

mountains was started by the Pennsylvania Railroad (now part of Conrail) in 1846. Construction of the PRR was considered necessary by Philadelphia businessmen who believed their city's commercial importance would be diminished by the building of New York's Erie Canal to the north and Baltimore's Baltimore and Ohio Railroad to the south. So, to protect their interests and their civic pride, they financed the beginning of what would become one of the nation's most vital and heavily used rail lines.

A major supply base for building the railroad was **ALTOONA, PA.** (Pop. 62,385 — El. 1,171 ft.), now the home of the world's largest complex of railroad equipment maintenance facilities.

After leaving Altoona, we begin to climb the Alleghenies. The legacy of the builders and surveyors of the 1840s is the smooth, seemingly effortless ascent of these rugged mountains. Another of their legacies is the famous Horseshoe Curve, 10 miles west of Altoona. As the train rounds this engineering landmark, passengers can get an entire panorama of the train by looking out the left side of the train, westbound. (Right side, eastbound.) Another attraction at Horseshoe Curve is the retired K4 steam locomotive on display near the tracks.

After climbing further into the mountains and passing through a tunnel, the Broadway Limited stops at **JOHNSTOWN, PA.** (Pop. 42,065 — El. 1,178 ft.), a city that has suffered from three major floods. The second, in 1889, was one of the country's worst peacetime disasters, killing 2,205 people. One of Bethlehem Steel's mills in Johnstown is visible on the right as we enter the station.

We now move through the coal country of Western Pennsylvania toward **PITTSBURGH, PA.** (Pop. 512,789 — El. 743 ft.). Although it is best known as the greatest iron and steel producer in the world, Pittsburgh makes some 6,000 different products. It had the country's first commercial high school, founded in 1866, and first moving-picture theatre in 1905. The city also experienced the first armored car holdup on March 11, 1927. No longer called the "Smoky City" since its local environmental laws are among the strongest in the nation, the city has made great strides in cleaning its air and water. The rivers are fit for swimming, water skiing and fishing although there are great iron and steel plants along the banks. This industrial metropolis has spent \$3 billion in restructuring itself and has created one of the most spectacular civic redevelopments in America. The symbol of this renaissance is the gleaming cluster of skyscrapers downtown (visible from our train) called the "Golden Triangle" because it is located at the point where the Allegheny and Monongahela rivers join to form the Ohio River.

After leaving the Pittsburgh Station we cross the Allegheny River and pass near the city's new Three



Horseshoe Curve, near Altoona, Pa., an engineering landmark

Rivers Stadium. For the next 25 miles the train follows the Ohio River to Beaver Falls, Pa., where we pass the rapids of the Beaver River. Beaver Falls is the hometown of Joe Namath.

The Broadway Limited now crosses into Ohio. The first stop in the Buckeye State is **CANTON, OHIO** (Pop. 108,872 — El. 1,052 ft.), an industrial city manufacturing products as diverse as anchovy pizzas and the Hoover vacuum cleaner. Canton was allegedly named because its first residents, poor students of geography, somehow thought that their city was the global opposite of Canton, China. The National Football Hall of Fame is in Canton.

CRESTLINE, OHIO (Pop. 5,890 — El. 1,152 ft.) was named because it is at the divide between the Ohio River and Lake Erie drainage. Crestline started as a railroad junction and still is one today.

Continuing through the rolling land of Western Ohio, the Broadway Limited arrives at **LIMA, OHIO** (Pop. 53,373 — El. 860 ft.). Lima was named in honor of Lima, Peru, and is known as the pipeline center of the country. During World War I, a Lima factory produced the "Liberty Truck." Lima has a Railway Exhibit with displays that include an 1883 private car and an 1882 caboose. Lima also has its own astronomical observatory. The state of Indiana is entered about 35 miles west of Lima.

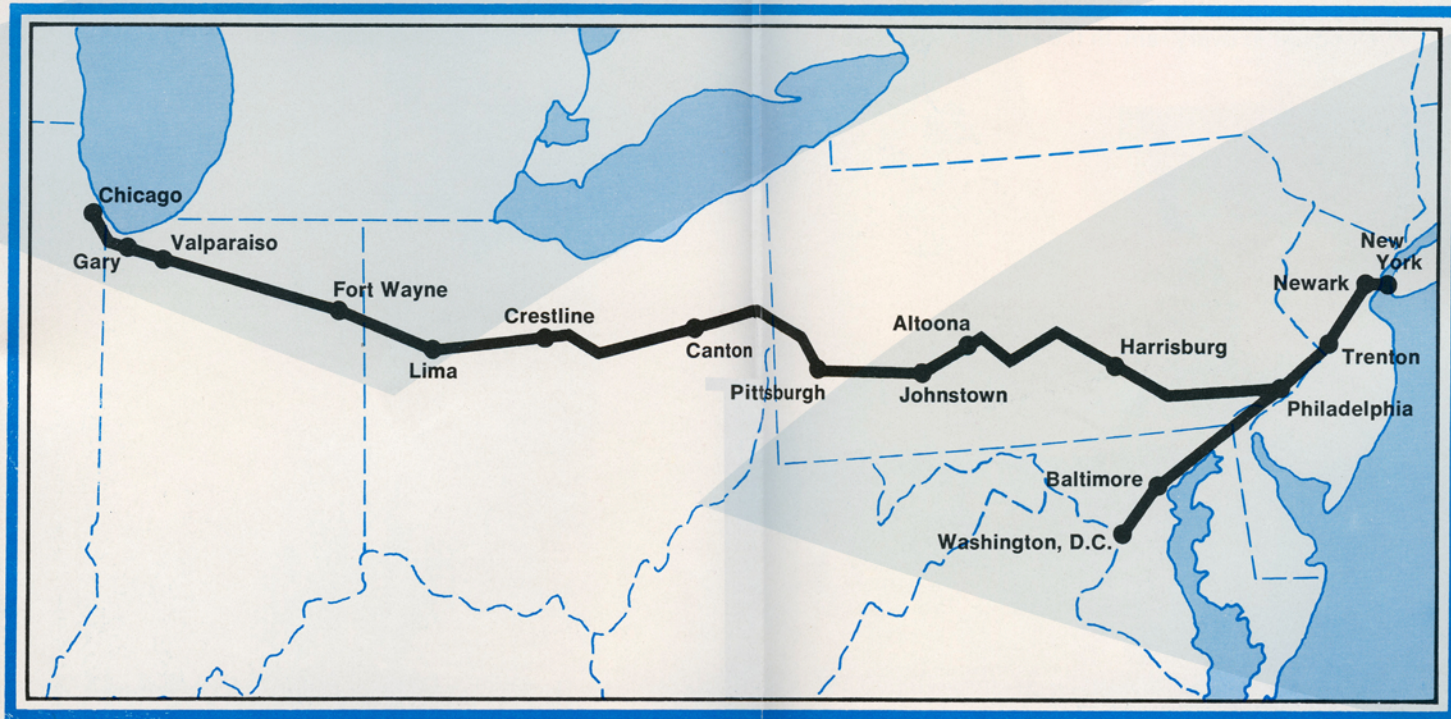
FORT WAYNE, IND. (Pop. 175,803 — El. 839 ft.) has the nation's largest Lincoln Library. Johnny Appleseed is buried in a Ft. Wayne park. Ft. Wayne also holds some interesting "firsts" such as the first night baseball game, first gasoline pump, and first public airplane flight by a woman.

VALPARAISO, IND. (Pop. 20,020 — El. 784 ft.). A manufacturing and college center in a rich farming area, Valparaiso produces such varied items as magnets and hybrid popcorn seed.

GARY, IND. (Pop. 175,415 — El. 599 ft.) was a remote, uninhabited area until 1905, when the U.S. Steel Company started to build a vast industrial

complex. They named the area for U.S. Steel's President, E. H. Gary. Today, it is the largest U.S. city founded in the 20th century. Between Gary and Chicago we pass through the Calumet District, on the southern shore of Lake Michigan, one of the greatest concentrations of industries in the world. Some of the steel mills, oil refineries, and other heavy industries are visible from the train, as is the lake.

CHICAGO, ILL. (Pop. 3,115,000 — El. 595 ft.). You can sense the brawny aura of Chicago as we approach the city. Chicago is the industrial and commercial center of the Midwest. It is also a cultural and educational center. Visitors and residents enjoy numerous attractions, many within walking distance of Amtrak's Union Station: the Sears Tower with its unparalleled view of the surrounding area; the John Hancock Center; the Chicago Art Institute, with its excellent French impressionist and Oriental collections; Shedd Aquarium; Adler Planetarium; Lincoln Park and Brookfield zoo; and the Field Museum of Natural History. Of particular interest is the Museum of Science and Industry, which has a railroad exhibit—an operating scale model of a railroad system, complete with miniature passenger and freight cars. This display is highly appropriate, since Chicago is known as the "Player with Railroads," and is the rail center of the nation. If you have come the entire



Chicago's striking contemporary architecture

way from New York to Chicago with us, you've experienced 904 miles of train travel at its best.

We hope you found our "restaurant on wheels" and our lounge and snack service to your liking. And, if you traveled in the privacy of a roomette or bedroom, we trust that your accommodations were both pleasant and comfortable.

Traveling by Amtrak train offers a degree of comfort unmatched by most other forms of public and private transportation. Reclining seats, lots of strolling and stretching space, attentive service by Amtrak on-board personnel and breathtaking vistas all make for a luxurious, relaxing trip.

If you are continuing your trip beyond Chicago, Amtrak routes fan out from Chicago's Union Station to points throughout the country, so Broadway Limited passengers have the opportunity to make connections with many excellent trains. For instance, travelers to Minneapolis, Seattle and the Northwest

can continue their trip on Amtrak's Empire Builder. Service to Denver and San Francisco is available on the San Francisco Zephyr. Another fine train, the Southwest Limited, travels from Chicago to Los Angeles. The Lone Star goes from Chicago to Dallas/Ft. Worth and Houston. Passengers going to many Midwestern points such as Dubuque, Milwaukee, St. Louis, Quincy, Champaign-Kansas City, and other cities can ride Amtrak trains to their destinations. All Amtrak connections are available at Union Station. At the Eastern destinations of the Broadway Limited, New York and Washington, connections are available along the East Coast north to Boston and south to Florida.

If you have any questions about connecting service or any other service Amtrak offers, take advantage of our nationwide intercity reservations network. Simply call one of the numbers listed below.

AMTRAK INFORMATION/RESERVATION NUMBERS

IF YOU ARE CALLING AN 800-NUMBER
...please remember all 800-numbers (in some areas 1-800) are toll-free, long-distance numbers. Consult the local telephone directory for the proper way to place toll-free calls.

Delaware	800-523-5700
District of Columbia	800-523-5720
Illinois (except Chicago)	800-972-9147
Chicago	(312) 786-1333
Indiana	800-621-0353
Maryland	800-523-5700
New Jersey	800-523-5700
New York (except New York City)	800-523-5700
New York City	(212) 736-4545
Ohio	800-621-0317
Pennsylvania (except Philadelphia)	800-562-5380
Philadelphia	(215) 824-1600

For other locations, consult your telephone directory.

We hope you enjoyed this running description of the Broadway Limited's scenic route, and we thank you for taking this trip with us. It's always nice to have you aboard.

Welcome aboard
Amtrak's
BROADWAY LIMITED
...the famed glamour train
from the great Eastern cities
to the mighty Midwest.



Nice to have you with us.

The Broadway Limited is a very special way to travel conveniently and comfortably from the East Coast to the Midwest. One section of the train originates in New York, another in Washington. Both consolidate in Harrisburg, Pennsylvania for the overnight trip to Chicago. Along the Broadway Limited's route you'll pass through the heart of some of America's major cities, and move through their surrounding suburbs. The train will carry us to the foot of the mighty Allegheny Mountains and then over the famous Horseshoe Curve. We'll pass through Pennsylvania's coal country, pausing at the steel center of the country, Pittsburgh. Next, the rolling landscapes of Ohio and Indiana. We also pass by the mighty industries concentrated at the southern tip of Lake Michigan and then enter Chicago, where the Broadway Limited's journey ends.

On this train, you journey in style, with all the amenities that make train travel unique. The Broadway Limited is an all-reserved train, with reclining seats, footrest coaches, small, private-room Slumber-coaches, and sleeping cars equipped with one-person roomettes, two-person bedrooms, and family-sized bedroom suites. And, of course, the Broadway Limited is equipped with lounge facilities and a dining car. The lounge is the place to relax, talk to old friends or make new ones. The lounge offers soft drinks, snacks and cocktails. And for full-course meals, there is nothing quite like a railroad dining car. The experience is particularly enjoyable on the Broadway Limited, which offers a dinner menu with thick, juicy steaks, and many other choices, and a well-rounded breakfast menu, too.

Now that we've pointed out the Broadway Limited's services, we'll describe the route. Since the Broadway is two trains east of Harrisburg—one section originating in New York and one in Washington—there will be a description for each segment. This folder is written from east to west. Passengers traveling eastbound should start with the back pages and read forward.



For New York Passengers
↓

NEW YORK, N.Y. (Population 7,867,760 — Elevation 0-430 ft.) is the nation's largest city. "The Big Apple" is action. It is the leading center of business, finance, entertainment, fashion, and publishing in the country. Its port is the busiest in the world.

Among New York's most famous attractions are the United Nations, the Statue of Liberty, the Empire State Building, Rockefeller Center, The World Trade Center, the Museum of Modern Art, Lincoln Center, and St. Patrick's Cathedral.

But New York is much more than just Manhattan, since there are four other diverse boroughs as well: the Bronx, Queens, Brooklyn and Richmond (Staten Island). In fact, Brooklyn has a population greater than any U.S. city except Chicago and Los Angeles.

The New York area was discovered in 1609 by the Dutch explorer Henry Hudson, who was seeking a water route to China. He failed to find it here, but had a river named after him instead. The Broadway Limited passes under the Hudson River after leaving New York's Penn Station. Emerging from the tunnel, the train speeds across New Jersey's Hackensack meadows, crosses the Passaic River and enters the Newark train station. **NEWARK, N.J.** (Pop. 382,417 — El. 0-225 ft.) is the largest city in New Jersey and is one of the East Coast's leading manufacturing centers, producing electrical equipment, paints and varnishes, chemicals and beer. We see some of this industry as we leave Newark and travel south through suburban areas of the Garden State.

TRENTON, N.J. (Pop. 104,786 — El. 42 ft.) The New Jersey state capital was originally named Trent's Town by a not-so-humble Scottish immigrant, William Trent. Trenton today is an industrialized city. Its slogan, "Trenton Makes—The World Takes," is a claim well supported by over 400 industries. After leaving the Trenton station, we cross the Delaware River. General Washington and his troops crossed this river on Christmas Eve in 1776 to attack the Hessian garrison at Trenton. The State Capitol dome is visible to the right as we cross the bridge.

After crossing the Delaware, the train enters the Commonwealth of Pennsylvania, in which we travel for the next 8 hours.

The Broadway Limited continues to North Philadelphia. (Since the section of the train which comes from Washington serves central Philadelphia, a description of the city is located in the Washington-Harrisburg Route Guide of this folder.) After leaving North Philadelphia, the New York section of the Broadway Limited branches off from the main line on which it has been traveling south and switches on to the line going west. We pass through the "Main Line" suburbs west of Philadelphia and gradually the

country turns to rolling farmland. The train also passes two Amtrak stations where the Washington section of the Broadway Limited will stop, Paoli and Lancaster, which will be described in the Washington-Harrisburg section of this folder.

For passengers coming from Washington, a description of the Washington-Harrisburg segment follows. The two trains couple together in Harrisburg for the remainder of the trip.

WASHINGTON, D.C. (Pop. 746,169 — El. 0-310 ft.). There is no better way to arrive and depart the nation's capital than by Amtrak. Union Station is only a few blocks from Capitol Hill and is close to many of the attractions in this majestic, inspiring city. Its traffic circles, broad avenues, and marble monuments are a tribute to Pierre L'Enfant, the French designer who was appointed by George Washington to develop a plan for the city. The early leaders of the nation had decided that the young republic needed a Federal City, and the site on the banks of the Potomac River was selected after both Virginia and Maryland agreed to donate land on both sides of the river. Thus, the original District of Columbia was a ten-mile square with the Potomac meandering diagonally through it. But the east (Maryland) bank was best suited for the Federal City and eventually the Virginia portion—Alexandria and Arlington—was returned by the federal government.

A hundred years passed before Washington began to resemble a city. In its early days, the streets were deeply rutted dirt roads that turned into impassable bogs after every rain. In the summer, Congress



The nation's capital in Washington, D.C.



Historic Carpenters' Hall in Philadelphia

would adjourn to escape the oppressive heat and humidity. However, during the Gilded Age, a sense of social sophistication and civic pride began to pervade the nation's capital. Today, Washington is a cosmopolitan city with a character uniquely its own.

For the portion of the trip between Washington and Philadelphia, the Washington section of the Broadway Limited will be traveling over Amtrak's busy Northeast Corridor tracks. Our first stop along this populous route will be **BALTIMORE, MD.** (Pop. 895,222 — El. 0-491 ft.), the great economic heart of Maryland with a fine harbor and a thriving industrial complex. During the War of 1812, the British attacked Fort McHenry, and as the battle raged Francis Scott Key was inspired to write the "Star-Spangled Banner." Baltimore is the home of the world-famous Johns Hopkins Medical Center.

After leaving Baltimore, near Havre de Grace, Maryland, we cross the Susquehanna River not far from where it joins Chesapeake Bay. The Susquehanna will be crossed again in Harrisburg.

The route then cuts across the northern part of Delaware, stopping at **WILMINGTON, DEL.** (Pop. 80,386 — El. 0-134 ft.). This is the home of the E. I. DuPont company and all its attendant chemical companies and their laboratories. The area was originally settled by Swedes in colonial days, but the English eventually became the majority and Wilmington came under the governorship of William Penn. Visible from the left window as the train enters Wilmington is historic Swedes Church, one of the city's original buildings. After leaving Wilmington, note

the large Amtrak Maintenance Facility on the right. Locomotives are maintained here and can often be seen in the yard.

Soon the Delaware River appears on the right, and we will follow this wide river almost all the way to **PHILADELPHIA, PA.** (Pop. 1,881,300 — El. 45 ft.). Just before arriving at 30th Street Station, you can see the central business district of the city ahead and to the right. The city has grown considerably since William Penn founded it in the 1600s as a Quaker colony. By Benjamin Franklin's day, Philadelphia was the second-largest English-speaking city in the world and a center of commerce, art, science, and politics. It was here that the Declaration of Independence was signed. Historical attractions like Independence Hall, the Liberty Bell, Betsy Ross house, and nearby Valley Forge are major attractions here.

The train now moves west to Harrisburg and travels over the same tracks as the section from New York. The Washington section stops twice between the City of Brotherly Love and Harrisburg.

First, **PAOLI, PA.** (Pop. 6,100 — El. 141 ft.), which is 20 miles from Philadelphia and located on the edge of the "Main Line" suburbs. Paoli was named after Pasquale di Paoli, who had led an uprising in Corsica during the mid-1700s and was therefore much admired during the Revolutionary period in America.

After Paoli, the Broadway Limited enters fertile farming country. Much of this area is tilled by the Amish, a religious sect whose style of living has changed very little in 300 years. The center of this area is **LANCASTER, PA.** (Pop. 57,693 — El. 377 ft.), an Amtrak stop. Woolworth's first store was opened in Lancaster in 1879.

The train arrives next in **HARRISBURG, PA.** (Pop. 68,061 — El. 358 ft.), where the two sections—one from New York and one from Washington—are coupled for the rest of the trip. The engines are changed, with diesels replacing the electric locomotives that have been pulling both sections.

Harrisburg is the state capital of Pennsylvania, and the capitol building and state office buildings are visible on the left as we leave the station.

We now cross the Susquehanna River on the Rockville Stone Arch Bridge. John Harris operated a ferry across this river in the 1700s, and Harrisburg was named for him. In 1785, however, the Executive Council of Pennsylvania changed it to Louisburg in honor of the French king. But the townspeople ignored the change and Harrisburg it remained.

Now the Broadway Limited enters the Allegheny Mountains. To follow the easiest grade, the tracks here run with the Susquehanna River and then the Juniata River. This ambitious rail route over the

