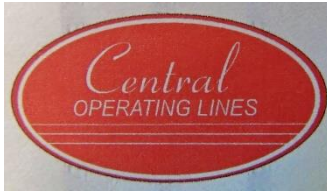


The whistlestop News

October 2024



*Newsletter of the Central Operating Lines
Model Railroading Club
50A Carlough Avenue,
Bohemia NY 11716
By Larry Laskowski*

Attend Your Club Meeting

From the Editor's Desk..... Fall Foliage and Train Season

As I write this, the calendar says we are still in summer, but I have noticed a couple of days with a full nip in the morning, and there are leaves on the ground already so fall cannot be far behind. And with the coming of fall, we have the coming of the train season, the first swap meet for the club is behind us already there nine more to go

For this issue I wanted to mention two significant anniversaries. October marks 120 years since the first subway train ran in New York City even older is on Long Island rail Road which is celebrating 190 years of service this year if you have written the railroad recently you may have seen 190th anniversary herald on some of the cars.

We are also going to talk a little bit about Lionel's new command base three. It has been a while since Legacy or DCS was available in dealer shelves so if you were looking for a command system, you may be interested. It seems like it has a lot of capability and flexibility, expect some changes in the apps to make it easier to use.

On the railroad scene, I have included some information about the last run of the Delaware and Lackawanna and Weston railroads electric cars from the original electrification. We also cover a stream liner from the south on the central of Georgia railroad, and we have a nice write up on the Pennsylvania railroads all coach deluxe train, known as the Trailblazer.

So, sit back, grab yourself a cup of coffee and enjoy the newsletter



The President's Columnby Joseph Mancusi

Dear Members,

So, in this area we would find a message concerning an overall vision and perspective of the club from our president. Stay tuned and look for information in subsequent newsletters.

Remember it's our club and its progress and future direction is what we make it together. We welcome your thoughts and ideas.



Joe Mancusi...President Central Operating Lines



A Report from Our Treasurer.....by Al Schick.....

WE moved to our present location a little over 10 years ago. During that time our rent remained constant with no increases and each January being free.

Our club entered into a new 5 year lease last month and it reflects the changing economics of today's world. Our annual rent has increased by over \$7,000 with no free January.

It is important for all members to stay current with their dues so that we can meet our expenses and keep our club in operation. You can contact Al Schick via email or phone to confirm your dues standing and you can mail your dues directly to me for your convenience.

Al Schick
3 Greenway Drive
Middle Island, NY 11953
Email: als45@optonline.net
Mobile: 631-379-3063

Regards, Al



Club News, Events and Model News

Central Operating Lines News and Views

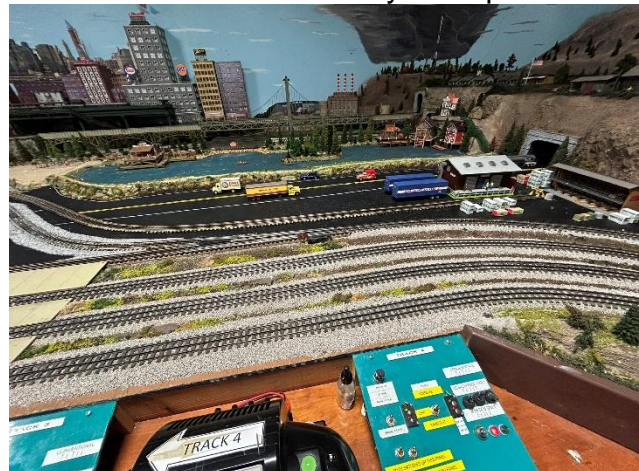
A lot of happenings going on at the club. As we head into the fall, we have

Open Houses our open house schedule as of this time, the dates will be October 26th & 27th, November 16th & 17th. December 14th & 15th and January 4th and 5th. The hours for all dates will be 11am to 4pm. With the major part of the pandemic in the rear-view mirror, once again we will be conducting a toy drive during the fall and winter months approaching the holiday.



Your ideas on how to improve the open house experience are encouraged. Open houses are an excellent opportunity to introduce young people to our great hobby and to recruit new members. Everyone is a diplomat to the hobby and our club.

Work continues for the maintenance, expanding, and updating of the layout. The old roundhouse area, which has been inoperable and simply a static display, has been razed, with a new engine maintenance facility, and a marshalling yard for passenger and freight being installed. Problem switch and track areas are being replaced to improve operation, not to mention wiring and lighting. Members should be aware that during the week before each open house weekend, most of the layout may be closed to operation so we can perform necessary maintenance and eliminate any hiccups.

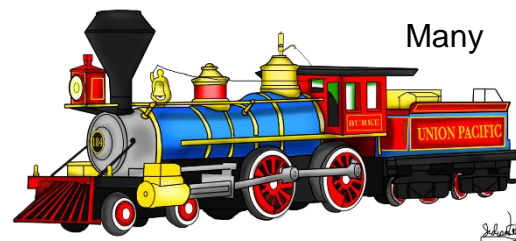




For those members interested in operating equipment during the open houses, all members in good standing may notify the board of their availability, and like last year's open houses, a daily list of operators will be compiled.

Swap Meets

Our first I All Gauge Swap Meet of the new season is behind us but there are none more coming. Hours are from 0730 to 1230 hours at our usual location of the AmVets Post 18, 141 Carleton Avenue, East Islip, NY 11730. As always, all help that members can provide at our swap meets is always appreciated. How essential are our swap meets? Revenue raised during our swap meets provides a substantial portion of the currency necessary for operational and maintenance costs, and it is doubtful without them we could maintain our club in the excellent state it is in.

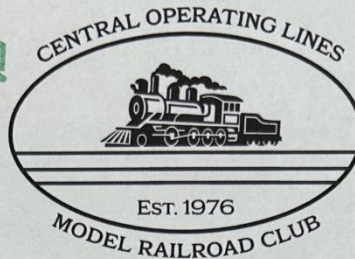


hands make the work lighter so make it a point to come down to these events to lend a hand. You may find that one item you have been searching for. Bring your friends





**ALL ARE
WELCOME!**



**JOIN
US**

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Open House Events

STOP BY TO SEE OUR 1,600 SQUARE FOOT MODEL TRAIN LAYOUT! CAN'T WAIT TO SEE YOU THERE!



OCTOBER 26TH & 27TH



Please bring an unwrapped toy to participate in our holiday toy drive.

Thank you for your donation!



NOVEMBER 16TH & 17TH

Please join us to support the EJ Autism Foundation



DECEMBER 14TH & 15TH

Stop by to see Santa Claus



Please bring an unwrapped toy to participate in our holiday toy drive.

Thank you for your donation!



JANUARY 4TH & 5TH



**TOY
DRIVE**

PLEASE PARTICIPATE IN OUR TOY DRIVE, OCTOBER THROUGH DECEMBER WE ARE ACCEPTING UNWRAPPED TOYS FOR THE EAC NETWORK TO SUPPORT LOCAL CHILDREN INFANT - 18 YEARS OF AGE.



All Gauge Swap Meet 2024 Schedule

8:00am – 12:00pm

**September 8-October 6
November 10- December 8**

Location: AMVET POST 18
141 Carleton Ave, East Islip, NY

Admission: \$5.00
Children 12 and under – Free (with adult admission)

Phone: (631) 563-0173



How is your Train Feeling?

Well hopefully, all your locos are doing well and running fine. You know because you have been running them at the club, right?

So, what if things not all that good for that loco. Maybe sluggish response, poor or no smoke, sounds not so good or maybe silent? Or just needs a tune up after a long sleep.

Not to worry. Central Operating Lines is now an Authorized repair station for Lionel and MTH trains. Yes. we have access to all the parts from these folks to make your trains run like new. And we can also handle other brands such as K Line, Atlas, Williams et al. TMCC, Legacy, or DCS, does not matter. WE can handle it as the Union Pacific would say. And Conventional is np problem either. All non-command-controlled trains are welcome in our shops, even those Lionel Postwar trains.

As you know, those PS-1 and newer PS-2 versions form MTH were dependent on the famed white Nicad battery. This is an area that should be addressed on these older MTH locomotives. The COL shops have just the answer for you. Yes, we have our own line of BCRs to allow elimination of the battery and never worry about the battery condition in your MTH loco again.

Do not forget the great COL brand smoke fluid as well. Your locos will love it.

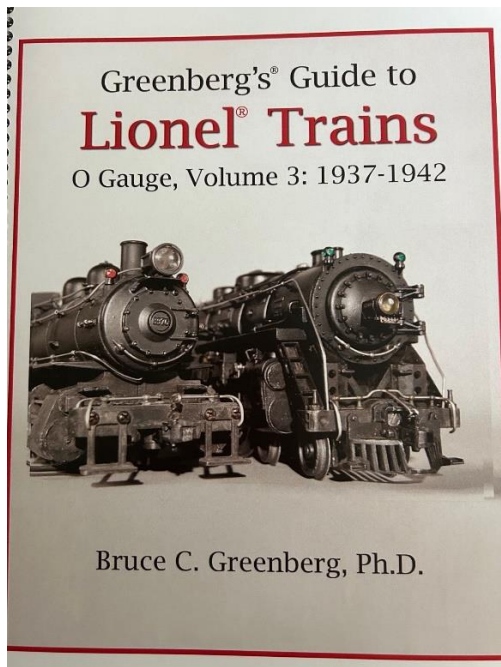
So why not give us a try. Tell your friends not in the club about COL shops services. Or better yet, bring them down to the club and maybe they will become members as well. See Roger Herzog, Pete Lorre or Tony DeAngelo for all your train repair needs.

If you have heard about capacitor failures o MTH 5-volt PS-2 boards, not to worry, our Club service group can replace those capacitors before they fail. Check with them for details.

Keep Those Trains Rolling at the Club and At Home!!!!



Greenberg's Guide to Lionel Trains O Gauge Volume 3: 1937-1942 A Review



If you are a toy train hobbyist, you will know Bruce Greenberg. For the last half century, Mr. Greenberg has been documenting toy trains from various manufacturers in the form of guides, catalog reproductions, and technical publications. His latest work, ***Lionel trains, O Gauge Volume 3 1937-19 42*** will be available on August 15. Mr. Greenberg's focus is on the remarkable changes in manufacturing technology and marketing that occurred in this short period. These changes provided the hardware and marketing concepts for the great Lionel trains produced after World War II.

That short period 1937 to 1942 is remarkable in the history of the company because many things are happening. Lionel was moving away from the toylike appearance of its products of prior years. It was also focusing on offering product for scale modelers, we all know the impact the 700 E

locomotive had on the scale model history when it was first introduced in 1937. This locomotive is covered in extensive detail in this book. In addition, Lionel engineers, focused on electrical wizardry to create more play value in product offerings through operating cars, operating accessories, and the automatic on coupler,

This book includes more than 340 profusely illustrated pages detailing the rapid advancement of technology and materials employed in Lionel's offerings to create increased realism, operational features, and play value. There are more than 20 chapters covering the materials used, the technology, the remarkable evolution of the truck and electric coupler technology and detailed description of locomotives and development by wheel arrangement. Included are discussion of outfit components



associated with the locomotives and their selection to fit Lionel's marketing plan. All the freight car lines and passenger car types available during this time are also covered. Included in the locomotive chapters is a detailed listing of catalog and promotional outfits and components produced in this period. It is a vision of how Lionel perceived its market in this period.

The evolution of Lionel's product during this time was quite substantial. It is well documented in this volume and it is noteworthy, because what was done with the product from both the creation of realistic models, realistic colors and decoration and the electrical operating features was a prelude for what was to come in the postwar era. We are all familiar with the price guides and the information contained within the many volumes that have been published over the years. This book, however, is more about the technical development in the marketing aspect of the company. It is a fascinating read, has a treasure trove and wealth of information that will delight Fans of the Lionel Trains and particularly those that are interested in the late pre-war era when Lionel was focusing on realism in its product. The publication date is August 15. Highly recommended for all the information that is contained within. Most likely we can expect Mr. Greenberg to be at coming York meets with copies of the new book and I am sure he will be happy to autograph your copy.

Do not miss it.

Lionel Base 3 Command System





I know you have probably heard that Lionel's new Legacy base three finally on the shelves at dealers now. It has been quite a while since new command equipment has been available for a hobby and the ask the market for available DCS legacy or TMCC units has escalated on eBay and other secondary sites. The new base three has an MSRP \$499.95.

I thought I would give a brief overview of the new device. Physically, it is approximately the same dimensions as original legacy base. This one is shaped in the form of a hell gate bridge, which makes it interesting to look at. It has the familiar antenna that the legacy base has, and LED switch flashing indicate to reception and transmission of commands that the user initiates.

I think what is interesting about this device is that Lionel has created what might be considered an almost universal command base for the O gauge hobby. Lionel has included in this device all the radio frequencies that has used for all its command system, starting with TMCC the various versions of the lion chief, and of course legacy it has Wi-Fi capability, as well as Bluetooth. it can link up with just about any hand towel that Lionel is ever made including the TMCC hand held the LionChief hand towels, the TMC, Cab-1L, and the original legacy remotes. In addition, it will respond to AND apps that are downloadable from Lionel that function with lion chief TMCC and legacy locomotives. You can connect a DCS command base to it as you have been able to do with Legacy and TMCC. In addition, using Lionel powermasters, or ZWL will allow you to remotely control the track forward and reverse, perform the basic functions for direction, whistle, and bell. So, you can even run your conventional equipment.

There has been a lot of commentary about the uses experience with the device on the O gauge forum. It is well worth a read if you are interested in upgrading your command system to cover all possible systems used in O-gauge railroading.

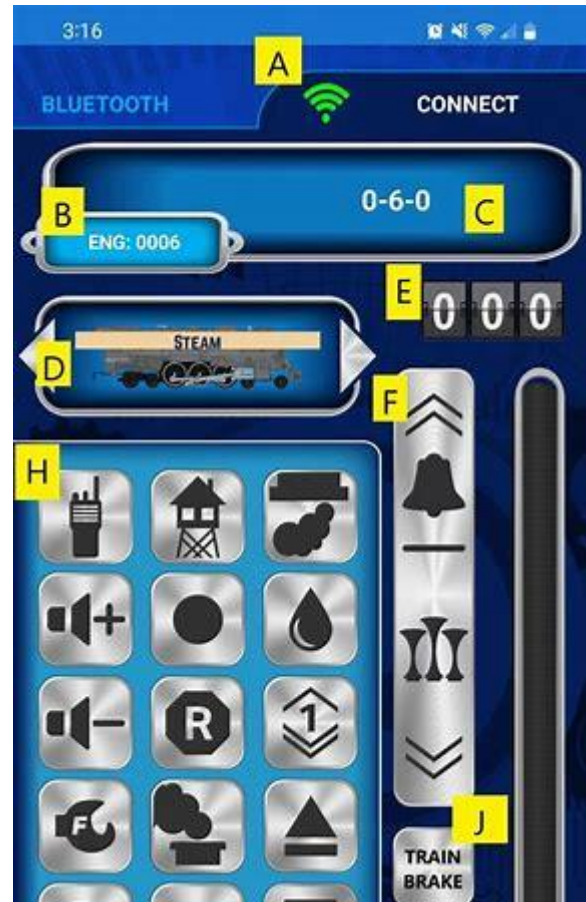
If you would rather use your phone or iPad as your controller, there are apps available for lion, chief and legacy. The lion chief app is familiar. It has been around a while and it is intuitive to use. It gives you most of the functions That you might want for running any Lionel command engine, including legacy units. From some of the videos I have seen the app that they have made is available for legacy.



From what I have seen on some of the videos, it appears that there could be some opportunities for Lionel to improve. I would like to see is the red knob to control the steps rather than the slider control Based on commentary that has been on the forum and some of the videos. I would suspect that there will be several iterations of Lionel's legacy app. Whatever they do with it, it will continue to work with the base three that you can buy now.

A black module is included in the package which allows you to transfer information regarding your locomotive fleet from existing legacy bases to the new one. The device also has USB connections for hook up to your computer. its Wi-Fi capability allows it to be updated through the Internet

So, if you are looking for a command base, this one might be the one for you. It seems to have a lot of flexibility, lotta functionality and will probably see improvements as time goes on



The New York Subway is 120 years old

New York City's subway celebrates its 120th birthday on October 4, 2024. On that day 120 years ago, what became the IRT made its first run from City Hall in downtown Manhattan to 145th St. in the Bronx. The project was quite an achievement for its time, and perhaps even today it might be still the same. From the day the first bond issue was floated till the its run required a time. Just slightly less than four years.

The route followed was from the Now closed City Hall station located on a loop that originates from the Brooklyn Bridge station ..From there the train went northbound on



what is considered as the Lexington Avenue line up to 42nd St..The route turned west and ran to Broadway and seventh Avenue. There it proceed north on Broadway and head uptown reaching 1 145th St. in the Bronx. An interesting feature on this route because of Manhattan is geography the 1 125th St. station is elevated. The original equipment was called as composites since the cars were made from steel and wood. They were replaced 12 years later by what we know as Low V's . the composites continue to work the elevated lines in an atom until these lines are closed in the 1950s.



The original subway over the years was expanded to create both the west side and an East side subway system. So, from W. 42nd St., the line was connected southbound to reach south ferry and additional connections for lines tunneling across the east river into Brooklyn. On the east side, the line was extended from E. 42nd St. north word into the Bronx and south of Brooklyn Bridge down to South ferry and Bowling Green and then



crossing into Brooklyn. The section on 42nd St. became the famous 42nd St. shuttle which still operates today. on the west side routes 1,2 and 3 operate and on the east side routes 4,5 and 6 operate.


To commemorate the occasion the subway will operate its museum train of low Vs, It will be a round-trip originating at the Now closed original South Ferry station heading north on the seventh Avenue route into the Bronx then returning on the Lexington Avenue line to the original City Hall station on the Brooklyn Bridge Loop. Two days of trips are planned on both Saturday October 27 and Saturday November 16. Departures from the old south ferry station are at 10am and 20m

could be a fun ride. Catch it if you can.




The Long Island Railroad Celebrates 190 Years

Our Long Island rail Road is also celebrating an anniversary this year. The company was originally chartered to build a rail line between downtown Brooklyn in the eastern end of Long Island. At the East End rail travelers could connect to a steamship to take them to new London, where they could catch a train to continue the journey to Boston. it was the original New York to Boston route, the rationale for this business venture was that all the inlets on the Connecticut coast line made it too costly to build a rai connection along the Connecticut coast. we know today that that was not the case.



TRAVEL EASY.. SHIP EASY *on the*
LONG ISLAND RAIL ROAD



LONG ISLAND RAIL ROAD GENERAL OFFICES, JAMAICA, N.Y. 11435, TELEPHONE (212) 526-0900

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So, the LIRR is celebrating 190 years. The charter was completed in 1834 and it took about 10 years or so to build a railroad out to the east end. By the time it was finished, there was also a rail line completed along the Connecticut coast, although the Long Island Rail Road went into the service according to the original plan, it never made any money doing that.

During the 19 century, there were many railroads built in Brooklyn queens in Long Island, which serve various communities. One by one all these little railroads became part of the Long Island Rail Rd., Reno today. In Brooklyn they were several steam railroads which ultimately became a Brooklyn rapid transit company and as we know it the BMT of New York City transit, the LIRR had a branch that went to Manhattan Beach, and to the rockaways. Coney Island, Brighton Beach Manhattan Beach in the rockaways were considered resorts and vacation places for travelers from the populated areas in Brooklyn and Manhattan in the Bronx. They were good money makers because of this business.

As the railroad grew in the second half of the 19 century, there was this quest for a Manhattan terminal. In the post-Civil War era, there were plans to extend the railroad from what is now the Atlantic terminal to the East River to make ferry connections to Manhattan. The Bushwick branch was also used for passenger service and connected with a ferry at Broadway in Brooklyn, which connected with Grant Street in Manhattan, eventually the railroad built its main line into Long Island city and ferry service was provided from that location to several points along the east river including 34th St., 23rd St. and downtown Manhattan.

Still a quest for a Manhattan terminal, at the beginning of the 20th century, the railroad made a physical connection with the fifth Avenue EL in Brooklyn and used the EL to reach sand Street terminal with passengers could transfer to cable trains that went across the Brooklyn Bridge later electric trains there was also a connection at Cleveland Street to the Jamaica EL and trains operated to the ferry terminal at Broadway via this connection. When the Williamsburg Bridge opened in 1908 for rail service, long island, railroad trains operated over the bridge into the Essex Street station, which was its first direct Manhattan access. That route was extended to Chambers Street in the Brooklyn bridge area and operated until 1917.



The Long Island rail Road had the franchise for tunnels under the east river to reach Manhattan but never had the capital to construct those facilities. So, when the 20th century came, the Pennsylvania railroad purchased the long island railroad to gain that franchise and built a connection into Penn Station. Service began in 1910. The most recent adventure into Manhattan, is the East Side Access project, opened in 2023, now brings the LIRR into Manhattan's East Side with service into Grand Central terminal

When the Pennsylvania railroad acquire the Long Island, it was left a lot on its own. in the steam era, the 1920s and 30s saw the standard Pennsylvania railroad steam engines being acquired by the Long Island rail Road. The best known where the G5 S 10 wheelers and the H 10 S consolidations interestingly only one of the H tens was built at Juniata, the PRI's engine building shop.





In the first half of the 20th century the railroad electrified many lines. Although the service was enhanced, the railroad did not turn a profit for the PRR. In 1949 they put it into bankruptcy and the Tichy era began on the Long Island rail Road. Diesels began arriving and the Stiem ended in 1955. The railroad eventually was taken over by the newly formed MTA in 1966. A major accomplishment at the time was the replacement of all the electric passenger rollingstock with the new M ones and M3 equipment, these new cars were luxurious compared to the equipment that have been operating on the railroad up to that point



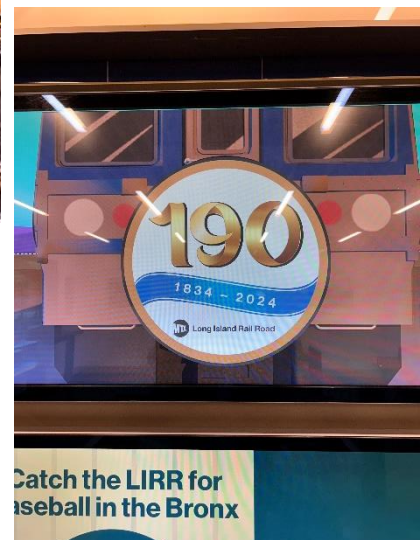
In the years up to the present, the railroad gave up its freight operations leasing them to an independent operator, known as the New York in Atlantic. The freight business had declined. However, it has grown in recent years. Most of the passenger equipment today is the M7 and the newly arrive them nines with a handful of 40-year-old and threes still in operation.



So, this year we celebrate 190 years of existence for the long island railroad. The cars have markings with a herald, recognizing that accomplishment, so happy birthday Long Island rail Road. And a little bit of trivia for you. The long island railroad is actually the oldest railroad still operating under its original charter name all 190 years. The Union Pacific is a distance second

Enjoy your ride on the railroad.

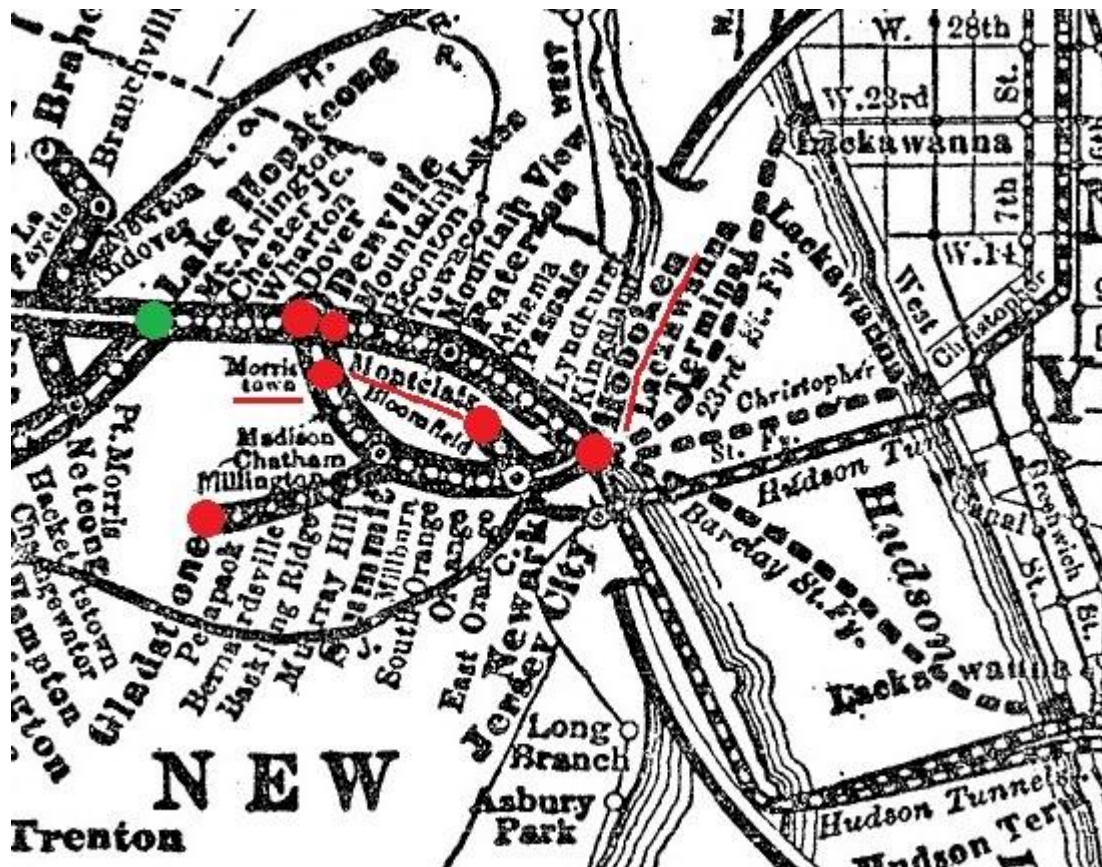
Take one soon.





Last Run of the Original Lackawanna MU Cars

Delaware, Lackawanna and Western was the last New York-area railroad to electrify its commuter service. Beginning in July 1929, the road strung catenary on 67 route-miles between Hoboken and Dover NJ. Limited service began in September 1930, although the project was not completed until January 1931.



DL&W electrified commuter zone; re-drawn from American-Rails.com.



Management elected not to extend catenary to **Lake Hopatcong**, probably because that destination would generate significant traffic only during the summer months. North Jersey was rich in “Lionel” town names, such as Chatham, Madison, Newark, and Summit.

Powered cars were built new by Pullman. A fleet of relatively-new coaches were modified so that they could be operated as either steam-hauled trains or traction. “MU” (multiple unit) cars operated in semi permanently-coupled pairs. Each set consisted of a powered car with pantographs and a cableless unpowered car. Each powered car had two 235-horsepower motors wired in series. Catenary power was 3000 volts DC. Pairs could be coupled together to form up to twelve-car trains controlled by one motorman. DL&W recruited James Thorp from the Illinois Central to oversee its project; thus, Lackawanna’s equipment strongly resembled the IC commuter trains that ran south out of Chicago.



near Denville NJ in February 1957.

Bob Krone *Classic Trains*



Thomas Alva Edison was the motorman on the first revenue run, from Hoboken to Montclair, on September 3, 1930. Mr. Edison was undoubtedly pleased that his train operated on direct current, but he was probably chagrined that D&LW purchased alternating current from local utilities and converted it to DC in its own mercury-arc rectifiers.

Lackawanna's MUs were extremely reliable. They soldiered on for more than five decades, as their ownership passed from DL&W (1930-1960) to Erie Lackawanna (1960-1976) to Conrail (1976-1982) to New Jersey Transit (1983-1984).

Forty years ago, former Lackawanna MUs made their final run as the 7:20 p.m. to Gladstone on NJ Transit. Soon after, NJT began operating a new generation of equipment on 25,000 volts AC.

More than one fan of commuter railroading has kit bashed MUs by adding motors and pantographs to Lionel **Madison** cars from the 1950s. Fortunately, there is now an easier way. Lionel #6-18304 (1991) was the firm's first offering of MU cars. This set consisted of one powered and one unpowered coach, both painted Pullman green and lettered for the Delaware, Lackawanna & Western. An add-on pack #6-18305 (1992) provided an unpowered third coach and a combine to make a four-car train.



Graham's Trains



The Train Station

NJT donated former DL&W #2505 to a Scranton-area Museum, which later transferred it to Steamtown National Historic Site. The car was still lettered for **Erie Lackawanna**, but its lettering is barely discernible in this 2007 photo by John McCluskey.



©

John McCluskey

A Central of Georgia Railway Thorough bread

In 1947, the streamlined ***Nancy Hanks II*** made its inaugural runs on the Central of Georgia Railway. The westbound *Nancy* departed Savannah at 7:00 a.m. and arrived in Atlanta at 1:00 p.m. Her return trip left Atlanta at 6:00 p.m. and pulled into Savannah a minute before midnight.



THE NANCY HANKS				
ATLANTA — MACON — SAVANNAH				
Reclining Seat Coaches — Dome Car — Diner				
DeLuxe Reserved Seats				
READ DOWN	(EST)			READ UP
No. 8 DAILY LEAVE				No. 7 DAILY ARRIVE
6:00 P M (DOWNTOWN)	Atlanta			1:00 P M
6:52 P M	Griffin			11:58 A M
7:12 P M	Barnesville			11:37 A M
7:28 P M	Forsyth			11:18 A M
8:05 P M	Ar.	Macon	Lv.	10:50 A M
8:15 P M	Lv.	Macon	Ar.	10:45 A M
8:39 P M	Gordon			10:10 A M
9:21 P M	Tennille			9:30 A M
9:35 P M	Davisboro			9:15 A M
9:54 P M	Wadley			8:58 A M
10:05 P M	Midville			8:46 A M
10:25 P M	Millen			8:28 A M
10:49 P M	Dover			8:02 A M
11:21 P M	Springfield			7:29 A M
11:59 P M (DOWNTOWN)	Savannah			7:00 A M
Arrive				Leave



mural, corner of Main and Market Streets, Barnesville GA. - photo © Doris Rapp



The **Nancy II** consisted of an Electro-Motive E7A and four matching cars built by American Car & Foundry. If her livery seems reminiscent of Baltimore & Ohio diesels, it is because artists at General Motors used common motifs for many railroad customers.

This train reprised the name of a steam-powered **Nancy Hanks** that set speed records on the CoG in 1892–1893. The first **Nancy** was named after a trotting race horse that became the first to run a 2 minute 5 second mile in 1892/



© 2015 Mary Evans Picture Library

The race horse was named after Abraham Lincoln's mother. Both trains were named after the horse.

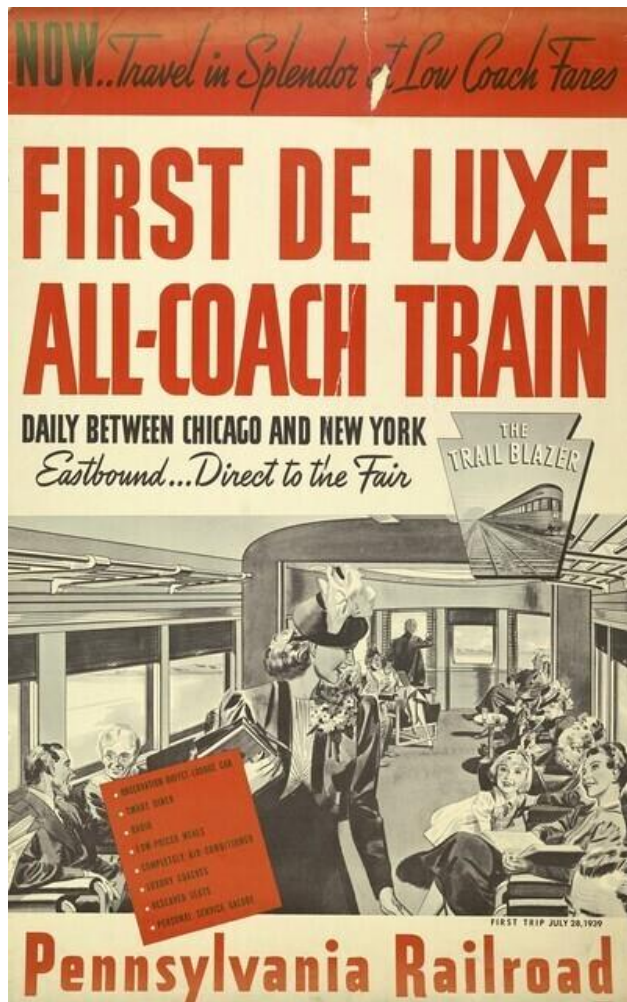
Note that Jim Crow was still the law of the South when **Nancy II** debuted. CoG was among the last railroads to desegregate. African-Americans could not enter the grill-lounge car, but after sufficient protests, they were allowed to order food and have it delivered to their own car.

Southern Railway gained control of the CoG in 1963. SR chose to stay in the passenger business when most other U.S. roads joined Amtrak; nevertheless, the **Nancy Hanks II** was discontinued after April 30, 1971.



The Pennsylvania RR's Trail Blazer

As the United States recovered from the Great Depression, railroads wooed back the traveling public with streamlined equipment, faster schedules, and budget-priced services. Perhaps inspired by the success of Union Pacific's **Challenger** (1936) and ATSF's **El Capitan** (1938), in 1939 the Pennsylvania Railroad announced **Trail Blazer**, a deluxe all-coach train that would run between New York and Chicago on a fast schedule (17 hours 25 minutes).

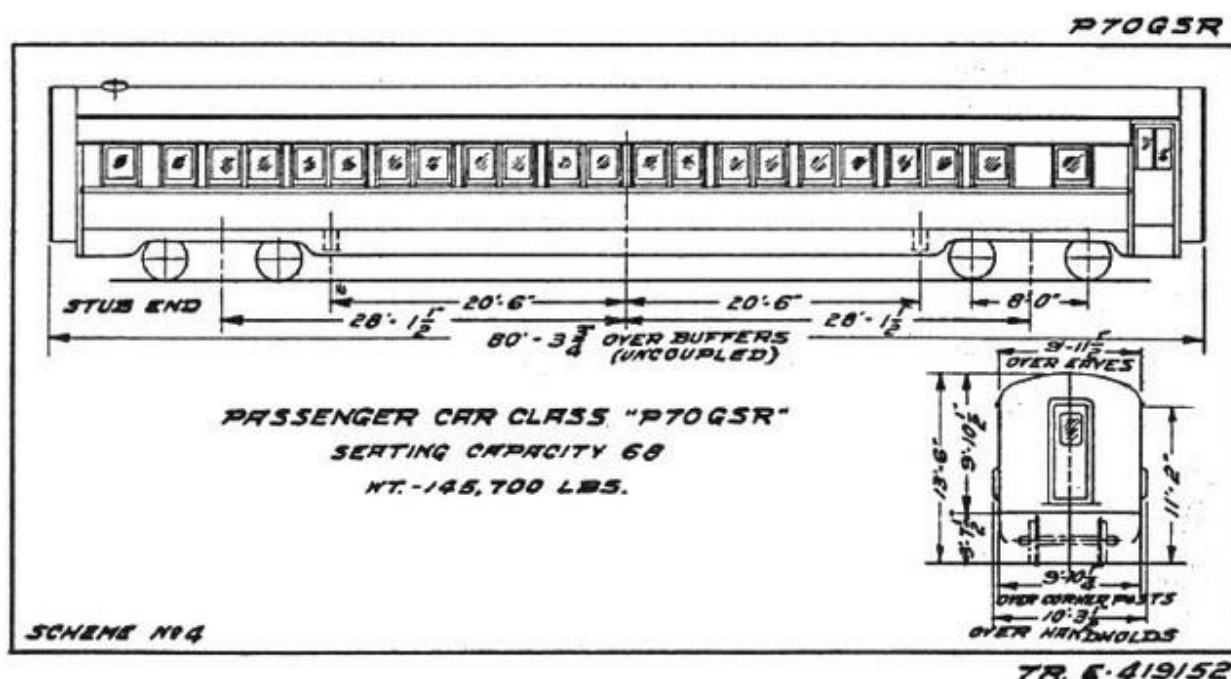


The Smithsonian Institution



Eighty-five years ago , PRR displayed its brand-new **Trail Blazer** equipment at New York's Penn Station. The inaugural eight-car consist included a PB70R combine; four P70GSR coaches; a two-unit diner (D70CR dining car and D70DR kitchen-dormitory), and a POC70R parlor-observation.

The P70GSRs were brand-new 80' lightweight streamlined coaches that seated 68 passengers each. Note the precise dimensions in this PRR equipment diagram. The car is 9' 10 $\frac{1}{4}$ " wide *over corner posts*, but it is 10' 3 $\frac{1}{2}$ " wide *over handholds*. Every stationmaster, every bridges & buildings crew on PRR's vast system would need to be aware of the latter dimension to ensure that the car would clear lineside equipment and other obstructions. A P70GSR measured 80' 3 $\frac{3}{4}$ " *over buffers (uncoupled)*. In contrast, does anyone know the actual length of a 2500-series Lionel coach? These cars (and their K-Line, MTH and Williams clones) have been labeled 15" as often as 16". I suspect that the former dimension applies to the extruded-aluminum carbody, while the latter figure includes the couplers. More on this later.

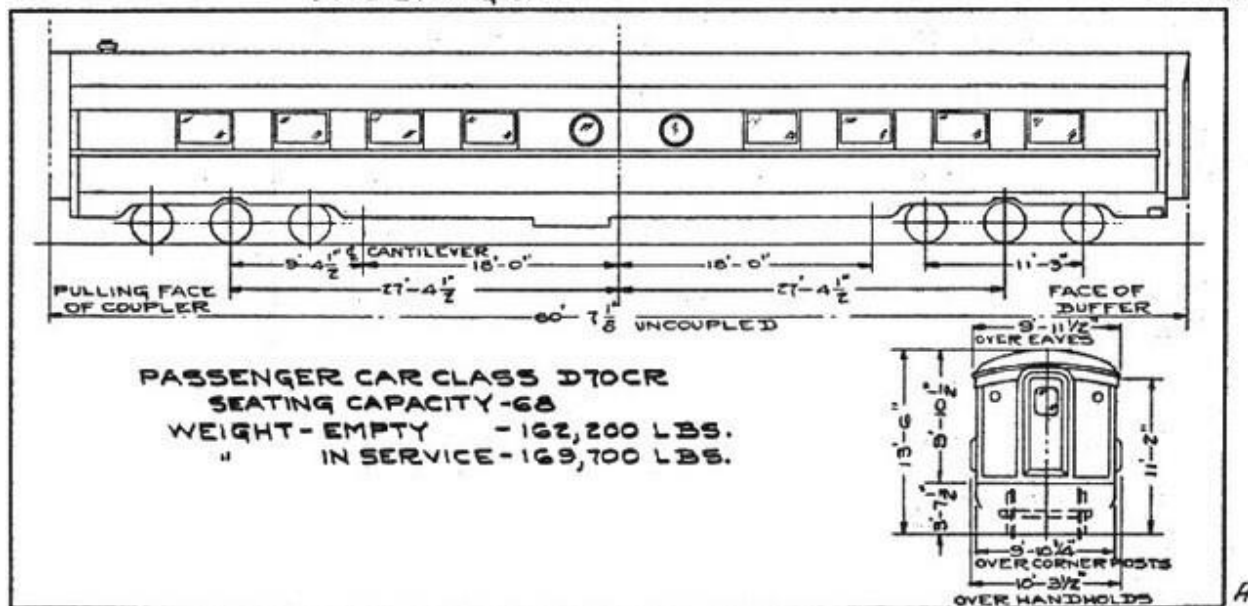


The dining car set was rebuilt from older 12-wheel heavyweight equipment.



FULL DINING CAR

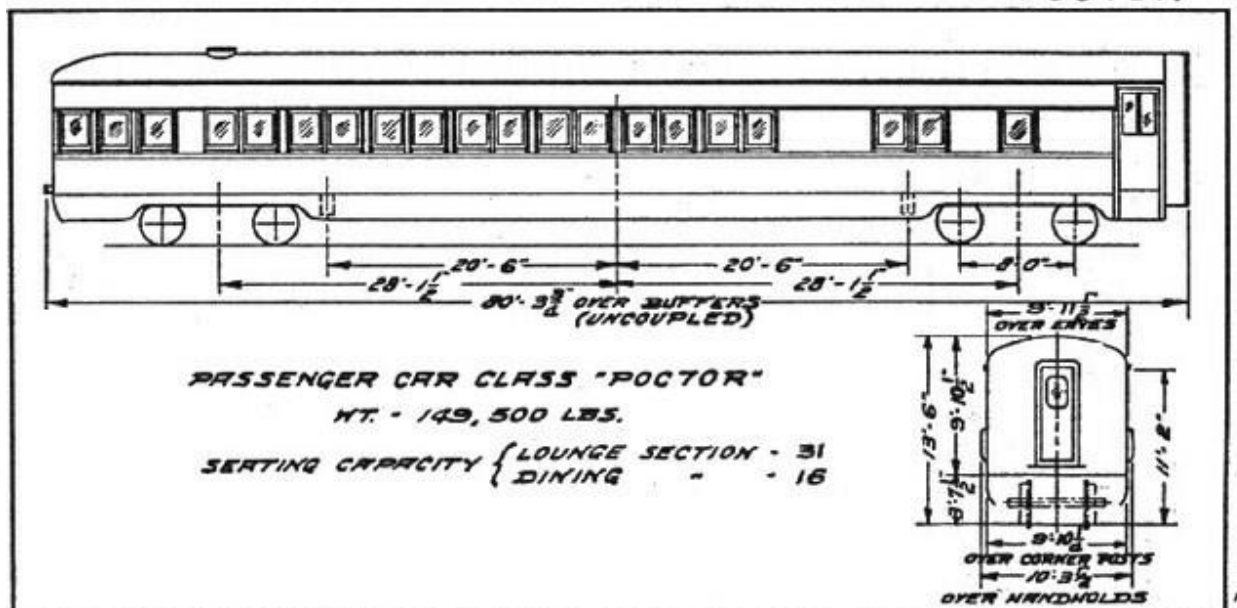
D70CR



PASSENGER CAR CLASS D70CR
SEATING CAPACITY - 68
WEIGHT - EMPTY - 162,200 LBS.
" IN SERVICE - 169,700 LBS.

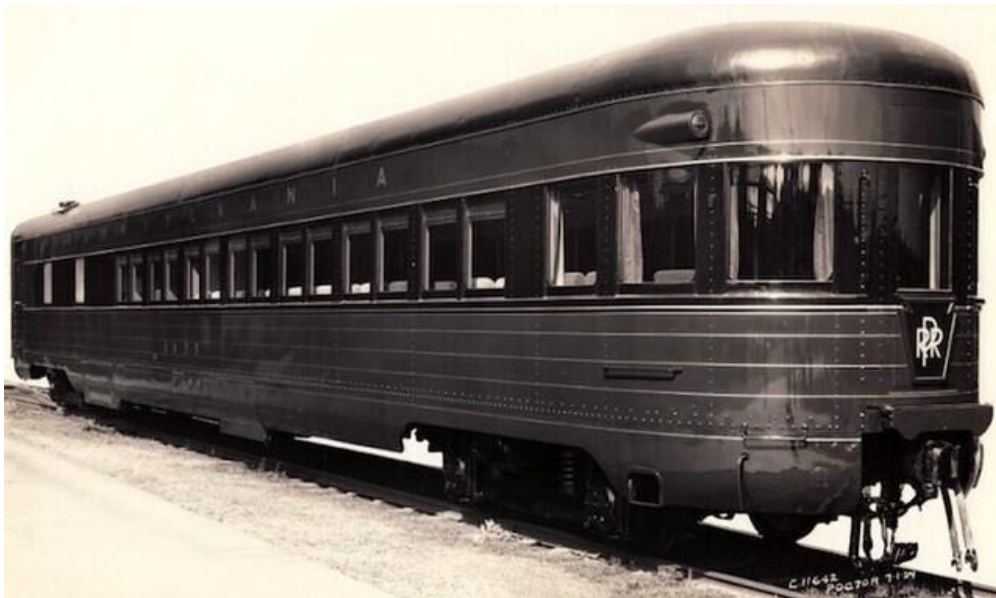
TRACING E419172

P0C70R



PASSENGER CAR CLASS "P0C70R"
WT. - 149,500 LBS.
SEATING CAPACITY { LOUNGE SECTION - 31
DINING " - 16

TR. E-419153



PRR #1121

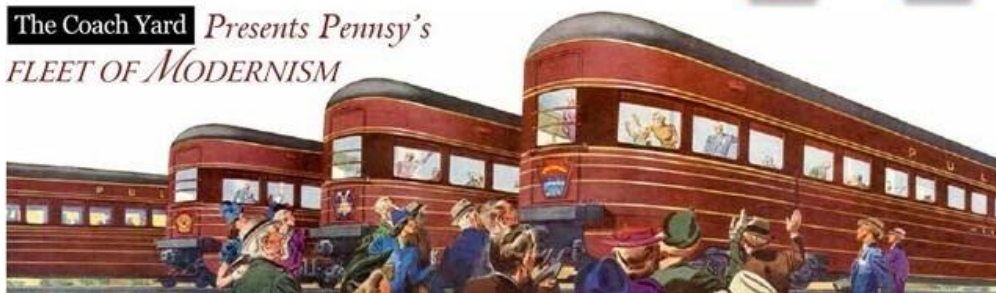
Cars were painted in the Loewy-designed ***Fleet of Modernism*** scheme that had debuted on the ***Broadway Limited*** in 1938: Tuscan-red sides with maroon window stripe, black roof, gold pinstripes, and what Pennsy called ***Futura*** lettering.

1938-1941 TRAIL BLAZER • JEFFERSONIAN

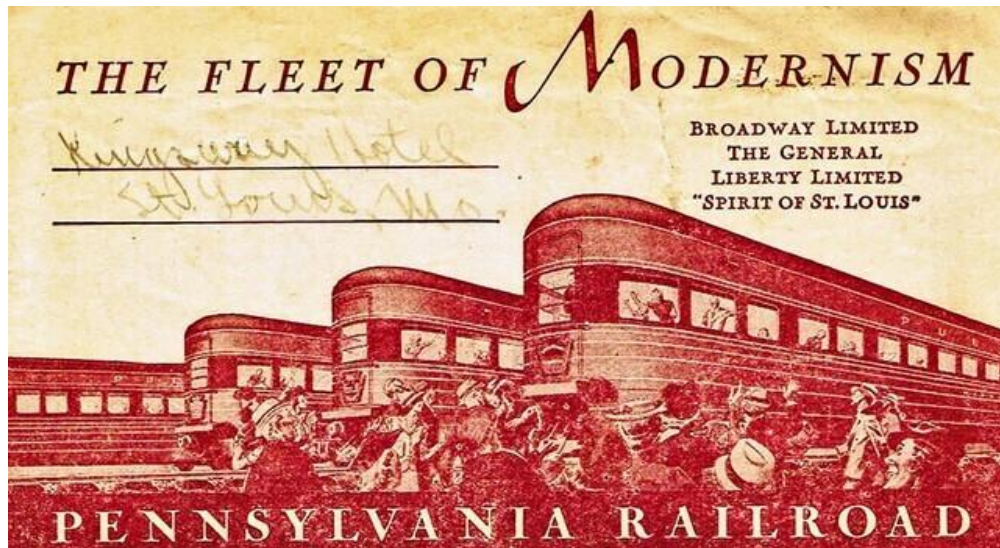
In 1938 the Pennsylvania Railroad introduced a new two tone color scheme for its fleet of passenger cars. The noted industrial designer, Raymond Loewy is credited for the exterior design for the passenger fleet. His design of standard Tuscan red car sides with a panel of darker, almost maroon-purple that ran the length of the car window level and terminated in half circles at both ends. This stunning effect was completed by multiple gold stripes and a new lettering style. The PRR referred to the lettering as "Futura" and the Pullman Company called it "Kabel." The trains were ready in the spring of 1938. The Pennsylvania Railroad called the new trains "The Fleet of Modernism." Many older PRR coaches, diners and a few head end cars were painted in the new scheme. The PRR rebuilt some heavyweight Pullmans that were assigned to the railroad. They changed the external appearance to blend in with the new lightweight equipment. There were know as "betterment" cars, an accounting term meaning "improved." The Coach Yard will offer an 8-car *Trail Blazer* and 8-car *The Jeffersonian*, both *Fleet of Modernism* trains, along with a number of individual cars, in HO scale, FACTORY pre-finished; lettered and painted with interiors as per prototype. See your friendly Coach Yard dealer and make your reservations now!



The Coach Yard Presents Pennsy's
FLEET OF MODERNISM



The Coach Yard, a manufacturer of HO scale trains, appears to have based this ad on a PRR postcard from the late 1930s.



Jonathan Morse's blog *The Art Part*

In 2004, Lionel LLC released a set of deluxe streamlined aluminum cars decorated in PRR's ***Fleet of Modernism*** scheme.



Four-pack #6-29105 included a combine, two coaches and an observation. They were long than postwar 2500-series cars, but exactly *how* long? The very same catalog page lists both 18" and 19". It also states that the four-car set measures 76" overall (4x19), which supports the theory that 19" is measured over the couplers.



#6-29105 was followed in 2005 by a #6-25420 two-pack of coaches and the #6-25423 *Station Sounds* dining car.

In 1939, the full-sized ***Trail Blazer*** made a press publicity run to Philadelphia and back. It would embark on its first revenue run two days later. ***Trail Blazer*** was a fast, deluxe, all-coach service that the Pennsylvania Railroad introduced in the summer of 1939. Its inaugural runs departed New York's Penn Station and Chicago's Union Station on July 28 at 4:30 p.m. (Eastern) and 3:00 p.m. (Central), respectively. They were scheduled to complete their 908-mile runs in seventeen hours.

The World's Fair had been in progress since April 30, 1939. It was in Flushing Meadows-Corona Park on Long Island, some three miles east of PRR's Sunnyside Yard. Pennsylvania Railroad had been offering shuttle service between Penn Station and the fairgrounds since the exposition opened.



You can
SEE MORE..DO MORE
(at little or no extra cost)
when you take "The Direct Route"
to New York
WORLD'S FAIR !

FIRST, and most important, the Pennsylvania Railroad provides *the only Direct Route* to the New York World's Fair itself—so it's the *logical* way to go. No confusing changes, no lost time getting from New York to the Grounds, no highway or city driving strain, no parking problem. What's more, you ride the shortest route between West and East . . . electrified east of Harrisburg and north of Washington. And, for your comfort Pennsylvania Railroad has the largest fleet of air-conditioned trains in the world! Thrilling? Yes. But *only half* what the *Direct Route* has in store for you!

SEE WASHINGTON. 30-Day Tickets to New York are accepted via Washington from points West of the Pittsburgh area; and if you travel one way via Washington you may go the other way via Niagara Falls from Cleveland, Columbus and points West . . . all at no added cost.

STOP OFF AT PHILADELPHIA . . . the "Cradle of Liberty." Costs nothing extra. See the revered Liberty Bell . . . Independence Hall where the Declaration of Independence was signed . . . the house from which Betsy Ross flew the first American flag . . . and nearby Valley Forge.

RUN DOWN TO GAY ATLANTIC CITY or other New Jersey seashore resorts. An exciting side-trip which costs only \$2 extra in coaches. \$3 in Pullmans (plus Pullman charge) to Atlantic City. Promenade the famous boardwalk . . . take a dip in the surf . . . eat seafood where it's caught. Many other points to visit, too, including Pittsburgh.

NOW SEE HOW LITTLE IT COSTS!
Examples of Special 30-Day Round Trip Coach Fares to New York from

Chicago . . . \$28.25	St. Louis . . . \$31.75
Cleveland \$21.75	Indianapolis \$26.80
Cincinnati \$25.40	Columbus . . . \$25.40

1-Day and 5-Day Excursions from Philadelphia, Washington, Pittsburgh and other points; 2-Day Excursions from Detroit, Dayton, Cincinnati and intermediate points—at *even lower fares*. Practically all trains carry coaches, first-class accommodations and occasional sleeping cars in New York now housed through ticket agents.

Ask about special fares in Pullmans!

THE DIRECT ROUTE. Your train glides into Pennsylvania Station, N.Y., where you step to waiting electric train which speeds to World's Fair Station . . . 10 minutes, 10 cents.

SEE "TWO FAIRS FOR ONE FARE" . . . both N.Y. World's Fair and San Francisco Golden Gate International Exposition from any point in U.S.A.: \$99 in coaches, \$135 in Pullmans plus reduced Pullman charges.

RRR Railroad Exhibit at New York World's Fair

announcement in PRR timetable dated June 4, 1939



....How are you planning to go to the **NEW YORK WORLD'S FAIR?**

How Railroad Station at World's Fair, gateway of direct route. See how convenient it is to be so convenient!

Pennsylvania Railroad is the Direct Route ... STATION ON FAIR GROUNDS!

That news ought to settle one question—quick. How to go. For who'd dream now of driving the family car through New York's dense traffic—or hunting for a place to park among its skyscrapers? Particularly when Pennsylvania Railroad links to this perfect direct-to-grounds service...*round-trip* service...*round-trip* service! So abandon all thought of the car. Be free of responsibility. Go direct! Step off a train in the heart of the Fair's glitter and pageantry—and enjoy yourself.

For your travel comfort from the west or south, the largest fleet of air-conditioned trains in the world, carrying both coaches and Pullmans. Headed by a "Best within a fleet"—the magnificent *Flot of Modernism*...*Flot of Modernism* (all seven trains) and *The General* between Chicago, Philadelphia, New York, *Spirit of St. Louis* between St. Louis, Philadelphia, New York; *Liberty Limited* from Chicago, via Washington. Crack trains styled in the spirit of tomorrow!

And, as a climax, a smooth fast run over the greatest electrified mileage in America—the Pennsylvania east of Harrisburg and north of Washington. So, no matter where you live, first consult your local Railroad Ticket Office or Travel Agent about your Fair trip—or mail coupon here. We can even arrange hotel accommodations for you!

SEE "TWO FAIRS FOR ONE FARE!"—Grand Circle Ticket.
From any point in the United States you can go to both New York World's Fair and Golden Gate International Exposition, San Francisco. For \$90 coach fare, \$110 rail fare in Pullman. Goods April 23—Oct. 26 inclusive. Numerous stop-over privileges.

BIG ENGINE—newest, most powerful steam passenger locomotive in the world—see it at the World's Fair. Two-thirds of the Pennsylvania Railroad is steam-powered, one-third electrified.

SEE WASHINGTON and Philadelphia en route at no extra cost from west of the Pittsburgh area. And here's a grand idea! Take in Atlantic City, too—only \$2 more in coaches; \$3 in Pullmans.

THE DIRECT ROUTE. Trains from west and south pass under Hudson River to Pennsylvania Station, where you board waiting electric trains to World's Fair on Long Island...30 minutes, 10 cents.

SEE HOW LOW FARES WILL BE!
Remember, if the fare and tax amount here to New York for the Fair—*Admission Adult \$2*

From Chicago	... \$18.00
From St. Louis	... \$12.50
From Indianapolis	... \$10.00
From Cincinnati	... \$10.00
From Columbus	... \$10.00
From Cleveland	... \$11.75
From Detroit	... \$10.00
From Pittsburgh	... \$10.00

1 day and 4 day itineraries from Philadelphia, Washington, Cleveland, and other points. 4 day itineraries from Detroit, Chicago, Cleveland and Pittsburgh. Round-trip fares from New York, Philadelphia, and other points. For details of rates, check coupon.

There's No Special Pullman Fare, Too!

☐ E. B. Railroad, Inc., Passenger Traffic Department
Pennsylvania Railroad, Philadelphia, Pa.
☐ New York World's Fair ☐ Golden Gate International Exposition
Name _____
Address _____
City _____ State _____
Mail to: 1939 EXHIBITION

Pennsylvania Railroad

SHORTEST EAST-WEST ROUTE... DIRECT ROUTE TO NEW YORK WORLD'S FAIR

PRR ads encouraged travelers to sight-see in Philadelphia, Washington, and Atlantic City *en route* to the fair.



PRR and subsidiary *Long Island Railroad* shared a station on the fairgrounds.

Throngs of happy fairgoers stream from the LIRR / PRR station. Associated Press

Eighty-five years ago , the first eastbound *Trail Blazer* arrived in New York City. In contrast to other PRR trains which terminated at Penn Station, the *Trail Blazer* ran directly to the fairgrounds *via* Long Island RR tracks. A special ceremony marked its arrival. Eastbound *Trail Blazers* continued to terminate at the World's Fair until its season ended in October.





FIRST TIME! NEW DE LUXE ALL-COACH TRAIN BETWEEN CHICAGO AND NEW YORK

...Direct to World's Fair!

The Trail Blazer

*Travel Splendor
at Low Coach Fares*

Observation-Buffer-Lounge
Car... Radio... Smart Diner
... Low-Priced Meals... Luxury
Coaches... Reserved Seats...
Completely Air-Conditioned
... Personal Service Galore!

FIRST RUN, JULY 28, 1939

BLAZER is an Observation-Lounge Car which has glass enclosed end, its own buffet and every modern appliance.

NEVER BEFORE on the speed lanes between Chicago and New York a train like this! Complete "run-of-train" from end to end. Beverages of all kinds... tables at which to sip and play... smart lounge chairs on which to relax and watch nature glide by—that's the spirit!

Grand dinners in the smartest of Diners—75 cents; luncheon—65c; breakfast—50c. Alert, gracious coach attendants at your beck and call—day or night. Soft, billowy pillows if desired at small charge. Lights dim at night—no glare. Modern washrooms.

Get off in the heart of New York or in the heart of The Fair—the choice is yours. Eastbound enjoy the special fare, Chicago to New York for the World's Fair—\$28.20 round trip; westbound enjoy the new low fare now in effect—\$30.90 round trip. Save in either direction! And note the fast, running time shown in schedule panel at the right.

While you now enjoy Luxury Coaches... with their deep-cushioned reclining seats... on principal Pennsylvania trains between West and East, the magnificent TRAIL BLAZER offers a *beautifol* of luxury at low cost unprecedented in West-East travel. Be among the *first* to reserve a seat on it!

DAILY SCHEDULE OF THE TRAIL BLAZER

TO THE FAIR:

Loc.	Chicago (Union Station)	Standard Time
Loc. New York (Pennsylvania Station)	7:00 P. M.	
At North Philadelphia	9:00 A. M.	
At New York (Pennsylvania Station)	7:15 A. M.	
At World's Fair Entrance	8:30 A. M.	

WESTBOUND:

Loc.	Chicago (Union Station)	Standard Time
Loc. New York (Pennsylvania Station)	7:00 P. M.	
At North Philadelphia	9:00 P. M.	
At Chicago (Union Station)	9:15 A. M.	

(All times in 1939 subject to change in 1940. Connections to and from other lines subject to change. Ticket must be secured before departure. See the general time-table for complete information. Time subject to change without notice.)

YOUR LOUNGE Car is a place where you can sit and relax while you travel. It is a place where you can sit and relax while you travel. It is a place where you can sit and relax while you travel.

WHAT ABOUT HANG BAGGAGE?
If you're going through to the Fair on the Trail Blazer, you can hang your bag on the baggage rack. If you're not going through to the Fair, you can hang your bag on the baggage rack. If you're not going through to the Fair, you can hang your bag on the baggage rack.

Pennsylvania Railroad

SHORTEST WEST-EAST ROUTE... THE DIRECT ROUTE TO THE NEW YORK WORLD'S FAIR

full-page advertisement in *Saturday Evening Post*, dated July 29, 1939

Trail Blazer was an immediate success. *Wikipedia* reports that it carried 132,000 passengers in 1939 and 175,000 in 1940. Its original eight-car consist was soon expanded to ten cars. By 1943, **Trail Blazer** had become one of PRR's heaviest trains, with fourteen cars totaling more than 1000 tons.



#6100, PRR's one-of-a-kind S1 duplex, was exhibited as an example of the newest innovations in railroading.



After the World's Fair closed, #6100 frequently pulled the **Trail Blazer** between Crestline and

Chicago. Note

that skirting above its running gear, visible in World's Fair photo, has been removed to simplify maintenance.

Trail Blazer was combined with PRR's **General** in 1951. The name **Trail Blazer** was dropped from the timetable in 1959.