of shops—not alone for building and servicing equipment but to promote experiment and development. Thus for 96 years, the Pennsylvania has had the benefit of the most intensive technical research, employing the most modern instruments of science.

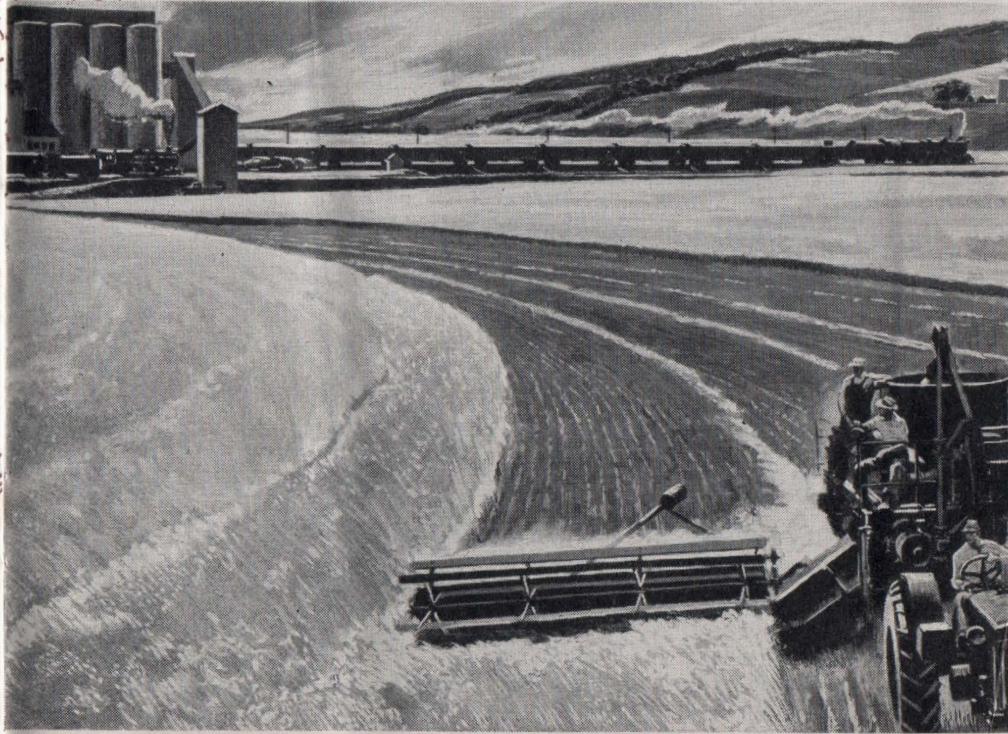
A GLORIOUS MILESTONE

As the railroad looks back over the last century, few of its accomplishments are more noteworthy than its contribution to the welfare and prosperity of those who have placed their faith in it.



For a Century—Working Partner of Agriculture

The big markets for the agriculturist and cattleman are in the region served by the Pennsylvania Railroad. Therefore, from the beginning, farmer and railroad have worked closely together. Last year alone more than 25,000,000 tons from farm, ranch and forest moved over the Pennsylvania Railroad System.



Industry in itself is not an end but a means to an end. Therefore, the objective of the Pennsylvania Railroad Company has been, since its inception, not only to render a continually improving public service but to guide and shape its policies so they would continually produce income for its employees and those who invested their money in its property and services.

As a result, the stockholders have received a cash return in every calendar year since 1847.

The sum total paid to stockholders from 1847 to December 31, 1945, amounts to \$1,297,893,025.

To bondholders over the years, and up to December 31, 1945, the Pennsylvania Railroad Company has paid more than \$1,000,000,000 in interest.


No person is more dependent upon the steady earning power of the railroad than the employee, and to no one person or group has it paid out so much money.

Over the 100 years since it was founded, the Company has paid in wages more than \$10,000,000,000.

In addition, ever mindful of the employee's welfare, it has set up relief funds, savings funds, and was a pioneer in the establishment of a pension fund, to serve as practical means of solving the problems of sickness, accident, old age and death as well as to encourage thrift.

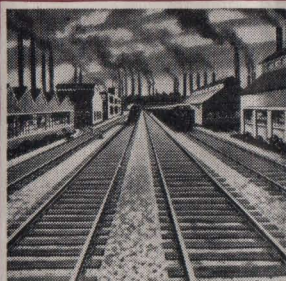
Through cycles of prosperity and depression, financial panics, destructive wars—the Pennsylvania Railroad has never in all its history failed to meet a financial obligation when due. That is a record to be proud of. A record to go hand in hand with its century of progressive service to the American people. That spirit carries on, as alert to the needs of the future as throughout the past.



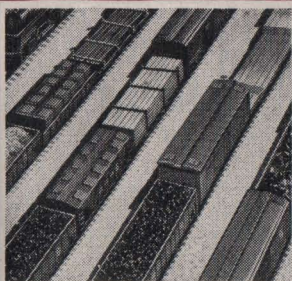


Why Industries Like to be Along Pennsylvania Railroad Lines

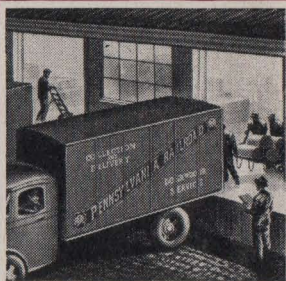
Along lines of the System are approximately 12,000 industrial enterprises, each with its own siding. In addition, there are many thousands more that utilize the System's team tracks and freight stations. More industry is located along the Pennsylvania than along any other railroad. Some—though by no means all—of the reasons for this preference are given below.



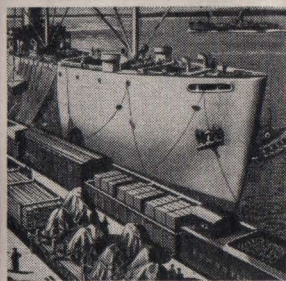
IT'S LIKE BEING ON THE MAIN STREET—in a market large and versatile! The market embraces 13 states and the District of Columbia.



SO MANY DIFFERENT TYPES OF CARS and services to handle and speed an industry's products from factory to market.



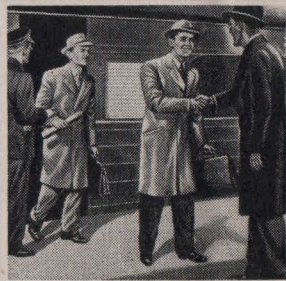
PICKUP AND DELIVERY SERVICE that is not only extensive, but widely experienced is provided by the Pennsylvania Railroad.



DIRECT SERVICE TO MANY PORTS along the Atlantic Coast; also to principal ports on the Great Lakes.



THROUGH FREIGHT SERVICE by main gateways to and from the West, South, Southwest, New England, Canada and Mexico.



EXCELLENT PASSENGER SERVICE. Customers can quickly and conveniently come to a factory for conferences and inspections.

