



SCHEDULE of The Mercury between Chicago and Detroit

Effective November 12, 1939

Train No. 76—Eastbound—Daily

Station	Standard Time	Eastern Standard Time
Lv. Chicago (Central Station, 12th Street)	9:02 A.M.	9:02 A.M.
Lv. 63rd Street	9:10 A.M.	9:10 A.M.
Ar. Niles	11:54 A.M.	11:54 A.M.
Ar. Eastland	12:20 P.M.	12:20 P.M.
Ar. Battle Creek	12:46 P.M.	12:46 P.M.
Ar. Jackson	1:20 P.M.	1:20 P.M.
Ar. Ann Arbor	2:08 P.M.	2:08 P.M.
Ar. Detroit (Michigan Central Station)	2:45 P.M.	2:45 P.M.

Train No. 75—Westbound—Daily

Station	Standard Time	Eastern Standard Time
Lv. Detroit (Michigan Central Station)	5:09 P.M.	5:09 P.M.
Lv. Ann Arbor	5:37 P.M.	5:37 P.M.
Lv. Jackson	6:11 P.M.	6:11 P.M.
Lv. Battle Creek	6:59 P.M.	6:59 P.M.
Lv. Eastland	7:25 P.M.	7:25 P.M.
Lv. Niles	8:03 P.M.	8:03 P.M.
Ar. 63rd Street	9:28 P.M.	9:28 P.M.
Ar. Chicago (Central Station, 12th Street)	9:45 P.M.	9:45 P.M.

DETROIT AND CLEVELAND

No change will be made in the present schedule between Detroit and Cleveland, which is as follows:

Train No.	Direction	Station	Standard Time	Eastern Standard Time
76	Westbound	Lv. Detroit (Michigan Central Station)	5:50 P.M.	5:50 P.M.
76	Westbound	Ar. Lansdale	8:20 P.M.	8:20 P.M.
76	Westbound	Ar. Cleveland (Union Terminal)	8:50 P.M.	8:50 P.M.
75	Eastbound	Lv. Cleveland (Union Terminal)	7:45 A.M.	7:45 A.M.
75	Eastbound	Lv. Lansdale	7:54 A.M.	7:54 A.M.
75	Eastbound	Ar. Detroit (Michigan Central Station)	10:35 A.M.	10:35 A.M.

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THE NEW MERCURY

The very latest development in railroad trains, fully streamlined and air-conditioned, will be placed in service between Chicago and Detroit on November 12, 1939.

The Mercury is a famous name in railroading, made so by the New York Central's train between Cleveland and Detroit that was placed in service in 1936 and won an immediate and enthusiastic acceptance because of its many new features, luxurious furnishings and beautiful color scheme.

Now a brand new Mercury makes its bow, giving a finishing touch to the New York Central's fine service between Chicago and Detroit, and continuing the present service between Cleveland and Detroit.

Like its illustrious predecessor, this new Mercury has been built on the concept that a train can be as luxurious as a club and as comfortable. From end to end it is custom-made. Carpets and other fabrics, every piece of furniture, and all its china, silverware, and even its glassware, were made especially for it.

Henry Dreyfuss, noted industrial designer, working in close cooperation with the New York Central's Equipment Engineering Department, designed the complete interior and exterior of The Mercury, including the streamlined exterior of the locomotive. The New York Central's equipment engineers were responsible for the execution of the designs and also for working out all of the mechanical features of the train. The Mercury is one of the most notable contributions to travel luxury and comfort that the combined skill of engineer and industrial designer has yet produced. Its steel cars, although considerably lighter than

conventional standard equipment, are of full size, thereby providing ample space for all equipment and furnishings essential for the comfort and convenience of passengers. They seat 200 persons. Electric drinking water coolers are used exclusively.

From front to rear the train is made up of a combination passenger and baggage car, 4 coaches, a kitchen-pantry car, a full length diner, a lounge with semi-circular bar on one side, parlor and parlor observation cars.

All the cars, which have new and unusual floor plans and decorative treatments of outstanding beauty, are of round roof or "hurlback" construction. Windows and doors are set flush with the exterior walls.

The Mercury is drawn by a high-speed Hudson (4-4) type steam locomotive fully streamlined, of the same distinctive design as used on the Twentieth Century Limited. The locomotive and tender measure 17 feet long overall.

The streamlined structure over the smoke box has special access for lifting smoke and gases above the train. The tender is covered to conform with the contour of the boiler casing and the cab roof. This covering eliminates loss of fire and from the tender while running and causes greater cleanliness of operation.

Between engine and tender a radial boiler of spring and adjustable wedges keeps lost motion between two to a minimum. Driving wheels

THE LOUNGE CAR . . .

In keeping with the other cars of The Mercury, the lounge car is of a distinctive and unusual type. The semi-circular service bar is located midway of the car and is backed by a full length mirror.

THE PARLOR CAR . . .

Here again you find the large movable chairs, tables and reading lamps that give the informal and inviting atmosphere of home. The warm colorings of the cars, brown, rust and gold provide a restful background.

Hand baggage and coats are cared for in a space provided especially for the purpose.

THE SMOKING LOUNGE IN COACH . . .

The observation smoking lounge in each coach is equipped with a hand baggage rack, a reading lamp, a cigarette case, a pen and pencil holder, a pocket watch and a small table. The lounge is furnished with a full view of the passing scenery.

PARLOR OBSERVATION CAR . . .

This car was built to help passengers easily "observe." Its streamlined, oval end with unusually broad windows and seats facing outward makes it in every sense an observation car, where passengers may enjoy a full view of the passing scenery.

A special room at one end of the car is provided for checking hand baggage, coats and parcels.

Some Features that Make THE MERCURY the Most Distinguished Day Train in America

The Mercury is completely air-conditioned.

Has high speed, Hudson type steam locomotive equipped in new model, and new streamlined train.

Whole train, seats and steps are a unit—no un-ventilated duct between cars.

Spares between cars closed by a new design, "clean" connections.

Every car floor plan is new and individual in design and makes most efficient use of space, rather than of cars.

Special attention to cleanliness, especially in dining cars.

No kitchen in diner, which is divided into three rooms by two double doors and service pass-ways. Clean, simple, but beautiful, modern equipment throughout.

Compartments on dining food baggage cars and cars are provided in the lounge, parlor and parlor observation cars.

Seats in observation section have retractable foot rest.

Electric drinking water coolers provided throughout.

Coaches and coach compartments are equipped with overhead lights over each seat. Each coach has a completely streamlined walking passage for use of both men and women.

Plush seats and cushions of all uses thoroughly streamlined, upholstered, upholstered, chrome and nickel.

Furniture and fixtures of specially made. China, glassware and silverware are specially designed.

Wide passageways between cars. Doors and windows are set flush with exterior walls.

Radio sets installed on service in dark gray with blue and white.

Radio stations serve from point of maximum efficiency when sets in motion.

Observation compartment at forward end of each coach, with the smoke and gas high above cars.

Tender is covered and openings to contour of boiler casing and cab roof.

Locomotive has four type driving wheels, radiators, with cooling passages, with substantially no driving axle-truck and tender truck wheels, but no drive wheels.

Trucks under all cars equipped with roller bearings, steel frames and special drive shafts, with semi-enclosed axles and drive bearings or retractors for all gears.

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