# NRHS Bulletin

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Above right, Northern Pacific Railway Slumber-coach **Loch Long** was photographed at Chicago in March 1968. Originally built as Sleepland for the Baltimore & Ohio in 1959, it also wore the colors of NP, Burlington Northern and Amtrak.

Paul Kutta

Right, some Budd Company brochures and sales material originally referred to the car as a "Siesta Coach" but even then, as seen here, the illustration of Burlington's Silver Slumber carries the Slumbercoach name.

Collection of R. L. Eastwood, Jr.





# The Budd Slumbercoach Brings Economy to Pullman Passengers

## by Tom Smith

merica's railroads and their suppliers endeavored to combat the decline in passenger boardings in the 1950s by efforts that were aimed more at reducing expenses than increasing revenue, and were phenomenally unsuccessful, such as the Aerotrain, Xplorer, and so forth. But one innovation from that period succeeded at both, and that was the Budd-built Slumbercoach.

In my opinion, the Slumbercoach was the most innovative development in passenger railroading in the postwar period, save the Vista Dome. More than just updating existing technology, it gave long-distance passengers a totally new

kind of accommodation and a reason to ride the rails, as well as giving the carriers one of their few competitive edges against the growing competition. Unfortunately, not enough of them were built to make much difference.

The Slumbercoach featured both single and double types of rooms. Double rooms were about the size of a standard roomette, with two seats facing each other, and a hinged upper berth above, similar in arrangement to an Amtrak Superliner standard bedroom. At night, the seats folded down, and two doors behind the seats opened to form a bridge on which the bedding was placed. The upper berth

folded down. The single room provided a seat for day use that also folded out of the way at night, and again two fold-down doors formed a platform on which bedding was rolled out from one of the wells to form the bed. The bedding was pre-made by the porter, and the passenger was given instruction to prepare his own room for sleeping, although the porter was always available to help. Each room had its own fold-down wash basin and a toilet. Single rooms were in a duplex arrangement to conserve space, with slightly different arrangements for the berths in the upper and lower rooms. The bed in the lower room was just above the



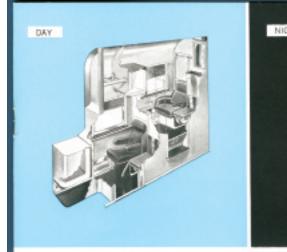


Siesta Coach is standard length (851) and of conventional cross section. Capacity, forty passengers.



Siesta Coach floor plan, Interior finish is largely molded plastic. Floors are rubber tile.







The rooms are duplexed, the "A" rooms two feet higher than the "B" rooms. These extensity views show them for both day and night occupancy.

Left, Budd Company cutaway views illustrate the single (above) and double (below) rooms and their facilities for both day and night service.

Below, an enthusiastic model poses in an economical-but small-Slumbercoach room. It certainly was worth every penny of the modest charge to avoid sleeping in a coach seat all night!

Collection of R. L. Eastwood, Jr.





Cataway views at room offering double accommodations, day and night.

### ENTHUSIASTIC PASSENGER REACTION

The ears, called "Situation could" by the Burkington, first saw service on the time Deriver Zephys, at a seasonal low point in the traffic curve. Yet, even then, they enjoyed a load factor of more than NUL. In their list lice ments they carried more than too thousand guompers.

toe thousand guserngen.

Passogers, askod to fill our a brief specificiousairs, overwhelmingly produced the accountedation. Passibly the most significant regione such a surveit to fin question: Did it come up to your expectations? Time after time, the answer nest: "Escooled thrus."

They had exacts remove with primary. Security. The decreey of personal solid facilities. And they could unders and lie

down in a bad to rost, read or sleep.

Opposite page, while Budd Company material refers to Siesta Coach, these are the cutaway, side elevation and floor plans showing the final Slumbercoach product. Typical Pullman all-room cars carried as many as 22 passengers, but the thrifty Slumbercoach carried 40 overnight guests.

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floor, while the upper room bed was just above the window. Interiors were formed of two sections of molded pink fiberglass, and had two reading lights and chrome handrails.

Slumbercoach passengers did not enjoy luxury. Seats were small, the beds narrow, and there was little legroom in which to stretch out. But they did have privacy, and a real bed in which to sleep. Most of all, they could save money. A Slumbercoach passenger paid only a small room accommodation charge on top of a coach ticket.

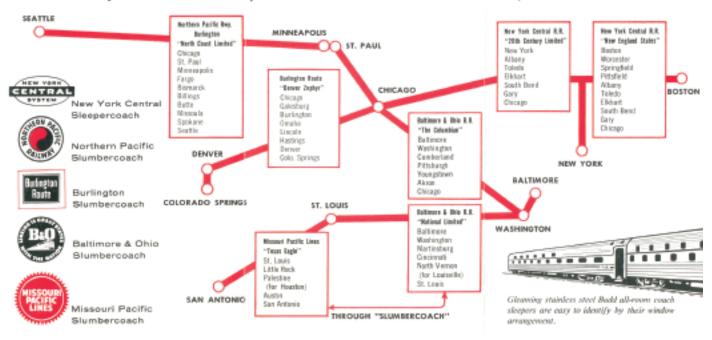
A wonderful way to

The decline in long-haul passenger traffic following World War II hit Pullman travel quickly and especially hard. Although coach travel held on due to its economy, Pullman traffic was adversely affected

not only by its inability to compete with the airlines on speed, but also by high cost. For example, in 1956 a Baltimore & Ohio passenger would pay \$27.21 to travel between Washington and Chicago in a coach seat, but a roomette would have cost \$48.63, including a \$12.40 Pullman accommodation charge on top of a \$36.23 first-class rail ticket. After the Slumbercoach was

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### Travel by all-room coach sleepers Coast to Coast . . . the Middle West, Colorado and Texas



Above, the chart shows early Slumbercoach assignments and routes. The New York Central called its cars "Sleepercoaches" while none of the operators referred to their equipment as a "Siesta Coach". Interestingly, the Burlington's car No. 4900 (built 1956) was named **Silver Siesta**!

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Below, the Burlington proudly calls attention to new Slumbercoach service on the American Royal Zephyr between Chicago and Kansas City. The CB&Q's fleet leader Denver Zephyr offered Slumbercoach service for a number of years.

Collection of R. L. Eastwood, Jr.



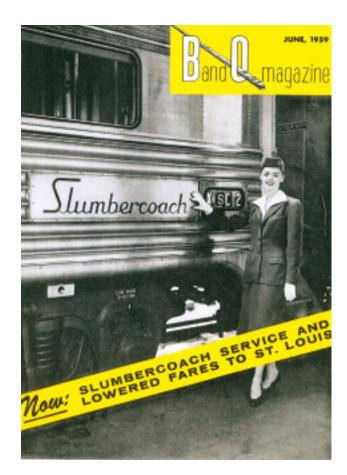
introduced, a traveler would pay only the \$6.00 accommodation charge above the coach fare, about two-thirds the cost of a standard roomette.

Most standard lightweight Pullman sleepers could accommodate 22 passengers. Because of the compact nature of the Slumbercoach design, a fully occupied Slumbercoach could accommodate 40 passengers, giving the railroads virtually the same revenue-producing ability as the long distance 44-seat coach, and allowing the passenger to pay the cheaper coach fare instead of the first-class rail fare. The Slumbercoach was aimed at a market the railroads were rapidly losing: the passenger who wanted to take the train for convenience or safety, did not want to sit up all night in a coach, and did not desire - or wish to pay for - first-class Pullman service. Slumbercoaches

proved immensely popular wherever they were introduced, bringing in new business while retaining the old, until they made their last runs for Amtrak in the mid-1990s.

It is a testimony to the genius of Budd Company designers that they recognized the need for an economical private room before carbuilders were inundated with new orders for passenger equipment after World War II. One can see the origins of the Slumbercoach in the "Budgette," a design for a singlepassenger small duplex room that was announced in hopeful terms in the 1946 Car Builders Cyclopedia: "In these remarkable rooms Budd answers the most insistent request of passengers – the demand for privacy at low cost. At the same time it supplies an important need of railroads - better and more salable accommodations with high capacity per car...The Budgette is compact,

# New York Central's All-Room Sleepercoach Economical private-room travel for you and your family SLEEPERCOACH 10819



Above, the New York Central promoted Sleepercoach service for the entire family.

Collection of R. L. Eastwood, Jr.

Above right, the cover of B&O's company magazine of June 1959 shows off the new Slumber-coach service to St. Louis. B&O also offered Slumbercoaches between the East and Chicago on the **Columbian**.

Below right, the Missouri Pacific had a nice advertisement for its "Sleep 'n' Save" Slumber-coach service.

Collection of Paul Kuta

yet each room has a comfortable seat by day; a full-length pre-made bed for sleeping. Each has its own toilet and lavatory, its own broad window and luggage rack."

The proposed Budgette car would have 32 duplex rooms, all singles. Cut-away diagrams show that the rooms were arranged very similarly to Slumbercoach rooms in the way the upper and lower room beds folded out. One noticeable difference is that Budgette rooms faced each other, but did not connect, so that half the passengers would always be riding backwards.



However, when Budd's antitrust suit against Pullman ended in victory for the Philadelphia carbuilder, they were swamped with new orders for standard Pullman cars and the Budgette car was never built. It would take ten more years for the debut of the Slumbercoach.

The first four Slumbercoaches were delivered to the Burlington in late 1956 as part of two completely new Budd-built trainsets that would replace the original 1936 articulated **Denver Zephyr** trainsets. Each Slumbercoach had 24 duplex single rooms and eight double rooms. Two cars were assigned to each trainset, one operating to

Denver and the other continuing to Colorado Springs, in a through-car arrangement handled beyond Denver by D&RGW's **Royal Gorge**.

In 1958, two more Slumber-coaches were delivered to the B&O and assigned to the Columbian between Baltimore and Chicago. It is interesting to note that after the all-coach Columbian and all-Pullman Capitol Limited were combined, the Slumbercoach became part of the coach train.

Budd must have thought it had a winner in the Slumbercoach, but orders were not coming in from the railroads, which apparently lacked the faith in the long-distance mar-

ket that Budd had. Budd built the final 12 Slumbercoaches in 1959. which enjoyed the distinction of being the last new Pullman cars built. (See Table 1) These 12 cars were leased to the railroads on which they ran, saving the railroads a capital expenditure. Three cars went to the B&O, which assigned them to the Baltimore-St. Louis National Limited. A single car went to the Missouri Pacific, which in conjunction with the three B&O cars inaugurated a through Slumbercoach between Baltimore and San Antonio, using the Texas Eagle beyond St. Louis.

Four cars were leased to New





Above, Chicago, Burlington & Quincy Slumbercoach No. 4903 **Silver Repose** is seen complete with skirts in Chicago, Ill. on April 11, 1970.

Owen Leander, Collection of R. L. Eastwood, Jr.

Left, in 1971 **Silver Repose** became a Burlington Northern car and by 1981 had found its way to Amtrak. It is seen at Miami, Fla. in May 1988, its skirts long gone!

Paul Kutta



Above, an ex-Northern Pacific Slumbercoach spoils the matched livery of Amtrak's consist for the early p.m. westbound No. 25/31 North Coast Limited/Empire Builder. This Chicago scene dates from May 1971.

Paul Kutta

At right is a view of NP Slumbercoach 326 **Lock Leven** in Chicago on June 27, 1970. The car became Amtrak 2025 and then 2088 when converted to head-end power.

Owen Leander, Collection of R. L. Eastwood, Jr.



York Central, which assigned two to each consist of the Twentieth Century Limited. NYC had ended Pullman operation on intra-line sleeping cars a year earlier, so those four cars were not operated by Pullman as the others were. Finally, the remaining four cars went to the Northern Pacific, which assigned them to the North Coast Limited. It took five cars to equip the **North** Coast Limited, but an arrangement with partner Burlington allowed one of the Denver Zephyr cars to cycle to Seattle in a pool that saved one car.

New York Central, which in the late 1950s was rapidly retrenching in the passenger business and sell-

ing scores of surplus Pullman cars to Canada and Mexico, must have been impressed by the public's acceptance of the "Sleepercoach," as NYC called it, and added ten more cars to its fleet in 1961. To save the expense of buying new cars, these ten cars were created by sending surplus Budd-built 22roomette sleepers back to Budd where the interiors were stripped and Slumbercoach interiors installed. In order to make as much use of the existing windows as possible, the converted cars featured ten double rooms and 16 singles. Twelve of the singles were duplex rooms nearly identical to those in existing Slumbercoaches, but four

of the single rooms used existing windows and were on a single level, giving the passenger more room. I tried to request those rooms when I could.

The NYC assigned its new cars to runs serving Boston, Detroit, Cincinnati, and Cleveland, and aggressively promoted the service. In 1964, all 12 of the leased cars were sold to Northern Pacific, which added them to their secondary train, the **Mainstreeter**. This event brought the four NYC cars under Pullman operation, and they were given names. A year later, two of the former NYC cars were transferred from NP to the Burlington, most likely to better balance the



NP Slumbercoach No. 335 Loch Arkaig is seen on Burlington Northern at Ellensburg, Wash. on July 3, 1971. This scene has the NP car sandwiched in between two Great Northern coaches. Loch Arkaig was originally New York Central 10802 (built in 1959) and was operated by Amtrak until 1982.

W. L. Hammond, Collection of R. L. Eastwood, Jr.

pool. NYC covered the loss of the Slumbercoaches from the Century by shuffling the Cincinnati cars from the Ohio State Limited. Through Slumbercoach service ended to San Antonio with the loss of the B&O and MP cars, but B&O substituted their 1954 Buddbuilt 16 duplex roomette-4 double bedroom "Bird" cars (named Gull, Wren, Thrush, etc.) on the National Limited as "Slumber Room cars" for which a slightly higher accommodation charge was added to a coach fare. These cars benefited passengers, especially those in double bedrooms, who had the same accommodations as those in standard sleepers paying first class fares.

Other railroads met Slumbercoach competition by charging coach fares in standard Pullmans. Union Pacific used a pair of Pennsylvania Budd-built 21 roomette cars in 1956, called them "Slumbercoaches" and assigned them to the City of Denver. Missouri Pacific also met the Slumbercoach challenge in the Denver market by assigning three heavyweight 8 section-1 drawing room-3 double bedroom "Thrifty-T-Sleepers" to the Colorado Eagle. Those shortlived experiments did not generate much revenue for the carriers, and the ineffective use of the Slumbercoach concept must have frustrated Budd salesmen, but passengers who used those competitors' services enjoyed standard Pullman accommodations at a great discount.

The unfortunate part of the Slumbercoach story is that it arrived too late. By the latter 1950s most railroads had little hope for the future of long-haul passenger trains, and those still promoting passenger service had a surplus of sleeping cars and were not inclined to buy more. Still, it is interesting to speculate on what might have been. It is surprising that the Florida railroads, especially long-time Budd customer Seaboard, did not order Slumbercoaches, as it would seem to be a market ideally suited for them. Perhaps there was a reluctance by partners RF&P and PRR to join in. The PRR would also have made an ideal candidate. It could have met the B&O/NYC competition by adding Slumbercoaches to the General, for instance, and they also would have been good on Pittsburgh runs or the Washington-Boston Federal, as well as forming a pool of cars that could rotate to Florida out of both New York and Chicago. Furthermore, the PRR could have obtained a fleet of Slumbercoaches the same way NYC did: by converting their underutilized fleet of fifty 21-roomette cars built by Budd in 1949. One might also expect to see Slumbercoaches on the California **Zephyr**, not only because CB&Q was its principal partner, but also because it had only recently used 16-section cars that catered to an economy-oriented tourist market. Again, resistance by weaker partners D&RGW and WP to go along may have been involved. Another potential customer could have been the Santa Fe, where they would have fit in on the Grand Canyon or overnight runs to Kansas City and Texas.

I have spent many nights in Slumbercoaches, feeling that they were comfortable enough, and the savings allowed some rail travel that might not otherwise have been made. But when I tried using a Slumbercoach for a Seattle-Chicago trip on the North Coast Limited, I quickly concluded that Slumbercoaches were not meant for long trips! The compact Slumbercoach design which I had admired turned out to be too compact after two days. That was enough for me; my next trips to the Northwest were on the **Empire Builder** in standard Pullman roomettes. (I could never picture a Slumbercoach on the Empire Builder!) I continued using Slumbercoaches on shorter





Above, BN Slumbercoach No. 333 Lock Tay is at Denver, Colo. in June, 1973. The car later became Amtrak No. 2088.

Collection of R. L. Eastwood, Jr.

Left, former New York Central No. 10814 was transferred to Amtrak as No. 2050 with its original name, **Monroe Harbor**. We see it departing Paoli, Pa. in May 1995.

Paul Kutta



Left, Amtrak No. 2029 is pictured at Jacksonville, Fla. in 1980. The Slumbercoach was originally built in 1959 as Baltimore & Ohio No. 7702 **Restland** and was later Northern Pacific No. 330 **Loch Katrine**.

Bill Folsom, Collection of R. L. Eastwood, Jr.

overnight trips, although I must admit that as I grew older (and maybe a little heavier) I began to find them more claustrophobic.

When Amtrak took over in 1971, the only Slumbercoach-equipped train it continued running was the Denver Zephyr. But Amtrak did acquire all of the Slumbercoaches except for three of the NYC rebuilds that had been wrecked and scrapped, and the two B&O cars sold to High Iron Company in 1969 which Amtrak eventually acquired too, in 1982. Amtrak quickly realized the Slumbercoach potential, and deployed them where they were most effective. After a brief assignment on the Empire Builder, all the Slumbercoaches were soon brought to the east where they were used on the Broadway and Lake Shore Limiteds, as well as where they should have been all along, the Florida trains. They also ran for a while on the Montrealer and Night Owl. (see Table 3). Even after Amtrak abolished the two-class ticket in favor of a single-class rail fare, Slumbercoach accommodation charges were still a bargain, about 25 percent of roomette charges. Slumbercoach passengers did not receive free meals when Amtrak included meals with sleeping car tickets.

Amtrak eventually converted all its Slumbercoaches to head-end power, and in a nice touch at that time restored the original Harbor-series names of the NYC 22-roomette cars to the former NYC Slumbercoach rebuilds. Although still popular, the Slumbercoach did not fit in with Amtrak's future equipment plans, which did not include a three-class service. Slumbercoaches ran to the very end of Heritage-car equipped trains. I'm not sure when the last Slumbercoach run was made; it might have been on the Broadway Limited when it was discontinued in 1995. My last Slumbercoach trip was on that train in 1994.

Table 1 is a compilation of all



Look closely and you will see that the fourth car in Amtrak's eastbound **Broadway Limited** is a Slumbercoach. The train is crossing the Susquehanna River near Harrisburg, Pa., on the famous ex-Pennsy Rockville Bridge in June 1984.

Paul Kutta

Slumbercoaches, including the 18 new cars and ten NYC rebuilds, giving the name and numbers assigned by their owners. B&O and CB&Q assigned non-geographical names (Restland, Thriftland, Silver Siesta) and NP gave its cars the names of Scottish lochs, perhaps an allusion to the thrifty nature of those people. Pullman Floor Plan 9540 was assigned to all the 24-8 Slumbercoaches; the NYC rebuilds never had a Pullman plan number, since they were never operated by Pullman after rebuilding.

Table 2 tabulates the history of each of the 28 Slumbercoaches from the time they were built or rebuilt through their last Amtrak identity. (NYC cars 10811, 10813 and 10819 were scrapped in 1968). The Pullman Car Code number was an identifying number assigned car that remained unchanged through the car's history, and is used as a unique identifier to indicate a single car with different identities. Slumbercoaches survived mergers and renumberings, the last of which occurred when Amtrak rebuilt them to headend power.

Table 3 is a summary of Slumber-coach assignments, from 1962, when

all cars were in their original service, and 1965 after NP acquired its additional cars. Amtrak moved cars around quite a bit, and the Amtrak list is based on a review of selected Amtrak timetables over the years. Some Amtrak assignments were very brief, and this list may not include all the trains on which they were used but is a representative sample of how Amtrak deployed the cars.

The Slumbercoach has passed into rail history. It deserves recognition for its innovation and longevity through several owners. I owe a personal tribute, though. On board the Broadway Limited, returning from a couple of days of railfanning in Chicago, I used the occasion of a power failure to start a conversation with the attractive young woman across the aisle from my room in Amtrak Slumbercoach 2006. She told me her name was Karen Smith. How convenient I thought. We have now been married for many happy years, all thanks to a Budd Slumbercoach.

This article originally appeared in The Transfer Table official publication of the Wilmington Chapter NRHS.

Table 1 Slumbercoaches as Built or Rebuilt

Car Code	Car Name	Car Number	Status	Plan Number	Date Built	Lot Number	Owner	Date of Change
7131	Slumberland	7700	LTP	9540	1958	9691	В&О	
1936	Dreamland	7701	LTP	9540	1958	9691	В&О	
6507	Restland	7702	LTP	9540	1959	9691	В&О	
7132	Sleepland	7703	LTP	9540	1959	9691	В&О	
7376	Thriftland	7704	LTP	9540	1959	9691	В&О	
7126	Silver Siesta	4900	LTP	9540	1956	9691	CB&Q	
7127	Silver Slumber	4901	LTP	9540	1956	9691	CB&Q	
7124	Silver Rest	4902	LTP	9540	1956	9691	CB&Q	
7123	Silver Repose	4903	LTP	9540	1956	9691	CB&Q	
7133	Southland	699	LTP	9540	1959	9691	MP	
5357	Loch Sloy	325	LTP	9540	1959	9691	NP	
5358	Loch Leven	326	LTP	9540	1959	9691	NP	
5359	Loch Lomond	327	LTP	9540	1959	9691	NP	
5360	Loch Ness	328	LTP	9540	1959	9691	NP	
4207		10800		PS24-8	1959	9691	NYC	
4208		10801		PS24-8	1959	9691	NYC	
4209		10802		PS24-8	1959	9691	NYC	
4210		10803		PS24-8	1959	9691	NYC	
1926		10810	RBLT	PS1610	1949	9661	NYC	1961
2251		10811	RBLT	PS1610	1949	9661	NYC	1961
2405		10812	RBLT	PS1610	1949	9661	NYC	1961
3376		10813	RBLT	PS1610	1949	9661	NYC	1961
4798		10814	RBLT	PS1610	1949	9661	NYC	1961
6844		10815	RBLT	PS1610	1949	9661	NYC	1961
7285		10816	RBLT	PS1610	1949	9661	NYC	1961
7292		10817	RBLT	PS1610	1949	9661	NYC	1961
7478		10818	RBLT	PS1610	1949	9661	NYC	1961
7923		10819	RBLT	PS1610	1949	9661	NYC	1961

### Abbreviations:

LTP leased to Pullman RBLT rebuilt

MERG merged S/T sold to

**S/LP** sold and leased to Pullman R/N renamed

HICO High Iron Company

Table 2 Individual Slumbercoach Car Histories

Car Code	Car Name	Car Number	Status	Plan Number	Date Built	Lot Number	Owner	Date of Change
1926		10810	RBLT	PS1610	1949	9661	NYC	1961
1926		4200	MERG	PS1610	1949	9661	PC	1968
1926		2000	S/T	PS1610	1949	9661	AMT	1971
1926	Dunkirk Harbor	2052	R/N	PS1610	1949	9661	AMT	1982
1936	Dreamland	7701	LTP	9540	1958	9691	В&О	
1936	Dreamland	7701	S/T	(9540)	1958	9691	HICO	1970
1936	Dreamland	2097	S/T	(9540)	1958	9691	AMT	1982
2251		10811	RBLT	PS1610	1949	9661	NYC	1961
2405		10812	RBLT	PS1610	1949	9661	NYC	1961
2405		4202	MERG	PS1610	1949	9661	PC	1968
2405		2001	S/T	PS1610	1949	9661	AMT	1971
2405	Fairport Harbor	2051	R/N	PS1610	1949	9661	AMT	1982
3376		10813	RBLT	PS1610	1949	9691	NYC	1961
4207		10800		PS24-8	1959	9691	NYC	
4207	Loch Tay	333	S/LP	9540	1959	9691	NP	1964
4207	Loch Tay	333	MERG	(9540)	1959	9691	BN	1970
4207	Loch Tay	2031	S/T	(9540)	1959	9691	AMT	1971
4207	Loch Tay	2089	R/N	(9540)	1959	9691	AMT	1979
4208		10801		PS24-8	1959	9691	NYC	
4208	Loch Rannoch	334	S/LP	9540	1959	9691	NP	1964
4208	Loch Rannoch	1489	MERG	(9540)	1959	9691	BN	1970
4208	Loch Rannoch	2032	S/T	(9540)	1959	9691	AMT	1971
4208	Loch Rannoch	2082	R/N	(9540)	1959	9691	AMT	1979
4209		10802		PS24-8	1959	9691	NYC	
4209	Loch Arkaig	335	S/LP	9540	1959	9691	NP	1964
4209	Loch Arkaig	335	S/LP	9540	1959	9691	CB&Q	1965
4209	Loch Arkaig	335	MERG	(9540)	1959	9691	BN	1970
4209	Loch Arkaig	2033	S/T	(9540)	1959	9691	AMT	1971
4209	Loch Arkaig	2092	R/N	(9540)	1959	9691	AMT	1982
4210		10803		PS24-8	1959	9691	NYC	
4210	Loch Awe	336	S/L	9540	1959	9691	NP	1964
4210	Loch Awe	336	S/L	9540	1959	9691	CB&Q	1965
4210	Loch Awe	336	MERG	(9540)	1959	9691	BN	1970
4210	Loch Awe	2034	S/T	(9540)	1959	9691	AMT	1971
4210	Loch Awe	2083	R/N	(9540)	1959	9691	AMT	1979

4798		10814	RBLT	PS1610	1949	9661	NYC	1961
4798		4204	MERG	PS1610	1949	9661	PC	1968
4798		2002	S/T	PS1610	1949	9661	AMT	1971
4798	Monroe Harbor	2052	R/N	PS1610	1949	9661	AMT	1982
5357	Loch Sloy	325	LTP	9540	1959	9691	NP	1,02
5357	Loch Sloy	325	MERG	(9540)	1959	9691	BN	1970
5357	Loch Sloy	2024	S/T	(9540)	1959	9691	AMT	1971
5357	Loch Sloy	2080	R/N	(9540)	1959	9691	AMT	1979
5358	Loch Leven	326	LTP	9540	1959	9691	NP	
5358	Loch Leven	326	MERG	(9540)	1959	9691	BN	1970
5358	Loch Leven	2025	S/T	(9540)	1959	9691	AMT	1971
5358	Loch Leven	2088	R/N	(9540)	1959	9691	AMT	1979
5359	Loch Lomond	327	LTP	9540	1959	9691	NP	
5359	Loch Lomond	327	MERG	(9540)	1959	9691	BN	1970
5359	Loch Lomond	2026	S/T	(9540)	1959	9691	AMT	1971
5359	Loch Lomond	2084	R/N	(9540)	1959	9691	AMT	1979
5360	Loch Ness	328	LTP	9540	1959	9691	NP	
5360	Loch Ness	328	MERG	(9540)	1959	9691	BN	1970
5360	Loch Ness	2027	S/T	(9540)	1959	9691	AMT	1971
5360	Loch Ness	2087	R/N	(9540)	1959	9691	AMT	1979
6507	Restland	7702	LTP	9540	1959	9691	В&О	
6507	Loch Katrine	330	S/LP	9540	1959	9691	NP	1964
6507	Loch Katrine	330	MERG	(9540)	1959	9691	BN	1970
6507	Loch Katrine	2029	S/T	(9540)	1959	9691	AMT	1971
6507	Loch Katrine	2093	R/N	(9540)	1959	9691	AMT	1982
6844		10815	RBLT	PS1610	1949	9661	NYC	1961
6844		4205	MERG	PS1610	1949	9661	PC	1968
6844		2003	S/T	PS1610	1949	9661	AMT	1971
6844	South Haven Harbor	2054	R/N	PS1610	1949	9661	AMT	1982
7123	Silver Repose	4903	LTP	9540	1956	9691	CB&O	
7123	Silver Repose	4903	MERG	(9540)	1956	9691	BN	1970
7123	Silver Repose	2023	S/T	(9540)	1956	9691	AMT	1971
7123	Silver Repose	2095	R/N	(9540)	1956	9691	AMT	1981
7124	Silver Rest	4902	LTP	9540	1956	9691	СВ&О	
7124	Silver Rest	4902	MERG	(9540)	1956	9691	BN	1970
7124	Silver Rest	2022	S/T	(9540)	1956	9691	AMT	1971
7124	Silver Rest	2094	R/N	(9540)	1956	9691	AMT	1981

7126	Silver Siesta	4900	LTP	9540	1956	9691	CB&Q	
7126	Silver Siesta	4900	MERG	(9540)	1956	9691	BN	1970
7126	Silver Siesta	2020	S/T	(9540)	1956	9691	AMT	1971
7126	Silver Siesta	2086	R/N	(9540)	1956	9691	AMT	1979
7127	Silver Slumber	4901	LTP	9540	1956	9691	CB&Q	
7127	Silver Slumber	4901	MERG	(9540)	1956	9691	BN	1970
7127	Silver Slumber	2021	S/T	(9540)	1956	9691	AMT	1971
7127	Silver Slumber	2085	R/N	(9540)	1956	9691	AMT	1979
7131	Slumberland	7700	LTP	9540	1958	9691	В&О	
7131	Slumberland	7700	S/T	(9540)	1958	9691	HICO	1969
7131	Slumberland	2096	S/T	(9540)	1958	9691	AMT	1982
7132	Sleepland	7703	LTP	9540	1959	9691	В&О	-,
7132	Loch Long	331	S/LP	9540	1959	9691	NP	1964
7132	Loch Long	331	MERG	(9540)	1959	9691	BN	1970
7132	Loch Long	2035	S/T	(9540)	1959	9691	AMT	1971
7132	Loch Long	2093	R/N	(9540)	1959	9691	AMT	1982
7133	Southland	699	LTP	9540	1959	9691	MP	
7133	Loch Tarbet	329	S/LP	9540	1959	9691	NP	1964
7133	Loch Tarbet	329	MERG	(9540)	1959	9691	BN	1970
7133	Loch Tarbet	2028	S/T	(9540)	1959	9691	AMT	1971
7133	Loch Tarbet	2090	R/N	(9540)	1959	9691	AMT	1982
7285		10816	RBLT	PS1610	1949	9661	NYC	1961
7285		4206	MERG	PS1610	1949	9661	PC	1968
7285		2004	S/T	PS1610	1949	9661	AMT	1971
7285	Toledo Harbor	2055	R/N	PS1610	1949	9661	AMT	1981
7292		10817	RBLT	PS1610	1949	9661	NYC	1961
7292		4207	MERG	PS1610	1949	9661	PC	1968
7292		2005	S/T	PS1610	1949	9661	AMT	1971
7292	Tonawanda Harbor	2053	R/N	PS1610	1949	9661	AMT	1981
7376	Thriftland	7704	LTP	9540	1959	9691	В&О	
7376	Loch Lochy	332	S/LP	9540	1959	9691	NP	1964
7376	Loch Lochy	332	MERG	(9540)	1959	9691	BN	1970
7376	Loch Lochy	2030	S/T	(9540)	1959	9691	AMT	1971
7376	Loch Lochy	2091	R/N	(9540)	1959	9691	AMT	1982
7478		10818	RBLT	PS1610	1949	9661	NYC	1961
7478		4208	MERG	PS1610	1949	9661	PC	1968
7478		2006	S/T	PS1610	1949	9661	AMT	1971
7478	Vermillion Harbor	2056	R/N	PS1610	1949	9661	AMT	1981
7923		10819	RBLT	PS1610	1949	9661	NYC	1961

# Table 3 Slumbercoach Assignments

May, 1962 (Source: Official Guide of the Railways)								
Train No.	Train Name	Routing	Car Type					
Baltimore &	Ohio							
1/2	National Limited	Baltimore-St. Louis (Thru Car to San Antonio via MP)	24-8					
25/26	Columbian	Baltimore-Chicago	24-8					
Chicago Bur	lington & Quincy							
1/10	Denver Zephyr	Chicago-Colorado Springs	24-8					
		Chicago-Denver (Summer only)	24-8					
Missouri Pacific								
1/21/22-2	Texas Eagle	St. Louis-San Antonio	24-8					
		(Thru Car from Baltimore via B&O)						
New York Co	entral							
6/59	Cleveland Limited (EB) Chicagoan (WB)	Cleveland-New York	16-10					
8/17	Wolverine	Detroit-New York	16-10					
15/16	Ohio State Limited	New York-Cincinnati	16-10					
25/26	Twentieth Century Limited	New York-Chicago (2 cars)	24-8					
27/28	New England States	Boston-Chicago	16-10					
Northern Pa			24.0					
25/26	North Coast Limited	Chicago-Seattle	24-8					
	November, 1965 (Se	ource: Official Guide of the Railways)						
Baltimore &	Ohio							
5/6	Capitol Limited	Baltimore-Chicago	24-8					
Chicago Bur	lington & Quincy							
1/10	Denver Zephyr	Chicago-Colorado Springs	24-8					
New York Co	entral							
6/59	Cleveland Limited (EB) Chicagoan (WB)	Cleveland-New York	16-10					
8/17	Wolverine	Detroit-New York	16-10					
25/26	Twentieth Century Limited	New York-Chicago (2 cars)	16-10					
27/28	New England States	Boston-Chicago	16-10					
Northern Pa	cific							
25/26	North Coast Limited	Chicago-Seattle	24-8					
1/2	Mainstreeter	Chicago-Seattle	24-8					
	Selecte	d Amtrak Assignments						
55/56	Denver Zephyr (1973)	Chicago-Denver						
7/8	Empire Builder (1973)	Chicago-Seattle						
89/90	Carolina Special (1973)	New York-Jacksonville						
95/96	Vacationer (1974)	New York-Miami						
81/82	Silver Star (1974)	New York-Miami						
87/88	Champion (1976)	New York-St. Petersburg						
48/49 40/41	Lake Shore Limited (1980) Broadway Limited (1980)	New York-Chicago New York-Chicago						
440/441	Broadway Limited (1980)  Broadway Limited (1980)	Washington-Chicago						
66/67	Night Owl (1980)	Washington-Boston						
60/61	Montrealer (1980)	Washington-Montreal						
87/88	Silver Meteor (1980)	New York-Miami						
19/20	Crescent (1983)	New York-Atlanta						



ing toward her vehicle carrying a sack of mail.

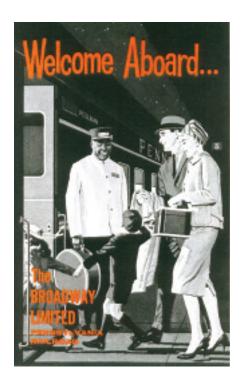
As breakfast time approached, Alec Wilder came back to our room to join us. His first order of business was to get a look at the shower room. Indeed, for as many times as he had ridden the **Broadway Limited**, he had never before examined the master room. He was impressed. Our porter brought us a table, and our respective breakfast

selections were brought through the train from the dining car by the waiter responsible for providing room service. The diner, as I recall, was about four or five cars up. Sure, we could have gone to the diner for breakfast — but we simply wanted to have breakfast in the room!

Following breakfast, and some more socializing, Alec and I actually did venture forward to the diner. All we had was coffee, but we want-

ed to be Mr. Carter's very last customers before he retired. We were.

The **Broadway Limited** covered 907 miles in its overnight run to Chicago. We were due there 16 hours after we left New York — an average speed of about 57 miles per hour. But we arrived 15 minutes early! This, I am told, was the norm, not the exception. The Pennsy really took pride in that train and its punctual performance.

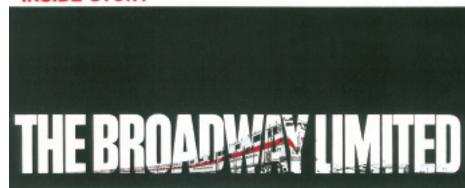


This, then, was my first and only ride on the "true" **Broadway Limited** — that is, before the train got downgraded with coaches and a slower schedule. It was quite an experience — one in which its details are so vividly remembered. And the train was every bit as exciting as what I had envisioned while drooling over the PRR timetable as a kid many years before.

Coincidentally, Alec Wilder, our railfan friend we met on the trip, was a rather notable classical and jazz music composer. According to a biography offered on some websites, he often wrote his music while traveling on trains. He died in 1980.

Allen Brougham is a member of Baltimore Chapter and a longtime employee of CSX and its predecessors.

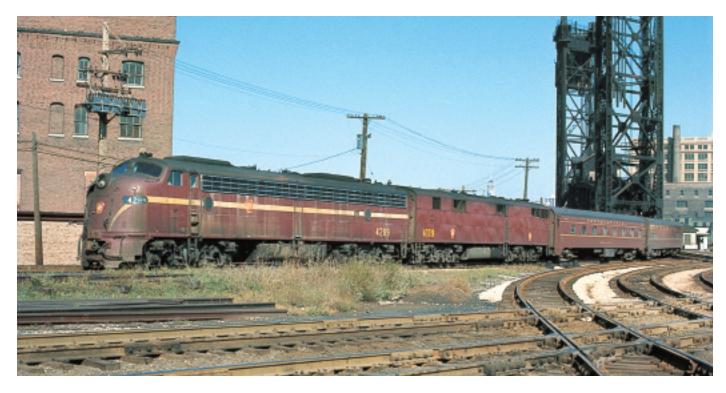
### "INSIDE STORY"



Above, reproduced are the covers (from the NRHS Collection) of two latter-day 1960s brochures issued by the Pennsylvania Railroad singing the praises of the famous train, now lost to history.

Below, in October 1967 No. 29 has already backed and wyed from Union Station and is on the South Branch lift bridge heading to the service area before its evening departure. The Penn Central merger is only a few months away and the once proud E-units reflect the declining fortunes of their owner.

Paul Kutta





Pullman Clyde Creek, a regular on the Broadway, has staggered windows that indicate its unusual 12-duplex single room, 4-double bedroom floor plan. This car's duplex rooms had more space than a standard roomette but were not popular with railfans because of the small windows. The 24 "Creek"-series cars were of a unique design — only the Pennsy had them.

Paul Kutta



The **Elberton** (Budd-built with ten roomettes and six double bedrooms) was a late addition to the **Broadway's** consist. The car was damaged in a wreck and was rebuilt in 1959 with 11 double bedrooms. It provided needed bedroom accommodations every other day to the consists of Nos. 28-29 consist. Regular photographers of the Broadway were not happy with this oddball stainless car that marred the train's "all-Tuscan" livery.

Paul Kutta





Above, Imperial Hills was one of 15 similar cars built by American Car & Foundry in 1948. The accommodations were four compartments, four double bedrooms and two drawing rooms. A close look reveals that the car is seen on the passageway side. Above right, Kaskaskia Rapids proudly wears its as-built (March 1949, ACF) paint scheme. Almost 20 years later, the ten-roomette-six double-bedroom car, when washed, will still look like new. Right, the Pennsy had other cars available to protect its normally-assigned equipment. Observation Samuel Rea was the extra car assigned to the Broadway. It was named in honor of PRR President Rea (1913-1925), who spearheaded the railroad's massive New York Improvement Project in the early 20th Century. While the project had been conceived by President Alexander J. Cassatt before his death in 1906, it was Rea who pushed the costly construction of the under-river tunnels, Manhattan's Pennsylvania Station, the New York Connecting Railroad and Hell Gate Bridge, as well as the Pennsy's Philadelphia-area electrification.

Paul Kutta



