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New york central mercury

MercuryTicket Cleveland MercuryOverviewService typeInter-city railStatusDiscontinuedLocaleMidwestern United States First service for a trip on July 15, 1936 Last serviceTem 11, 1959New operator(s)New York Central RailroadRouteStartChicago, Illinois (1948, complete circuit)EndCleveland, Ohio (1948, complete circuit)Service frequencyDailyTrain number(s)75 westbound / 76 eastboundOn-board servicesSeating regulationsSeating regulationsCateringDining facilitiesCateringDining service; buffet-lounge carObservation facilitiesParlor carTechnicalTrack gauge4 ft 8 1⁄2 in (1,435 mm)Chicago Mercury Illinois IndianaIndianaMichigan Kalamazoo Battle Creek Jackson Ann Arbor 0.00 Detroit MichiganOhio 58.0 Toledo 164.6 Route map via Cincinnati Mercury Mercury in Cleveland Cincinnati Legend mi Chicago center used by New York Central Railroad di day liner passenger trains operating between western cities for a family. Mercury train sets were designed by renowned industrial designer Henry Dreyfuss and are considered an important example of aerodynamic Moderne design. Mercury's success led Dreyfuss to receive commission in 1938 for the redesign of NYC's flagship 20th Century Limited, one of America's most famous trains. The first daily round trip between Cleveland and Detroit, Mercury, was introduced on July 15, 1936. [1] [2] [note 1] The Chicago Mercury followed, between Chicago and Detroit, and the Cincinnati Mercury, Cincinnati and Detroit. [5] The Mercurys lasted until the 1950s, and the last survivor, the Cleveland Mercury, was nominated for the last time on July 11, 1959. [6] The fourth train, James Whitcomb Riley between Chicago and Cincinnati, used the same design for the train sets and is considered part of the Mercury family, but did not carry the Mercury name. Riley entered in 1941 and lasted until the Amtrak era. [7] In the mid-1930s, Design Launched an experiment to improve passenger traffic in New York Central, the Mid-West. The goal was a new aerodynamic service focused on speed and innovation. Mercury, the name of the god of roman newsmen, was chosen in the name of speed; the name was made public on May 14, 1936. [9] The new train was marketed as [10][11] (not to be confused with the General Motors concept train of the same name in the 1940s) and reflected the importance given to innovation. In 1934, Dreyfuss attracted the attention of New York Central with his modern design for the Commodore Vanderbilt locomotive. [12] This was his first railway design; He was best known for his work on consumer products such as telephones, fountain pens and vacuum cleaners. In 1935, the Center asked him to buy the new project. Here's a description of how the plan was developed: Final designs approved... they crossed so many lines when the bid was extinguished for their prices that the project was cancelled. It was a heavy blow when I got the bad news, because the trains were a huge effort for our office. I decided to take the rest of the day off and took a train for the country. On the way, touring Mott Haven's railroad shipyards, I saw the answer. I got off the train, went back to New York, and suggested to the central president that some used cars in the garden be converted. Of these, successful Mercurys were built in a quarter of the original figure. Mercury has been named a turning point in railway design. They were integrated into everything from the first aerodynamics, inside and outside, to dinner in China, made as a unit. [13] The first carriages of the train were rebuilt from commuter commuter buses, which Dreyfuss saw not being used. [14] Locomotive and an Outer Mercury Hudson locomotives have the most attention to Dreyfuss's railway designs, locomotives, so much so that their work on passenger cars is often completely ignored. For Mercury, she achieved an aerodynamic look by covering the outer pipes, warmth and other parts in a smooth bathtub body. The edges of the hood were cut to show the driving wheels. ... Drivers sport aluminum painted centers with a black tape separating aluminum wheels and rubber aluminum discs. Dreyfuss had three 50 watts and two 15 watt lamps installed under cowlng on both sides to illuminate drivers and bars. The night effect was the most striking. [15] [16] The lights illuminating the driving wheels were a new concept and are claimed to be the first day of its kind. [17] Mercury trains also included roller bearings in their axes[10], which helped them reach speed limits of 80 mph (130 km/h), but also made it difficult for them to stop. [18] Although its speed in service was limited to 80 mph, the train's top speed was reported to be more than 160 mph (160 km/h). [19] Unlike some of Dreyfuss's contemporists, he is said to be not a stylist: he has applied a scientific approach to common sense and design issues. However, Dreyfuss can only be seen from the treatment he made of driving wheels that were not above attention to stylistic, non-functional details. The exterior of locomotives and vehicles was medium gray with brushed aluminum flooring. On both sides, passenger cars displayed the Mercury logo in the form of a white medallion, showing the traditional representation of god Mercury with winged containers and sandals. [20] For inner Mercury, Dreyfuss approached the design of the train as an integrated whole, internal and exterior, to the locomotive rear observation vehicle. His goal was to recreate the atmosphere of a private club. [21] His main concern this tip was to reduce the hard uniformity and long, narrow form of the conventional railway car. [22] Although each car was functionally separate. Dreyfuss's design minimized divisions between cars. He did this partly by having interior sections that covered car boundaries. For example, the bus section consisted of the rear, second whole and third front of the first car. The kitchen was behind the third, and the dining room was in the car below. He also tried to integrate cars with the design of vestibules. [10] Each vestibule was semi-circular and widened the passageway between cars to 1.60 meters (5 feet, 3 inches). The intended effect, when the cars merged, was like a single circular room, a miniature rotunda. [23] Fabric and rubber bumpers between cars and bogie springs were also added to reduce vibrations. [10] In automobiles, Dreyfuss applied several techniques to break up space and make it less linear. In the second car, for example, the seating rows were cut, placing two pairs of seats facing each other along the aisle in the middle of that bus section. Similarly, in the sixth, a saloon car, he broke the seating in two sections with a small private compartment, six seating, between them. There were three sections in the dining room. Two of them were conventional seating, but the middle section read tables with two people sitting next to each other, facing the middle corridor. The dining car also had a small lounge section, six seating, for people waiting to sit down. [24] Dreyfuss also innovated the round-tip observation vehicle, a common skill of the leading trains of the time. To maximize appearance, it allowed 1.23 m (four-legged) high windows, bringing down thresholds in the observation area by 30 cm (12 inches). Instead of sitting around the walls, he placed the seating in the center, facing out towards the windows. There was a banquet for three people looking both way and two looking back. With an extra touch, a speedometer was built inside the central banquet, a reminder of what the Centre's marketing speed is like with Mercury. [23] The train's vestibules front hall car Rear saloon car Section Dining car another part of the dining car another part of the lounge car another part of the train's smoking hall A bus vagonoriginal train set full train original in 1936, The Dreyfuss-designed Mercury train set consisted of nine cars:[25] Luggage/Bus Luggage compartment Cigarette compartment - capacity 12 Coach section - capacity 40 Coach section - capacity 48 Cigarette compartment - capacity 12 Coach/Kitchen Coach section - capacity 18 Kitchen Kiler Dining Room in 3 sections - capacity 56 Waiting room - capacity 6 Coach (added after opening runs) Coach section - capacity 56 Coach after the opening laps) Bus section - capacity 56 Hall Hall section bar - capacity 31 Hall Hall section - capacity 14 Private compartment - capacity 6 Hall section - capacity 11 Hall/Observation Hall section - capacity 26 Observation section - capacity 11 Cars modified for Mercury service in New York Central's Beech Grove, Indiana, stores; The first train running on test tracks reached 93 mph (150 km/h) in June 1936 on a 200-mile stretch between Indianapolis and Sheff. [27] [28] For the show in early July 1936, two buses between food and lounge cars were neglected. [3] [10] Named trains, routes Cleveland Mercury, 75-westbound/76-eastbound, Detroit-Toledo-Cleveland[29] Chicago Mercury, 375-westbound/376-eastbound, Chicago-Kalamazoo-Jackson-Detroit Cincinnati Mercury, 421-westbound/424-eastbound (401/402 last 1956-1957 years), Cincinnati-Dayton-Columbus-Cleveland Operation Opening Mercury trainset in late June and early July 1936 an exhibition tour throughout the New York Central system was taken. [10] [19] The train was exhibited and chrstened in Indianapolis on June 25[30] and made exhibition stops from Indianapolis to New York, and was exhibited for two days at Grand Central Terminal on June 28 and 29. [32] In Chicago, it is estimated that about 17,250 people viewed the train in one day while it was on display at LaSalle Street Station on July 6. [33] Revenue service began on July 15, 1936, just one stop between the cleveland Mercury's two extremes. [1] [2] [3] In September 1936, New York Central found that the new Mercury service did not affect horse riding on other trains it operated between these two cities. [34] It became so popular that in October 1939 another train was built and displayed in Indianapolis; [35] it was built for the Chicago Mercury and was regularly commissioned on November 12, 1939. [36] These two sets of trains served both the Cleveland Mercury and Chicago Mercury service, but the schedule was such that a set of trains began the day in Cleveland, ran to Detroit as the Cleveland Mercury and ran from Detroit to Chicago as the Chicago Mercury, while the other set ran backwards (the eastbound Chicago Mercury came to Detroit after its westbound counterpart left, so NYC would need an extra set of trains if it hadn't set between trains). The Cleveland run was on a 2:50-hour program, and the Chicago run was 4:45. [36] James Whitcomb Riley was introduced on April 28, 1941, in a 5:15-hour program between Cincinnati and Chicago. He was named after the popular poet for his relationship with Indiana and Americana. The equipment was basically the same as other Mercurys, although it was an all-coach train. Cincinnati Mercury, running between And Detroit put Riley in service at 6:30. After World War II, Mercury trains were re-equipped with new light cars. [14] In February 1950, the westbound Detroit-Chicago Mercury was suspended due to a coal shortage, and its eastbound lying-going lying lying in service. The cancellation was the result of an interstate trade commission order on all railroads that still use coal-fired locomotives to reduce services. [39] The service was restored on the westbound route in March 1950. [40] Mercury has been touted as one of six eligible passenger trains between Detroit and Chicago (along with Wolverine, Michigan, Twilight, Motor City Special and North Shore Limited) as departure and arrival times have become best suited for you. [41] Mercury operated trains at speeds of 80 mph (130 km/h) during his service career. [42] The Cincinnati Mercury was eliminated in October 1957. [43] The Chicago Mercury was eliminated in April 1958. [44] The Cleveland Mercury was stopped on July 11, 1958. Riley was held even though he was no longer an aerodynamic. In 1971, Amtrak teamed Riley with George Washington of the Chesapeake and Ohio Railroad. The combined service was renamed Cardinal in 1977, which still works to this day. Accidents and incidents As trains regularly work at speeds of 75-80 mph (121-129 km/h), accidents occurred at the crossings along their routes. Mercury's first run between Detroit and Cleveland involved a collision that killed the driver of the car. [45] In another accident in Michigan in 1940, the train crashed into a vehicle at the gate, completely destroying the car and killing the driver; Debris was pushed about 1.2 km (3.4 miles) from the crash location. [46] In another incident in Ohio in 1938, he was hit by a truck passing a Mercury train and thrown a few hundred yards from the crash site. [47] Mercury was also used in a suicide attempt in Niles, Michigan, in December 1940. [48] In 1958, all incidents of a gate, such as the stopping of a car on the track in front of Mercury near Millbury, Ohio, led to death; The driver and passenger of the car were only able to jump before the passenger's coat was caught and ripped off. [42] The Railroad's Commodore Vanderbilt shared part of the route with Mercury in Ohio. This was a factor in the 1938 collision in which Mercury hit a vehicle at an intersection, then stopped to investigate; As Mercury was stopped, Commodore Vanderbilt, just 5 minutes behind Mercury, collided with the rear of Mercury, injuring at least 50 people, some seriously. [49] [50] When the Vanderbilt engineer applied the brakes Changed in front of him, but wet rails were attributed as the reason for the wheel's shift preventing Vanderbilt from coming to stop. [51] [52] This was one of the few major passenger trains in the United States in 1938, in which only 10 passengers died on the country's main rail systems over a three-year period. [53] Mercury was also affected by other events in the system, such as the derailment of 22 carriages of a freight train in Ceynlyn, Ohio, on July 25, 1957. The scene of the derailment was violent enough to divert all of New York Central's major passenger trains over a lesser-used branch line to survive the crash. 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