

= Broadway Limited =

The Broadway Limited was a passenger train operated by the Pennsylvania Railroad between New York City and Chicago . It operated from 1912 to 1995 . It was the Pennsylvania 's premier train , competing directly with the New York Central Railroad 's 20th Century Limited . The Broadway Limited continued operating after the Penn Central Transportation merger , one of the few long @-@ distance trains to do so . Penn Central conveyed the train to Amtrak in 1971 ; Amtrak discontinued it in 1995 . The train 's name referred not to Broadway in Manhattan , but rather to the " broad way " of the Pennsylvania 's four @-@ track right of way along a large portion of the route .

= = History = =

= = = Pennsylvania Railroad = = =

The Pennsylvania Special was one of nine express trains the Pennsylvania operated between New York City and Chicago . On November 14 , 1912 the Pennsylvania renamed it the Broadway Limited , to avoid confusion with the similarly @-@ named Pennsylvania Limited . The name , though spelled as " Broadway " , honored the Pennsylvania 's four @-@ track " broad way " main line . In the heavyweight era the Broadway Limited was an extra @-@ fare , all sleeper (no coach service) train with an open @-@ platform observation car at the end , such as Continental Hall and Washington Hall . The scheduled running time was 20 hours until it was reduced to 18 hours in 1932 . Further reductions took place between 1932 and 1935 , with the final heavyweight running time at 16 hours , 30 minutes .

On June 15 , 1938 , the Broadway Limited received lightweight streamlined cars to replace its heavyweight steel cars ; on the same day rival New York Central 's 20th Century Limited was streamlined . Raymond Loewy styled the new cars and the PRR GG1 electric locomotive as well as some streamlined steam locomotives for the Pennsylvania , notably the S1 and T1 Duplex drive engines . The Broadway Limited was one of four pre @-@ World War II Pennsylvania trains to receive such equipment ; the others being the General (New York ? Chicago) , Spirit of St. Louis (New York ? St. Louis) , and Liberty Limited (Washington ? Chicago) . Other Pennsylvania trains continued to use heavyweight cars until after the end of World War II . Most of the 1938 cars were built new by Pullman @-@ Standard between March and May of that year , but the diners , RPO and baggage cars were rebuilt from heavyweight cars by the railroad 's Altoona shops . The Broadway Limited was the only Pennsylvania train to be completely re @-@ equipped with lightweight sleeping cars before World War II . The train 's running time was further reduced to 16 hours .

In 1949 the PRR again re @-@ equipped the Broadway Limited with new streamlined equipment . The all @-@ sleeper train carried compartments , bedrooms , duplex rooms , roomettes for a single occupant and drawing rooms for three persons . The buffet @-@ lounge @-@ observation cars built by Pullman Standard were named Mountain View and Tower View . They had squared @-@ off observation ends , instead of the tapered or rounded ends in the 1938 version , and contained two master rooms with radio and showers .

Also introduced was a twin @-@ unit dining car and a mid @-@ train lounge car , such as Harbor Rest , described by a PRR brochure as " cheerful , spacious ... richly appointed for leisure with deep , soft carpets ... latest periodicals are in the libraries . " The February 1956 Official Guide listed the westbound Broadway Limited (train 29) consist as having fourteen cars normally assigned : nine sleeping cars between New York and Chicago , one additional sleeping car from New York continuing through to Los Angeles on the Santa Fe 's Super Chief , the twin @-@ unit dining car , lounge car , and observation car . The train departed New York at 6 : 00 p.m. Eastern Standard Time and arrived at Chicago the following morning at 9 : 00 a.m. Central Time .

The Broadway Limited was not immune to the decline in passenger rail transport , though it resisted longer than most . The 20th Century Limited began carrying coaches in 1957 . In late 1967 , when

the Illinois Central Railroad 's Panama Limited also began carrying coaches the Broadway Limited became the last " all Pullman " train in the United States , a distinction that did not last long . The Pennsylvania merged the Broadway Limited with the General on December 13 , 1967 . The train was one of the few long distance trains to survive the merger of the Pennsylvania and the New York Central Railroad into Penn Central .

= = = Amtrak = = =

Amtrak 's incorporators selected the Broadway Limited as the new company 's sole New York - Chicago route . Amtrak operated a Washington , D.C. section via Port Road Branch which separated at Harrisburg . In the 1970s the Broadway Limited experienced chronic lateness as the tracks it ran on degraded . Beginning in 1979 the route changed as tracks were abandoned and downgraded by Conrail , Penn Central 's successor . These changes included :

A minor re-route over the ex New York Central in Gary , Indiana in 1979 .

A major re-route over the ex Baltimore and Ohio Railroad (B & O) in Indiana and Ohio , due to Conrail 's desire to abandon part of the former Pittsburgh , Fort Wayne and Chicago Railway . This change took effect on November 10 , 1990 .

Amtrak discontinued the Broadway Limited on September 10 , 1995 , in the face significant funding problems . The Broadway Limited then earned \$ 6 million against costs of \$ 24 million . Amtrak replaced it with the all coach Three Rivers , which would in turn be discontinued in 2005 .

= = Equipment = =

Pullman Standard built the entirety of the equipment pool for the 1938 lightweight re-equipping , with the exception of two dining cars which were rebuilt in the Pennsylvania 's Altoona shops . The equipment delivered included eight 18 roomette sleeping cars ; two sleeper bar lounges ; four 4 compartment , 2 drawing room , 4 double bedroom sleeping cars ; two 13 double bedroom sleeping cars ; and two sleeper buffet lounge observation cars , including the famed Metropolitan View . The dining car seated 24 at tables (in both 1x1 and 2x2 configurations) and featured a small bar at one end with seating for two . The sleeper bar lounge included a secretary 's room , barber shop , shower bath , and a bar / lounge with both booth and chair seating .

The Broadway Limited received additional Pullman equipment in 1949 . This included Harbor Cove and Harbor Rest , sleeper bar lounges with three double bedrooms , and Mountain View and Tower View , sleeper buffet lounge observation cars with two master rooms and a double bedroom . The Broadway Limited received coaches for the first time in 1967 , when it merged with the General . Under the Penn Central the train carried " two or more coaches , two lounges , twin unit diner , and four sleepers . " This was better than most remaining passenger trains , which often had just two or three cars , but a far cry from the old days .

Amtrak singled out the Broadway Limited for special treatment and in 1972 completely refurbished its equipment , most of which was ex Penn Central , although former Union Pacific Railroad sleeping cars were also used . Amtrak also added a Slumbercoach to the consist . In 1974 Amtrak tried out rebuilt 6 bedroom , 8 roomette ex Rock Island sleeping cars , but their limited capacity reduced revenue . The Broadway Limited began receiving rebuilt Heritage Fleet cars in 1980 , and Amfleet coaches thereafter . 68 cars were rebuilt at a total cost of \$ 9 million .