



The Times

September 2018

A journal of transport timetable history and analysis

29 TRACK 29



**Inside: Chattanooga Choo Choo
Ox Carts have right of way
Four cars or Eight?**

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The Times

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JAMES T WELLS FOUR CARS OR EIGHT?—THE CUMBERLAND LINE 14



Brightly, with rhythm (♩ · ♩♩)

Music by Harry Warren
Lyrics by Mack Gordon
Arranged by Dan Coates

1. Par-don me, boy— is that the Chat-ta- noo-ga
2. I can af-ford— to board a Chat-ta- noo-ga

Choo-Choo? Track twen-ty-nine,
 Choo-Choo, I've got my fare—

boy, you can gim-me a shine,
 and just a tri-fle to spare.

f *dim.* *mp*

C C G7/D C



The Chattanooga Choo-Choo, a.k.a the Birmingham Special, photographed by O Winston Link as it crossed Bridge 201.

Chattanooga Choo-Choo

Geoff Lambert, Kent Hannah and Dean Ogle

IT WAS THE WORLD'S FIRST Gold Record, selling 1.2 million copies in its first year. It became one of Glenn Miller's greatest hits, but he had little time to revel in the glory – he disappeared while flying over the English Channel two years later.

The tune was first performed—or at first made popular—in the 1941 film, [Sun Valley Serenade](#). [Sun Valley Serenade](#) starred Sonja Henie, John Payne, Glenn Miller, Milton Berle, and Lynn Bari. It featured the Glenn Miller Orchestra performing "Chattanooga Choo Choo", which was nominated for an Academy Award for Best Song. The song was inducted into the Grammy Hall of Fame in 1996, and was awarded the first Gold Record for sales. The music was performed as an 8-minute sequence on location in a Sun Valley resort (at about 46min 15sec into the film), against a mocked-up representation of a "Chattanooga Choo Choo", outside a station (our cover, lower).

Plot

Ted Scott (John Payne) is a band pianist whose publicity manager decides that, for good press, the band should adopt a foreign refugee. The band goes to Ellis Island to meet the girl and soon discovers that the refugee isn't a 10-year-old child, but a young woman, Karen Benson (Sonja Henie). This surprise comes right before the band is to travel by the Sun Valley Express to Sun Valley, Idaho for a Christmas gig.

While on the ski slopes, Ted soon falls for Karen's inventive schemes to win the heart of her new sponsor, much to the chagrin of his girlfriend, Vivian Dawn (Lynn Bari), a soloist with the

Pardon me boy,

Is that the Chattanooga choo choo?

Track twenty-nine

Boy, you can gimme a shine

I can afford

To board a Chattanooga choo choo

I've got my fare

And just a trifle to spare

You leave the Pennsylvania Station 'bout a quarter to four

Read a magazine and then you're in Baltimore

Dinner in the diner

Nothing could be finer

Than to have your ham an' eggs in Carolina

When you hear the whistle blowin' eight to the bar

Then you know that Tennessee is not very far

Shovel all the coal in

Gotta keep it rollin'

Woo, woo, Chattanooga there you are

band. Vivian promptly quits the band out of jealousy, and Karen stages an elaborate ice show as a substitute.

Of particular note is the elaborate "Chattanooga Choo Choo" sequence. The scene begins at a rehearsal with the Glenn Miller Orchestra practicing "Chattanooga Choo Choo" and includes two choruses of the song whistled and sung by Tex Beneke in a musical exchange with The Modernaires. As the Miller band concludes their feature, the camera pans left to reveal a railway station set. The band continues with the production number and accompanies Dorothy Dandridge and the Nicholas Brothers in their song and dance routine.

Sun Valley Serenade is the first of the only two movies featuring The Glenn Miller Orchestra (the other is 1942's

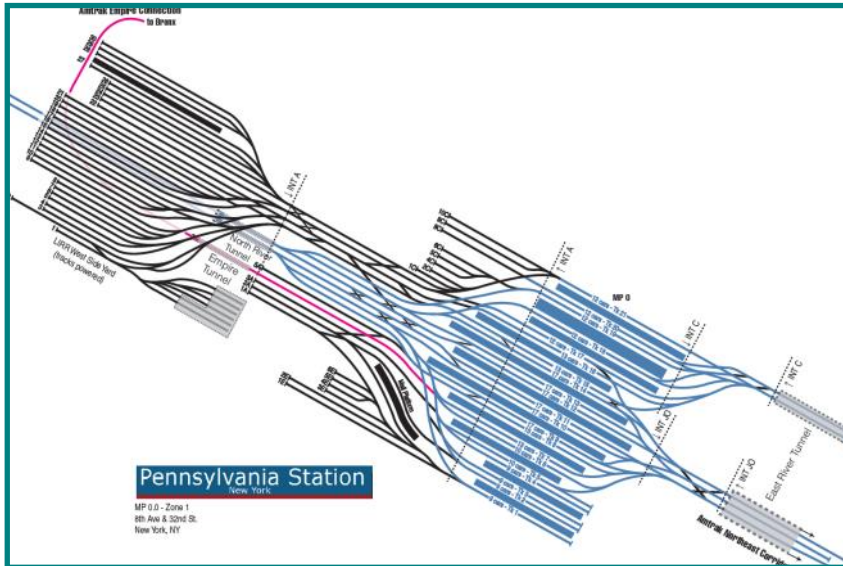
Orchestra Wives). Other Glenn Miller tunes in the film are "*Moonlight Serenade*", "*It Happened in Sun Valley*," "*I Know Why (And So Do You)*," and "*In the Mood*."

The plot of the film also involved real train travel from New York to Sun Valley, for which the departure time was given. Travel by the Ellis Island Ferry also featured in the film. Here, we take a look at how a NYC-Chattanooga timetable might have worked and how the NYC-Sun Valley timetable probably DID work.

Chattanooga

There was a certain degree of poetic licence in the timetable implied by the words of the song. Various blogs have asserted that the song was a complete fantasy, not least of all because there never was a [Track 29](#) at Pennsylvania

Chattanooga Choo-Choo		Birmingham Special	
Pennsylvania Station Track 29	1545 ('bout)	Pennsylvania Station (NOT track 29)	1230 EST
Baltimore	after enough time to read a magazine	Baltimore	1545 EST
South of Baltimore	Dinner in the Diner	Washington	1630-1650 EST
		Dinner (~xxx)	1900
"Carolina"	Breakfast Ham and eggs	Carolina	~0230 CST
Chattanooga	No information	Chattanooga	0850 CST



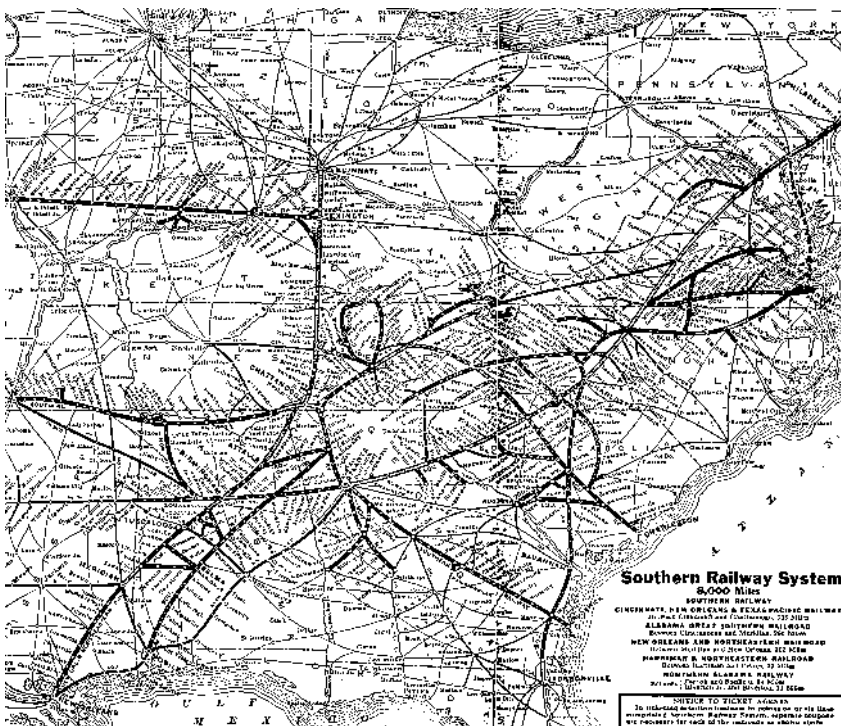
Railway were #29 (southbound) and #30 (northbound).

On May 15, 1932, the Southern re-routed the Birmingham Special via Chattanooga (Tennessee), Knoxville, (Tennessee) and Bristol, bypassing Atlanta. The Norfolk and Western Railway hauled the train between Lynchburg, Virginia and Bristol, creating an unusual (though not unique) situation of the Birmingham Special using two unconnected sections of the Southern Railway: Washington–Lynchburg and Bristol–Birmingham. It was while traveling on Southern Railway’s Birmingham Special that Mack Gordon and Harry Warren wrote "[Chattanooga Choo Choo](#)".

The song's lyrics, which do not mention the Birmingham Special directly by name, mention boarding the train on track 29 at Pennsylvania Station, which has never had a track 29. Also, when the song was recorded in 1941, the Birmingham Special used an electric, not steam, locomotive between New York and Washington. Ironically, the premier train of the Pennsylvania Railroad's rival, the New York Central Railroad's 20th Century Limited, used track 29 at Grand Central Terminal. The time points mentioned reflect liberties for rhyme and suggest the pre-Bristol reroute.

The Pennsylvania ended through service north of Washington in 1956. Through service to Memphis, Tennessee (connecting in Chattanooga) ended on January 31, 1967. The Southern Railway dropped the Birmingham Special name on February 1, 1970. Service south of Bristol ended August 11, 1970, although a rump train operated north from Birmingham to the Alabama/Tennessee border for a few more months. The train was the last to serve Chattanooga's Terminal Station.

The Norfolk & Western joined Amtrak upon the latter's start on May 1, 1971. However, Amtrak chose not to operate the Lynchburg–Bristol portion of the train. The Southern Railway, which had not initially joined Amtrak, continued to operate the unnamed train between Washington and Lynchburg until June 1, 1975, designating it #7 (southbound) and #8 (northbound).



Station (see Track Plan above). However, it was most certainly possible to travel from Pennsylvania Station to Chattanooga on an overnight train, although the ham and eggs would have to be eaten in the pre-dawn darkness. The timetable on page 5, from the 1942 Official Guide Reprint, comes from the collection of Dean Ogle. The closest-fitting train is the [Birmingham Special](#), Train 17/35.

Wikipedia says: The Birmingham Special was a passenger train operated by the Southern Railway, Norfolk and Western Railway, and Pennsylvania Railroad in the southeastern United States. The train began service in 1909 and continued, with alterations, after

Amtrak assumed control of most long-haul intercity passenger rail in the United States on May 1, 1971. The Birmingham Special is the namesake of the famed Glenn Miller big band tune "Chattanooga Choo Choo."

The Southern Railway introduced the Birmingham Special on May 17, 1909, running between Birmingham, Alabama and New York City via Atlanta, Georgia and Washington, D.C. The Southern operated the train between Birmingham and Washington, while the Pennsylvania Railroad carried through cars between Washington and New York. The train consisted of coaches, Pullman sleepers, and a dining car. Its road numbers on the Southern

CONDENSED SCHEDULES AND THROUGH CAR SERVICE

TABLE B THE TENNESSEAN—Trains Nos. 45 and 46—BIRMINGHAM SPECIAL—Trains Nos. 17-35 and 36-18
 NEW YORK-WASHINGTON-CHATTANOOGA-BIRMINGHAM-SHREVEPORT-NEW ORLEANS Trains Nos. 41 and 42
 Southbound—Read Down Northbound—Read Up

27-43	◆ 7	45	17-35-36-18	41	(E.T.) Eastern Time	DAILY	(C.T.) Central Time	42	36-18	46	◆ 8	44-28
		11:00		2:00	Lv Boston (E.T.)		(N.Y., N.H. & H. R. R.)	Ar 4:55	10:40	7:10		
		3 48		6 45	Ar New York (Penna. Sta.)			Lv 1 00	6 00	2 10		
		4 15		7 30	Lv New York (Penna. Sta.)		(Penna. R. R.)	Ar 10 55	6 16	12 25	12 05	
		4 30		7 45	Lv Newark			Ar 10 38	4 52	12 07	11 46	
		4 45		8 00	Lv Trenton			Ar 9 52	4 03	11 21	10 59	
		5 00		8 15	Lv North Philadelphia			Ar 9 24	3 30	10 54	10 33	
		5 15		8 30	Lv Philadelphia, Penna. Sta. (30th St.)			Ar 9 13	3 19	10 33	10 23	
		5 30		8 45	Lv Wilmington			Ar 8 44	2 45	10 54	9 47	
		5 45		9 00	Ar Baltimore (Penna. Sta.)			Lv 7 42	1 43	10 41	8 44	
		6 00		9 15	Lv Washington			Ar 7 00	1 00	10 30	8 00	
		6 15		9 30	Lv Washington		(So. Ry. Sys.)	Ar 6 35	12 35	7 50	7 50	
		6 30		9 45	Lv Charlottesville			Ar 3 35	9 35	5 30	5 30	
		6 45		10 00	Lv Lynchburg		(N. & W. Ry.)	Ar 1 50	7 50	5 55	5 55	
		6 50		10 15	Ar Roanoke			Lv 12 15	6 40	10 49	4 49	
		6 55		10 30	Lv Bristol (E.T.)			Ar 7 30	2 40	10 55	9 55	
		7 00		10 45	Lv Bristol (C.T.)		(So. Ry. Sys.)	Ar 6 30	1 30	9 35	8 35	
		7 05		11 00	Ar Knoxville			Lv 2 40	10 00	6 30	6 30	
		7 10		11 15	Lv Asheville			Ar	6 40	12 40	9 40	9 40
		7 15		11 30	Ar Knoxville			Lv	6 50	12 50	9 50	9 50
		7 20		11 45	Lv Knoxville		(So. Ry. Sys.)	Ar	7 00	1 00	10 00	9 00
		7 25		12 00	Ar Nashville		(T. C. Ry.)	Lv	7 00	1 00	10 00	9 00
		7 30		12 15	Lv Knoxville		(So. Ry. Sys.)	Ar 2 20	9 50	6 15	5 35	5 35
		7 35		12 30	Ar Chattanooga			Lv 11 20	7 00	6 40	11 00	11 00
		7 40		12 45	Lv Chattanooga		(N.C. & St. L. Ry.)	Ar	6 30	2 15	9 30	9 30
		7 45		1 00	Ar Nashville			Lv	1 55	9 30	9 30	9 30
		7 50		1 15	Lv Chattanooga		(So. Ry. Sys.)	Ar 9 45	6 30	3 15	3 15	3 15
		7 55		1 30	Ar Huntsville			Lv 7 05	3 30	1 00	7 05	7 05
		8 00		1 45	Ar Decatur			Lv 6 20	2 35	12 25	6 20	6 20
		8 05		2 00	Ar Sheffield			Ar 5 15	1 20	11 30	5 15	5 15
		8 10		2 15	Ar Florence			Lv	a	a	a	a
		8 15		2 30	Lv Tusculum		(So. Ry. Sys.)	Ar 5 02	12 50	11 13	5 02	5 02
		8 20		2 45	Ar Corinth			Lv	11 25	10 12	10 12	10 12
		8 25		3 00	Ar Grand Junction			Lv	10 14	9 45	8 45	8 45
		8 30		3 15	Ar Memphis			Lv	8 45	8 45	8 45	8 45
		8 35		3 30	Lv Chattanooga			Ar 11 00	6 35	3 15	3 15	3 15
		8 40		3 45	Ar Attalla			Lv 8 45	4 40	4 40	4 40	4 40
		8 45		4 00	Ar Birmingham			Lv 7 30	3 30	3 30	3 30	3 30
		8 50		4 15	Lv Birmingham			Ar 7 00	3 15	3 15	3 15	3 15
		8 55		4 30	Ar Tuscaloosa			Lv 5 15	2 08	2 08	2 08	2 08
		9 00		4 45	Ar Akron			Lv 4 31	3 21	3 21	3 21	3 21
		9 05		5 00	Ar York			Lv 3 20	2 25	2 25	2 25	2 25
		9 10		5 15	Ar Meridian			Lv 2 35	12 20	12 20	12 20	12 20
		9 15		5 30	Lv Meridian		(Y. & M. V. R. R.)	Ar 2 25	12 20	12 20	12 20	12 20
		9 20		5 45	Ar Jackson			Lv 11 35	10 20	10 20	10 20	10 20
		9 25		6 00	Ar Vicksburg			Lv 10 20	9 00	8 59	8 59	8 59
		9 30		6 15	Ar Shreveport			Lv 6 00	2 25	2 25	2 25	2 25
		9 35		6 30	Lv Meridian		(So. Ry. Sys.)	Ar 2 25	12 15	11 25	11 25	11 25
		9 40		6 45	Ar Laurel			Lv 12 45	11 30	10 30	10 30	10 30
		9 45		7 00	Ar Hattiesburg			Lv 11 55	10 30	9 40	8 59	8 59
		9 50		7 15	Ar Slidell			Lv 9 40	8 59	8 59	8 59	8 59
		9 55		7 30	Ar New Orleans (Term. Sta.)			Lv 8 30	8 00	8 00	8 00	8 00

a—Connecting service by Ithaca Transportation Company between Sheffield and Florence. (See Table 7-A, Page 16.) b—Stops on signal to receive pay passengers for Birmingham or beyond and let off pay passengers for Meridian or beyond. c—Via Oakdale, change at Chattanooga. d—Daily except Sundays. e—Sundays only. f—"The Federal", Lv Washington 10 00 PM. g—"The Colonial", Lv Washington 9 00 AM. h—Diesel-Powered, Air-Conditioned, Coach Train. i—Diesel-Powered, Streamlined Coach Train, "The Southerner". All seats reserved, without additional charge. (See Page 2).

EQUIPMENT

THE TENNESSEAN—Trains Nos. 45 and 46

Steam-Powered between Washington and Bristol and Diesel-Powered between Bristol and Memphis. Streamlined Coach Train between Washington and Memphis. (all seats reserved without additional charge) handling Pullman sleeping cars between Washington and Chattanooga-Memphis and Bristol-Nashville. See Page 3.

- ★ 1 22-seat Combined Passenger-Dormitory-Baggage Car, Washington-Memphis.
- ★ 1 52-seat Partitioned Coach, Washington-Memphis.
- ★ 1 48-seat Dining Car, Washington-Chattanooga.
- ★ 2 55-seat Straight Coaches, Washington-Memphis.
- ★ 1 Observation-Tavern Car, Radio, Washington-Memphis.
- ★ 1 10-Sec. 3-Double Bedroom Sleeping Car, Line 2651, Washington-Memphis.
- ★ 1 12-Sec. 1-D.R. Sleeping Car, Line No. 2650, Bristol-Nashville, (via Chattanooga and N. C. & St. L. Railway).
- ★ 1 12-Sec. 1-D.R. Sleeping Car, Line No. 2647, Chattanooga-Memphis. (May be occupied 9 30 PM and until 7 30 AM at Chattanooga).

BIRMINGHAM SPECIAL—Trains Nos. 17-35 and 36-18

Sleeping Cars:

- ★ New York-Birmingham, 8 Section, 5 Double-Bedroom, Line No. 2639.
- ★ New York-Nashville, 12 Section, 1 D. R., Line No. 2644, (Via Chattanooga and N.C. & St. L. Ry.)
- ★ New York-Knoxville (Southbound), 12 Section, 1 D. R., Line No. 2633, Northbound in No. 42. May be occupied until 7 30 AM at Knoxville.
- ★ Washington-Birmingham, 12 Section, 1 D. R., Line No. 2652.
- ★ Washington-Memphis, 10 Section Lounge, Line No. 2643.
- ★ Dining Car Service. (See Table 86, Page 34).
- ★ Air-Conditioned Individual Reclining Seat Coaches, Washington-Birmingham.
- ★ Air-Conditioned Coaches. (See Table 51, Page 29).

NEW YORK-WASHINGTON-CHATTANOOGA-BIRMINGHAM-SHREVEPORT-NEW ORLEANS—Trains Nos. 41 and 42

Sleeping Cars:

- ★ New York-New Orleans, 10 Sec., 1 Compl., 2 Double-Bedroom, Line No. 2602.
- ★ New York-Shreveport, 12 Section, 1 D. R., Line No. 2649.
- ★ Washington-New Orleans, 10 Section Lounge, Line No. 2621, (May be occupied 10 00 PM and until 8 00 AM at Washington.)
- ★ Washington-Roanoke, 12 Section, 1 D. R., Line No. 2654, (May be occupied 10 00 PM and until 8 00 AM at Washington; 9 30 PM and until 9 00 AM at Roanoke.)
- ★ Knoxville-New York, 12 Section, 1 D. R., Line No. 2633, Northbound. (Southbound in No. 17).
- ★ Atlanta-Birmingham-Shreveport, 12 Section, 1 D. R., Line No. 2231, (Trains Nos. 39 and 40 between Atlanta and Birmingham; see Table M, Page 10.)
- ★ Dining Car Service. (See Table 86, Page 34).
- ★ Air-Conditioned Coaches. (See Table 51, Page 29).
- Sleeping cars may be occupied at New Orleans until 8 00 AM.

QUEEN AND CRESCENT—Trains Nos. 43 and 44

Sleeping Cars:

- ★ Cincinnati-Barnett, 8 Sec., 1 Compl. Restaurant-Lounge, Line No. 2227, (Pullman passengers handled between Cincinnati and Meridian).
- ★ Asheville-Birmingham, 10 Section, 2 D. R., Line No. 2237, (Between Oakdale and Birmingham, Trains Nos. 27 and 28 east of Oakdale.)
- ★ Asheville-Louisville, 10 Section, 2 D. R., Line No. 2646, (Southbound Nos. 23-43-28, Northbound Nos. 27-44-24.)
- ★ Air-Conditioned Coaches. (See Table 51, Page 29).

★ Regularly assigned cars AIR-CONDITIONED.

The Southern Railway joined Amtrak in 1979.

A comparison of timetable implied by the lyrics with that of the 1942 Birmingham Special appears at the bottom of page 3.

Sun Valley

If anything, the timetables of the trains that appeared in *Sun Valley Serenade* are more interesting than that of the Chattanooga Choo Choo itself.

The Sun Valley ski resort was created by W. Averell Harriman, the President

of the Union Pacific Railway (UP) to boost travel on the UP in the post-Depression period. In mid-March 1937, after opening the Sun Valley Lodge, Harriman announced that, in order to provide more modestly priced accommodations to a wider group of people, work was in progress for the

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON.
WESTWARD—First Class.

STATIONS	247	Y94	527	Y308	933	455	Y90	Y88	47	Y122	19	249	Y148	Y310
	Peek-kill	Hart-ford Excur-sion	Mount Vernon	Stam-ford	White Plains North Station	White Plains North Station	Spring-field	Spring-field	The Detroit-er	Down Easter	The Lake Shore Limited	Croton-on-Hudson	Pitts-field	Stam-ford
	Daily except Sunday	Sunday only	Daily except Sat. and Sunday	Daily	Satur-day and Sunday only	Daily except Sat. and Sunday	Daily except Sunday	Sunday only	Daily	Daily except Sunday	Daily	Daily	Sunday only	Daily
TRACK NO.	113	18	101	106	111	110	18	19	29	21	28	116	25	108
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
G.C.T., Upper Level..	° 6.26	° 6.26	° 6.26	° 6.31	° 6.36	° 6.41	° 7.01	° 7.01	7.01	° 7.16	7.16	° 7.26	° 7.31	° 7.48
G.C.T., Lower Level..	6.21	° 6.29	° 6.38	† 6.40	° 6.45	° 6.50	° 7.10	† 7.11	† 7.11	° 7.21	° 7.21	° 7.30	† 7.35	† 7.40
125th St.....	° 6.30	† 6.35	° 6.40	° 6.40	° 6.47	° 6.52	° 7.12	° 7.13	° 7.13	° 7.22	° 7.22	° 7.31	° 7.36	° 7.43
138th St.....	° 6.33	° 6.38	° 6.41	° 6.43	° 6.48	° 6.53	° 7.13	° 7.13	7.14	° 7.28	7.28	° 7.33	° 7.38	° 7.48
MO.....	° 6.33	° 6.38	° 6.41	° 6.43	° 6.48	° 6.53	° 7.13	° 7.13	7.14	° 7.28	7.28	° 7.33	° 7.38	° 7.48
Melrose.....			° 6.42½		° 6.49½									
Morrisania.....			° 6.44		° 6.51									
Claremont Park.....			° 6.46		° 6.53									
Tremont.....			° 6.48		° 6.55									
183d St.....			° 6.50		° 6.56									
Fordham.....			° 6.52		° 6.58									
Botanical Garden.....			° 6.54		° 7.00									
Williams Bridge.....			° 6.56		° 7.02									
Woodlawn.....		6.49	° 6.59	6.52	° 7.05	7.01	7.22	7.22		7.38			7.47	7.52
Wakefield.....		P.M.	° 7.01	P.M.	° 7.06	7.02	P.M.	P.M.		P.M.			P.M.	P.M.
Mount Vernon.....			A 7.03		° 7.08	° 7.04								
Fleetwood.....			P.M.		° 7.10	° 7.06								
Bronxville.....					° 7.13	° 7.09								
Tuckahoe.....					° 7.15	° 7.11								
Crestwood.....					° 7.17	° 7.13								
Scarsdale.....					° 7.21	° 7.17								
Hartsdale.....					° 7.25	° 7.21								
White Plains.....					° 7.29	° 7.25								
White Plains No. Sta..					A 7.34	A 7.29								
High Bridge.....	° 6.30½				P.M.	P.M.						° 7.36½		
Morris Heights.....	° 6.38											° 7.38		
University Heights....	° 6.39											° 7.39		
Marble Hill.....	° 6.41											° 7.41		
Spuyten Duyvil.....	° 6.44										7.35½	° 7.44		
Riverdale.....	° 6.47											° 7.47		
Mount St. Vincent....	° 6.48											° 7.48		
Ludlow.....	° 6.49											° 7.49		
Yonkers.....	° 6.52										U 7.41½	° 7.52		
Glenwood.....	° 6.55											° 7.54		
Greystone.....	° 6.57											° 7.56		
Hastings-on-Hudson..	° 7.00											7.46½	° 7.58	
Dobbs Ferry.....	° 7.03												° 8.01	
Ardaley-on-Hudson...	° 7.05												° 8.03	
Irvington.....	° 7.08												° 8.06	
Tarrytown.....	° 7.13												° 8.11	
Philipse Manor.....	° 7.16												° 8.14	
Scarborough.....	° 7.20												° 8.18	
Ossining.....	° 7.24												° 8.22	
Harmon.....	° 7.28								† 7.48			° 8.02	° 8.27	
Croton-on-Hudson....	° 7.32								† 7.52			° 8.06	° 8.33	
	° 7.37								7.57			8.12	A 8.33	
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
See Special Instruction No. 6	B	B	R B	T-35	T-22	B	B	B		R-51		T-40	B	T-34



ELKHART TO CHICAGO

WESTWARD — FIRST-CLASS

CONTINUED FROM PAGE 8

CONTINUED ON PAGE 10

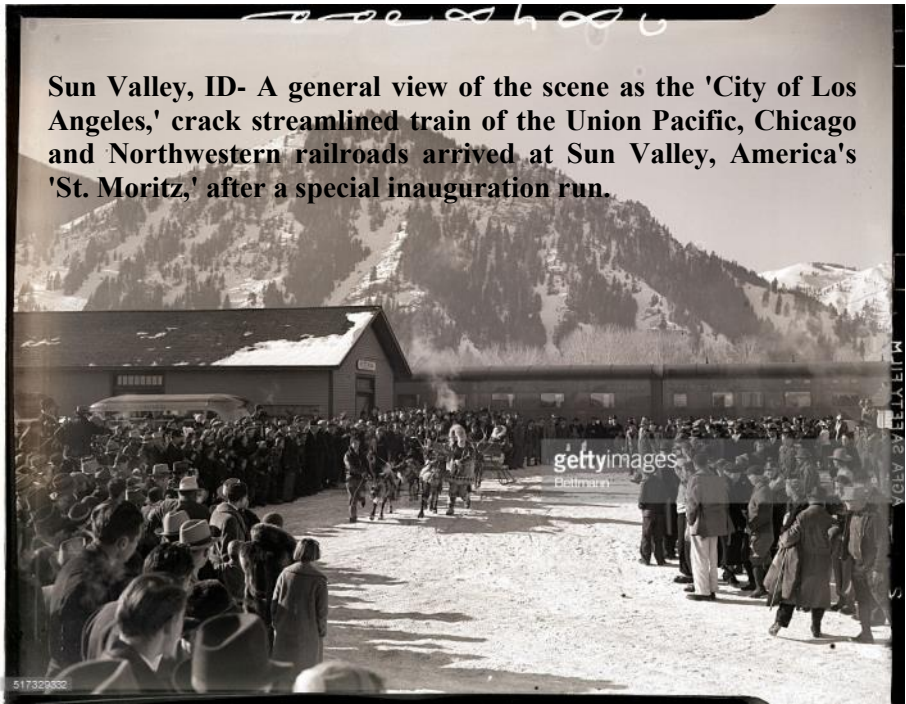
Miles from Elkhart	STATIONS	5	25	655	681	67	17	X19	19	683	685	703
		The Mohawk	The 20th Century Limited	Local	Local	The Commodore Vanderbilt	The Wolverine	Mail	The Lake Shore Limited	Local	Local	P. M. R. R.
		Daily	Daily	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Saturday Only	Saturday Only	Daily Except Sunday
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
.....	Elkhart.....							10.25	11.07			
4.82	WG.....							10.32	11.14			
5.51	Osceola.....											
11.11	Mishawaka.....							s10.39	11.21			
14.23	High Street.....											
15.09	South Bend.....							s10.47	s11.29			
15.28	HF.....											
15.68	Arnold Street.....											
16.11	NX.....											
22.06	Lydick.....											
22.59	CK.....							10.56	11.38			
28.48	New Carlisle.....							11.02	11.44			
30.16	Hudson Lake.....											
34.78	Rolling Prairie.....	6.41	7.47					11.09	11.51			
40.78	WR.....	6.48	7.52					11.15	11.57			
41.80	La Porte.....	s 6.54				s 8.40		s11.18	s12.00			
42.15	JD.....	6.55	7.54			8.42		11.19	12.01			
45.88	Pinola.....											
48.19	Durham.....	7.02	7.59			8.49		11.25	12.08			
51.75	Otis.....	7.06	8.02	A. M.		8.53		11.29	12.12	P. M.		
55.20	Burdick.....											
59.47	Chesterton.....	K 7.16	8.10	8.15		9.01		11.37	12.20	12.25		
60.35	Porter.....			s 8.17			A. M.			s12.27		P. M.
60.56	PO.....	7.18	8.11	8.18		9.02	11.10	11.39	12.22	12.28		2.52
64.65	FN.....	7.22	8.15	8.24		9.06	11.14	11.43	12.26	12.33		2.56
65.12	Dune Park.....			f 8.26	A. M.					f 12.34	P. M.	
70.83	Millers.....	7.29	8.21	s 8.33		9.12	11.20	11.49	12.33	s12.42		3.02
74.42	Gary.....	s 7.35	8.24	s 8.40	8.40	s 9.18	11.24	11.53	12.37	s12.50	2.45	3.06
75.24	Kirk Yard.....			f 8.42	f 8.42					f 12.52		
76.65	Curtis.....			f 8.44						f 12.54		
77.65	Pine.....			f 8.46	f 8.46					f 12.56		
78.48	NE.....	7.40	8.28	8.47	8.47	9.23	11.28	11.58	12.41	12.58	2.50	3.10
79.40	Buffington.....			f 8.49	s 8.49					f 1.00		
81.21	Indiana Harbor.....	B 7.45		s 8.52	s 8.52					s 1.03	s 2.55	P. M.
81.58	HC.....	7.46	8.31	8.53	8.53	9.27	11.31	12.01	12.45	1.04	2.56	
81.93	Mahoning.....			s 8.54	s 8.54					f 1.06	s 2.58	
83.78	Whiting.....			s 8.59	s 8.59					s 1.11	s 3.03	
84.13	MS.....	7.49	8.34	9.00	9.00	9.31	11.34	12.05	12.49	1.12	3.04	
85.03	Robertsdale.....			f 9.02	f 9.02					f 1.13	s 3.05	
87.37	East Side.....			s 9.05	s 9.05					s 1.17	s 3.10	
87.85	CR.....	7.53	8.38	9.06	9.06	9.35	11.38	12.09	12.53	1.19	3.11	
88.74	South Chicago.....	B 7.55		s 9.09	s 9.09					s 1.20	s 3.13	
92.28	JN.....	8.01	8.43	9.14	9.14	9.41	11.43	12.14	12.59	1.26	3.19	
92.45	71st Street.....			s 9.15	s 9.15					s 1.27	s 3.21	
92.81	Park Manor.....			s 9.17	s 9.17					s 1.29	s 3.23	
93.91	Englewood.....	s 8.05	s 8.46	s 9.20	s 9.20	s 9.45	s11.46	s12.18	s 1.05	s 1.31	s 3.25	
100.56	Chicago.....	8.20	9.00	9.35	9.35	10.00	12.00	12.30	1.20	1.45	3.40	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	NOON	P. M.	P. M.	P. M.	P. M.	P. M.



Time shown at Chicago is for information only.

construction of a large two storey hotel unit, about 800 feet northeast of the Lodge, called the *Challenger Inn*, which would resemble an Austrian mountain village. It would have its own kitchen, dining room and many other features such as bowling alleys, and game rooms. Around a village square, where there would be a skating rink and open air swimming pool, the building would ramble informally, offering continental restaurants and cafes, a variety of shops and a motion picture theatre. The Challenger took its name from a powerful new [4-6-6-4 steam locomotive](#) that had been designed by the Union Pacific principally for fast freight service.

The Challenger name was also applied to a new, low-fare passenger train service with rarely seen amenities — air-conditioning, free nurse-stewardess service, porter service, special coaches exclusively for women and children, and meals priced so that breakfast, luncheon and dinner would total only 90 cents.



On December 6th 1937, *The New York Times* reported in uncharacteristically breathless terms, as follows. NEW TRAIN TO BE SHOWN; Union Pacific Will Bring Streamliner Here Dec. 18.

DEC. 6, 1937. The new Union Pacific streamline train City of Los Angeles will be placed on exhibition at the Grand Central Terminal on Saturday, Dec. 18, for the one day.

Page 12

CHICAGO to PORTLAND and SEATTLE via Omaha

Table C For complete schedules see tables 1, 2 and 6	Streamliner City of Portland Example	Portland Rose Daily Example	Challenger Portland Rose Daily Example	Pacific Limited 25-28-29 Daily Example
By Chicago	8:15 AM	9:00 AM	9:10 AM	10:00 AM
At Omaha	1:51 PM	7:55 AM	8:15 AM	10:00 AM
By Omaha	2:00 PM	8:45 AM	9:00 AM	10:25 AM
At Grand Island	4:01 AM	11:04	12:10	1:40 PM
At Kearney	6:55 AM	12:48	1:05	2:40
At North Platte (C.T.)	8:59 AM	2:48	2:58	4:30
At North Platte (M.T.)	4:59	1:56	2:08	3:56
At Sidney	6:47	4:46	4:58	6:40
At Cheyenne	8:25	7:15	7:30	10:30
At St. Louis (Web) (C.T.)	1:54 PM	1:50 PM	1:50 PM	1:50 PM
At Kansas City (Du. Pac.)	11:55 AM	11:55 AM	11:55 AM	11:55 AM
At Denver (M.T.)	5:00 AM	5:00 AM	5:00 AM	5:00 AM
At Cheyenne	9:25 AM	8:40 AM	8:40 AM	11:00 AM
At Laramie	10:10	10:20 AM	10:20 AM	1:40
At Rawlins	11:47	1:30	1:30	4:10
At Rock Springs	1:12	3:12	3:12	6:30
At Green River	3:14	4:10	4:10	7:50
At Kemmerer	5:47	5:47	5:47	9:50
At Monticello	8:20	7:42	7:42	11:10
At Pocatello	10:00	10:00	10:00	1:30
At West Yellowstone	2:30 PM	7:30 AM	7:30 AM	11:10
At Pocatello	6:25 AM	10:30	10:30	2:00
At Minidoka	11:50	11:50	11:50	3:50
At Shoshone	12:50	12:50	12:50	5:00
At Sun Valley (Sun Valley is 1 1/2 miles from Challengers station)	1:10	1:10	1:10	5:30
At Steam Falls	10:30	10:30	10:30	8:40
At Aberdeen	12:30	12:30	12:30	4:40
At Shoshone	12:00	12:00	12:00	6:00
At Oilsen Ferry	2:10	2:10	2:10	8:30
At Bode	4:45	4:45	4:45	11:00
Atampa	4:46	4:46	4:46	11:00
At Huntington (M.T.)	7:00	7:00	7:00	11:30
At Huntington (P.T.)	11:32 AM	7:10	7:10	10:00
At Baker	7:35	7:35	7:35	12:10
At La Grange	9:15 PM	12:10 AM	12:10 AM	4:10
At Pendleton	2:38	2:38	2:38	6:30
At Arlington	5:34	5:06	5:06	8:10
At Hood River	8:30 PM	7:00	7:00	10:30
At Portland	9:30 PM	8:30	8:30	11:00 PM
At Tacoma	1:00	1:04	1:04	5:00
At Seattle (P.T.)	2:20 PM	2:20 PM	2:20 PM	6:40 PM

Footnotes for Page 12

- * Regularly assigned through cars air-conditioned. † Motor Bus; see Note B on page 12.
- Meals 5 round trips each month. See page 7 for sailing dates and schedule.
- Regular daily steam train between Portland and Seattle.
- Through sleeping car daily during Yellowstone season, June 19 to Sept. 12.
- Connecting sleeping car service daily during Yellowstone season, June 19 to Sept. 12.
- (1) Sleep only on night.
- (2,3) Delivered time. (M.T.) Mountain time. (P.T.) Pacific time.
- Time from 12:01 midnight to 12:00 noon shown in light face type.
- Time from 12:01 noon to 12:00 midnight shown in heavy face type.

Equipment for Page 12

*** NO. 1—The Streamliner—CITY OF PORTLAND**
Leaves Chicago via C. & N. W. By 4th, 10th, 22nd and 29th of each month.
Copper King (Club Lounge) Chicago to Portland (radio).
Standard Sleeping Cars... Chicago to Portland—1 Compartment, 8 Double Bedrooms (4 sets).
Chicago to Portland—11 Berthed Sections (4 sets).
Chicago to Portland (2 cars—48 reclining seats each—all reserved).
Chicago to Portland (40 reclining seats—all reserved).
Cotton Shop Dining Car... Low cost meals for coach passengers.
Main Dining Car... Regular meal service.

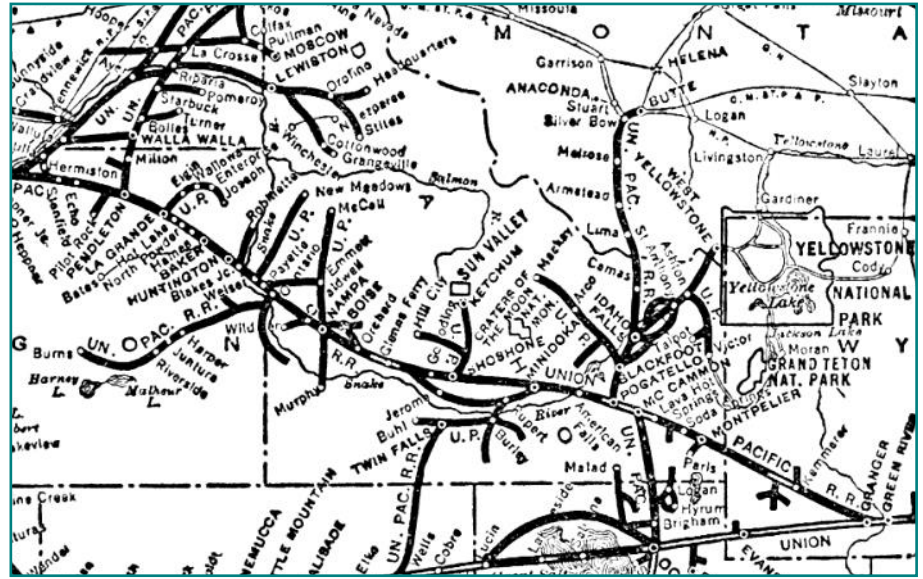
*** NO. 17-18—PORTLAND ROSE—DAILY**
No. 17 to Cheyenne; No. 18 to Portland.
Cars from Chicago run via C. & N. W. to Omaha; thence U. P.
Club Lounge Car... Chicago to Portland (barber, valet, buffet, beverages, radio).
Standard Sleeping Cars... Chicago to Portland—8 Sections, D. H. Compartment, 10 Berths, 3 Double Bedrooms.
Denver to Portland—12 Sections, Drawing-room (No. 27 to Cheyenne).
Pocatello to Spokane—18 Sections, D. H. (from Salt Lake City; No. 65-12 north of Pocatello).
Chicago to West Yellowstone—8 Deps., Omaha, D. H. (Only during Yellowstone season. Trains 35 north of Pocatello).
Dining Car... Meal service.

*** NO. 7-12—The Challenger—PORTLAND ROSE—DAILY**
No. 7 to Cheyenne; No. 12 to Portland.
Cars from Chicago run via C. & N. W. to Omaha; thence U. P.
Porter Service without Charge.
Free Pillows day and night. Free Drinking Cups.
Lounge Car... Chicago to Cheyenne (for sleeping car passengers).
Challenger Sleeping Car... Chicago to Portland—10 Sections.
Huntington Port Coach... Chicago to Portland.
Dining Car... Serving special low cost meals.

*** NO. 21-24-25—PACIFIC LIMITED—DAILY**
No. 21 to Cheyenne; No. 23 to Green River; No. 25 to Portland.
Cars from Chicago run via C. & N. W. to Omaha; thence U. P.
Club Lounge Car... Meal service and lounge, Green River to Portland.
Challenger Sleeping Car... Chicago to Portland—8 Sections, Drawing-room.
Chicago to Portland—14 Sections, Drawing-room (from Kansas City).
Chicago to Portland—18 Sections.
Chicago to Portland after leaving Cheyenne.
Chicago to Portland—10 Sections.
Chicago and Omaha to Portland.
Dining Car... Meal service.



On Dec 18, the NYT further reported: New Streamlined Train of Union Pacific Goes on View Today at the Grand Central; THE LATEST IN STREAMLINED TRAINS ARRIVES



IN THE EAST: "W. M. Jeffers, president of the Union Pacific Railroad, was a passenger on the company's newest streamlined train, the City of Los Angeles, when it arrived at Harmon, N. Y., yesterday

prior to being exhibited in the Grand Central Terminal today. It will leave on an initial run to Sun Valley, Idaho, tomorrow."

The streamliner, which would be operated jointly by the Union Pacific

CHICAGO and ST. LOUIS to SUN VALLEY (Ketchum)

Table M All trains daily. For complete schedules, see Tables 1, 2, 6, 17, 18 and 64. SEE NOTE B		Pacific Limited 21-23-25-59 Example	Portland Rose 27-17-Bus Example	Challenger-Portland Rose 7-17-Bus Example	★NO. 21-23-25-59—PACIFIC LIMITED—DAILY From Chicago—C. & N. W. 21 to Omaha; U. P. 21 to Cheyenne; 23 to Green River; 25 to Shoshone; 59 to Sun Valley. From St. Louis—Wab. 9 to Kansas City; U. P. 23 to Green River; 25 to Shoshone; 59 to Sun Valley. Standard Sleeping Cars... Chicago to Shoshone—12 Sections, D. R. (Passengers for Sun Valley make car to car change before arrival Green River, and change to train 59 at Shoshone). Kansas City to Shoshone—12 Sections, Drawing-room (for Portland). St. Louis to Cheyenne—10 Sec., D. R. Compartments (for San Francisco). Tourist Sleeping Cars... St. Louis to Cheyenne—16 Sec. (for San Francisco). Cheyenne to Shoshone—16 Sections (for Portland). Coaches... Chicago to Shoshone; Shoshone to Sun Valley. St. Louis to Kansas City; Kansas City to Green River. Cheyenne to Shoshone. Dining Car... Meal service.
Lv Chicago (C.T.) C. & N. W.	10.00 SUN	9.00 SUN	9.10 SUN	9.00 SUN	
Lv Omaha Union Pacific	10.35 SUN	8.45 MON	9.00 MON	9.00 MON	
Lv St. Louis (C.T.) Wabash	1.50 SUN	11.55 MON	11.55 MON	11.55 MON	
Lv Kansas City Union Pacific	8.00 MON	5.00 MON	5.00 MON	5.00 MON	
Lv Denver (M.T.)	8.30 MON	8.40 MON	4.10 TUE	4.10 TUE	
Lv Cheyenne	11.50 MON	10.30 TUE	10.30 TUE	10.30 TUE	
Lv Green River	7.30 TUE	12.50 WED	12.50 WED	12.50 WED	
Lv Pocatello	2.20 TUE	1.10 THU	1.10 THU	1.10 THU	
Ar Shoshone	5.00 WED	3.00 THU	3.00 THU	3.00 THU	
Lv Shoshone	5.20 WED				
Ar Sun Valley (Ketchum) (M.T.)	7.40 THU				

Shoshone — Ketchum — Sun Valley		Table No. 64	
See Note A	Mixed 341 Daily 59	Mts. Mountain Time	Mixed 342 Daily 52
Sun Valley is one and one-half miles distant from railroad station at Ketchum, Idaho and there is convenient free bus service.	8.00 5.20 8.35 5.50 9.30 6.31 10.00 6.56 10.30 7.06 11.00 7.40	0 16 37 62 67 69	0 16 37 62 67 69

Richfield — Hill City		Table No. 65	
Mixed 379	Mts. Mountain Time	Mixed 380	Mixed 372
8.10 8.55 9.00 9.40 10.00 10.23 10.35 11.15	0 15 23 32 47 53 59 59	0 15 23 32 47 53 59 59	0 15 23 32 47 53 59 59

Nampa — Murphy		Table No. 66	
Mixed 371	Mts. Mountain Time	Mixed 372	Mixed 372
9.15 9.45 10.10 10.35 11.10	0 9 15 20 30	0 9 15 20 30	0 9 15 20 30

Note A—Bus connections between Shoshone and Sun Valley will be provided passengers arriving or departing Shoshone on principal trains and holding through rail tickets to and from Ketchum and reservations at Sun Valley Lodge or Challenger Inn.



CALIFORNIA — SALT LAKE CITY — SUN VALLEY (Ketchum)

41-17- Bus	8-29-59 88-29-59 SEE NOT	38-29-59 28-29-59 E B	Table N All trains daily. For detailed schedules and equipment see Tables A, B and U.	52-32-27 52-32-37 SEE NOT	52-32-87 52-32-7 SEE NOT	Bus-18 -30-21 Bus-18 -30-23 E B
	8.05 6.00	8.00 5.50	Union Pacific Lv Los Angeles (P.T.)... Ar Ar Salt Lake City (M.T.)... Lv	7.40 10.25	7.50 10.35	10.30 1.35
	11.00 12.05	8.00 9.05	Lv Salt Lake City... Ar Ar Ogden... Lv	7.30 6.35	7.30 6.35	11.30 10.35
	8.00 5.00 6.05	9.00 6.15 6.10	Lv San Fran'co (PT) S. P. Ar Lv Reno... Ar Ar Ogden (P.T.)... Lv	8.25 8.52 8.20	8.25 9.53 8.45	11.00 1.10 11.25
	12.35 4.15 10.30 12.50 1.10 3.00	9.40 1.15 2.30 5.10 5.20 7.40	Lv Ogden (M.T.) U. P. Ar Lv Pocatello... Ar Ar Shoshone... Lv Lv Shoshone... Lv Ar Sun Valley (M.T.)... Lv (Ketchum)	6.20 2.30 1.20 10.40 10.30 8.30	6.20 2.30 1.20 10.40 10.30 8.30	10.15 6.45 6.15 3.50 3.20 1.30

★NO. 29-49—DAILY—SUN VALLEY SPECIAL—★NO. 52-32—DAILY
No. 29 to Pocatello; No. 59 to Sun Valley. No. 52 to Pocatello; No. 32 to Salt Lake City.
Cafe Lounge Car... Salt Lake City and Sun Valley
Standard Sleeping Car... Salt Lake City and Sun Valley—8 Sec., D. R., Compts.
Reclining Seat Coaches... Salt Lake City and Sun Valley (change at Pocatello).

EQUIPMENT—Between Los Angeles and Salt Lake City see Table A, pages 8 and 9; between San Francisco and Ogden see Table B, pages 10 and 11.

Footnotes for Page 23

Note B—Bus connections between Shoshone and Sun Valley will be provided passengers arriving or departing Shoshone on principal trains and holding through rail tickets to and from Ketchum and reservations at Sun Valley Lodge or Challenger Inn. Sun Valley is one and one-half miles distant from railroad station at Ketchum, Idaho and there is convenient free bus service.

★ Regularly assigned through cars air-conditioned. † Motor Bus; see Note B above.
(C.T.) Central time, (M.T.) Mountain time, (P.T.) Pacific time.
Time from 12.01 midnight to 12.00 noon shown in light face type.
Time from 12.01 noon to 12.00 midnight shown in heavy face type.

Dining Car... Pendleton to Pocatello; Pocatello to Ogden.

LOS ANGELES — SALT LAKE CITY — SUN VALLEY

No. 38-33-17 S. V. Bus Alternate Service	No. 38-29- 25-55 Winter Service	Table V Condensed Schedules All Trains Daily	No. 56-12- 32-37 Winter Service	S. V. Bus No. 18-34-0 Alternate Service
7.30 SUN	7.30 SUN	Lv Los Angeles (P.S.T.)... Ar	7.00 TUE	3.00 MON
7.55 SUN	7.55 SUN	" East Los Angeles... "	6.25 TUE	2.30 MON
5.40 MON	5.40 MON	Lv Las Vegas (PT)... Ar	8.45 MON	6.55 MON
5.15 MON	5.15 MON	Ar Salt Lake City (MST)... Lv	9.40 MON	10.10 SUN
11.30 MON	8.00 MON	Lv Salt Lake City... Ar	8.50 MON	10.00 SUN
12.45 TUE	9.20 MON	Lv Ogden... Ar	7.20 MON	8.50 "
4.15 TUE	12.45 TUE	Ar Pocatello... Lv	4.15 MON	5.35 SUN
9.40 TUE	1.10 TUE	Lv Pocatello... Ar	3.40 MON	5.05 SUN
11.45 "	3.15 TUE	Ar Shoshone... Lv	1.30 MON	3.00 "
1.50 TUE	7.30 TUE	Ar Sun Valley (MST)... Lv	10.30 SUN	12.55 SUN

Equipment for Table V

★ **No. 38-29-25-55—PONY EXPRESS—SUN VALLEY SPECIAL—DAILY**
No. 38 to Salt Lake City; No. 29 to Pocatello; No. 25 to Shoshone;
No. 55 to Sun Valley.

Lounge Car Service ⊗... Los Angeles to Pocatello.
Standard Sleeping Cars... Los Angeles to Sun Valley—10 Roomettes, 6 Dbl. Brms.
Los Angeles to Salt Lake—8 Sec., 1 D.R., 2 Compts.
Reclining Seat Coaches... Los Angeles to Salt Lake City (for Kansas City,
Omaha and Chicago).
Salt Lake City to Pocatello; Pocatello to Sun Valley.
Dining Car... Las Vegas to Salt Lake City.

★ **NO. 56-12-32-37—SUN VALLEY SPECIAL—PONY EXPRESS—DAILY**
No. 56 to Shoshone; No. 12 to Pocatello; No. 32 to Salt Lake City;
No. 37 to Los Angeles.

Lounge Car Service ⊗... Pocatello to Los Angeles.
Standard Sleeping Cars... Sun Valley to Los Angeles—10 Roomettes, 6 Dbl. Brms.
Salt Lake to Los Angeles—8 Sec., 1 D.R., 2 Compts.
Reclining Seat Coaches... Sun Valley to Pocatello; Pocatello to Salt Lake City.
Salt Lake City to Los Angeles (from Omaha and St. Louis).
Dining Car... Pocatello to Ogden; Salt Lake City to Los Angeles.

NOTE—For Chicago and St. Louis—Sun Valley Service see Table C, pages 12 and 13, and Table F, page 17.

and the Chicago and North Western Railway, was the eighth of a line of lightweight modernized passenger trains powered by six, 900-horsepower diesel-electric engines, housed in three cars. The train had 17 cars carrying about 250 passengers. The engineer sat in an upholstered, shatterproof glassed pilot house atop the first of three locomotive units and controlled the entire operation of the train with three small levers. He had a telephone

system connecting with others in his crew.

On the afternoon of Sunday, Dec. 19, the streamliner was hauled out of Grand Central by an electric freight locomotive, and began its inaugural run headed not to California, but to the new ski resort at Sun Valley. It carried some 200 prominent Easterners, who would assist at the opening of the second season at Sun Valley Lodge on Dec. 21. After that, on Dec. 27, the

unit would go into regular service between Chicago and Los Angeles. Passengers on the inaugural run to Sun Valley were treated to a fashion show while the "fastest train" rolled west.

At about noon, on Dec. 21, the new streamliner burst out of the fog that engulfed the lower Wood River Valley into the radiant sunshine that bathed Sun Valley. The gold and brown train — over 1,200 feet long — arrived in Ketchum at 12:30 after a 40-hour maiden run from New York.

Crowds of people in the latest Sun Valley approved ski togs were on hand, either riding or carrying skis to welcome the newcomers. The Austrian ski-school contingent headed by Hans Hauser was present, as was Steve Hannigan, the publicist who controlled the entire operation. The disembarking notables passed through a double line of girls holding aloft their ski poles to form an archway to their sleighs, sleds, cars and buses [page 8]. The two Sun Valley orchestras—Bus Vaughn from the Lodge and Harl Smith from the Christiana—turned out in ski clothes, were on the platform playing a rousing musical welcome. Assembled in front of the station platform was a large assortment of transportation to convey incoming guests over the snow to Sun Valley village. Ribbed and bespangled horses were drawing gaily painted cutters and sleighs. Eskimo huskies and teams of domestic dogs were on hand. A team of reindeer pranced at the approach of the new monster train held in check by a parka-clad Eskimo. This was just one of the many events which Harriman used to publicize his resort.

Ernest Hemingway made his final

home in Ketchum after having visited the area for many years and first came to Sun Valley in 1939 at the invitation of Harriman. While staying in the Sun Valley Lodge, he worked on and completed *For Whom the Bell Tolls* and wrote a brochure for the UP, extolling the virtues of Sun Valley (top left, page 9).

The “Sun Valley” scenes were filmed on location and include shots of a steam-hauled train arriving at Ketchum. The film starts in New York, which is where the Glenn Miller orchestra usually performed, but it is not clear whether the interior scenes were shot there or Hollywood. The latter could be relevant because there was a direct Los Angeles-Ketchum ski train called the *Snowball Special*, which the scriptwriters presumably knew about. The only schedule time we have is “11:35” for the initial departure of the band for Sun Valley (28m21sec into the film). The film of the train arriving at Ketchum (28m50sec into the film) seems to be the middle of the day.

We assumed, as a working hypothesis, that when the band travelled for their Sun Valley Christmas Gig, they travelled from New York. This could have been from either Grand Central Station (which DOES have a Track 29), or from Pennsylvania Station (which doesn't). From either station, the first destination would have been Chicago, where the band would probably have boarded the *Challenger* and travelled as far as Green River in Wyoming. There they would have changed trains to a train through to Pocatello and Shoshone, thence to Ketchum. Dean and Kent have provided several PTTs for this, we also have the 1948 UP ETT reprint by the Colorado Rail Museum.

We have two timetables we can draw upon— one from 1938 and one from 1942. They show rather different times. Working backwards from the Chicago-Shoshone section of the 1942 timetable, with its departure time from Chicago of 9 PM on a Sunday, we suggest the band arrived in Chicago from New York at 8:12 PM, on No. 19, the *Lake Shore Limited*, which had left Grand Central the day before at 7:16 PM.

The New York to Croton Harmon and the Elkhart to Chicago ETT schedules for the late 1930s are shown on pp 6-7. The GCT-Harmon section was electrically worked and would have been the section over which the Inaugural Special was hauled by the “Electric Freight engine”. The balance of this trip was presumably handled by one of NYC's streamlined Hudsons.

In 1942, there were many routes west from Chicago that could have got you to Sun Valley; the one we show here (pp 8&9) is the route of UP's *Challenger*. Leaving on Sundays, you arrived at Shoshone at 12:50 on Tuesday, where you changed to either a bus or a train, to arrive at Ketchum/Sun Valley at 3PM. There were other trains on the Ketchum line including, most notably for the film, a mixed, No. 341, which arrived at Ketchum at 08:45. This was surely the train which appeared in the film (page 9, bottom right). By freeze-framing the film, measuring the altitude of the sun from the length of the shadows, knowing the latitude and longitude of Ketchum, and assuming the date really was 24th December, we discovered that the time of the filming of the arrival would

have been about 15 minutes after midday. We therefore conjecture that the film studio made an arrangement with the UP to re-film its “arrival” after it had already arrived on its “normal” schedule.

On page 10, we also show an alternative— the Los Angeles-Sun Valley winter and summer timetables for the *Snowball Express* which could equally well have applied.

So Chattanooga and Sun Valley. *There You Are.*

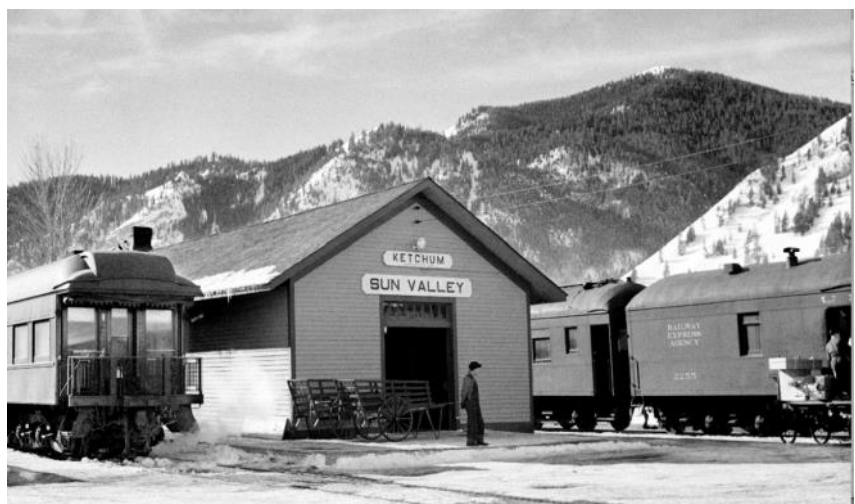
Thanks to [Joy Yates](#)' rendition of Chattanooga Choo Choo at Manly's Jazz in the Kirk, for inspiring this article.

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This Timetable does not apply to Bullock Carts

VICTOR ISAACS, WIKIPEDIA and THE TOURIST AUTHORITIES

THE POCKET TIME TABLE Giving Passenger Train Services and General

Information of the Federated Malay States Railways dated 1 August 1934 included much more than just passenger train times (its cover is shown on our page 16). There was a lot of general information and advertisements concerning travel and other aspects of life in colonial Malaya.

Fraser's Hill in Pahang state is one of the hill stations once favoured by British colonists in tropical colonies to obtain some respite in cooler weather. The road up the hill was 8 km of single lane. Hence traffic was regulated. Following is the timetable for motor cars, as printed in the FMSR Timetable. Motor cars had blocks of half an hour, every two hours, to go up or down. But motor lorries were only allowed to commence the uphill trip for ten minutes in each two hours. It appears that bullock carts could enter the road at any time.

A new road was completed in 2001, but it is often closed by landslides. When it is open, uphill traffic now uses the old road, and downhill traffic uses the new road.

-Victor Isaacs

Wikipedia says: Fraser's Hill

derives its name from Louis James Fraser, a solitary Scottish pioneer, who set up a tin-ore trading post in the 1890s. The British army had not

lii

FRASER'S HILL

Time Table for Cars using the Road from
The Gap to Fraser's Hill (Simpang.)

Cars may go UP

BETWEEN	7 a.m. and	7.30 a.m.
"	9 a.m. and	9.30 a.m.
"	11 a.m. and	11.30 a.m.
"	1 p.m. and	1.30 p.m.
"	3 p.m. and	3.30 p.m.
"	5 p.m. and	5.30 p.m.

Cars may go DOWN

BETWEEN	6 a.m. and	6.30 a.m.
"	8 a.m. and	8.30 a.m.
"	10 a.m. and	10.30 a.m.
"	12 noon and	12.30 p.m.
"	2 p.m. and	2.30 p.m.
"	4 p.m. and	4.30 p.m.
"	6 p.m. and	6.30 p.m.

Traffic not controlled between 7 p.m. and 5.30 a.m.

Before starting to go up or down, Drivers of Cars and lorries are to sign the Book kept at the barrier.

No Motor Lorry will be allowed to leave the barrier at the Gap to go up after the first ten minutes from the times of starting specified above.

Bullock Carts are liable to be met at any time.

explored the Titiwangsa Range, so Fraser recruited guides and coolies for an expedition to the upper ridges, prospecting for gold or other valuable metals. At the top he found an ancient forest of moss-draped trees and ferns with a prehistoric appearance, kept constantly moist in the cloud layer. He also found rich tin deposits, and recruited Chinese workers to open a mine. A steep track was constructed for mules to transport the tin ore down to The Gap and on to Raub, the nearest town. Fraser operated a gambling and opium den at the workers' camp, through which he profited a second

time from the wages paid to his coolies.

Fraser vanished without trace some 25 years later. In 1917 C. J. Ferguson-Davie, Bishop of Singapore, led a trek up from the Gap to look for his site, and did not find him, but reported that the place was perfect for a hill station—a retreat from the heat of the lowlands. In 1919, work started on the access road to the hill station from The Gap and by 1922, the hill station named Fraser's Hill was opened to visitors.

The hill station covered 140 hectares





of land and had over 50 km of jungle paths. The 1927 Handbook to British Malaya recorded that there were 9 bungalows for the use of government officials, 4 houses built with the help of the Red Cross for ex-servicemen and women, 3 private homes, a country club, a golf course, water supply and a post office.

In 1951, during the Malayan Emergency, the British High Commissioner in Malaya Sir Henry Gurney was killed near Fraser's Hill in a random assassination by Communist guerillas.

The 1970s saw another burst of development with buildings and golf courses. Faced with growing evidence of the effects of environmental damage at Malaysia's largest hill resort, Cameron Highlands, the Pahang state government in 2010 ruled out further development of virgin forest. Fraser's Hill also had a rest centre for the British Forces based in Malaya and Singapore during the 1960s. The centre was run by NAAFI

(Navy Army and Air Force). It also had a swimming pool and a tennis court, built by volunteers from the forces.

[This](#) website has the following to say about the current situation in and around Fraser's Hill: Fraser's Hill is about 105km north of Kuala Lumpur. It was built on seven hills, just like the ancient city of Rome. The hills straddle the Pahang-Selangor border. The hill resort was named after an English adventurer, Louis James Fraser, who built himself a shack on the hill in the 19th century. He operated a primitive mule train and embarked on a lucrative trade in tin ore. Stories about his life include rumours of an opium and gambling den. However, he disappeared during the first decade of the 20th century and was never seen again.

In Fraser's Hill it's cool throughout the year at an average of 18-20 degrees Celsius, the attraction of Fraser's Hill

as a tourist resort has not diminished through the years. Today, Fraser's Hill is popular as a site for company retreats and weekends.

Fraser's Hill can be reached through the Karak highway. Turn left at the Bentong junction and proceed to Teranum. Alternatively, one can take the old trunk road route heading towards Penang and turn off at Kuala Kubu Bharu for the drive to the Gap. The last 8 km from the Gap to the top of Fraser's Hill is along a scenic, narrow winding road which carries one-way traffic from 7:00 am to 7:00 pm. This stretch (35 min to 45 min) is for one way traffic during the day and 2 way at night. It is narrow and wide enough for one car only except several stretches where 2 cars can squeeze through. (Website timetable below, slightly different from the 1934 timetable; the current road-side TT is on page 12).

There's so much to do, see and dine in Fraser's Hill ...there's archery, white-water rafting, waterfalls, bird watching, jungle trekking, golfing, nature walks, sightseeing tours, picnics, hiking, cycling, abseiling, mountain climbing, horse rides at the Paddock, fishing and boating at the Fraser's Hill Lake and an unending list of activities available all year round in a cool refreshing climate for everyone. There are beautiful sunrises and sunsets to view, lush pine tree forests for picnics, highland flower nurseries to appreciate, golf courses to enjoy and karaokes (Wow!) for entertainment. Children will also find interesting nature discovery attractions at the Fraser's Hill Nature Education Centre.

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Going Up (Odd Hours)

07.00am – 07.40am
 09.00am – 09.40am
 11.00am – 11.40am
 01.00am – 01.40am
 03.00am – 03.40am
 05.00am – 05.40am
 07.00am – 07.40am

Going Down (Even Hours)

06.00am – 06.40am
 08.00am – 08.40am
 10.00am – 10.40am
 12.00am – 12.40am
 02.00am – 02.40am
 04.00am – 04.40am
 06.00am – 06.40am

<—Spot the error!

Four Cars or Eight? Sydney's Cumberland Line

JAMES T WELLS

TAKE A TRAIN FROM Strathfield to Sydney and depending on the departure platform you could find yourself in one of eight different types of train. They are identified by 'set' letters – A, C, H, K, M, S, T or V. Not sure what these mean? [Wikipedia](#) is a good reference.

Some would say this is clutching at straws. They are all double deck electric trains of the same basic design, but be assured there is quite a difference between a clunky non air-conditioned S set and a modern A "Waratah" set.

Is this situation unique on a world wide basis? Perhaps a British reader could help here? How many different types of suburban trains pass through Clapham Junction to either Victoria or Waterloo?

It makes sense for a system such as Sydney's to concentrate trains of a certain type on particular lines or segments. Sydney calls these 'sectors', as follows:

Sector 1 is the most easterly and runs from Bondi Junction through Hurstville to Cronulla and Waterfall. It is still inappropriately called the Eastern Suburbs and Illawarra Line (T4). It goes close but not to the Illawarra but let's not get into that now.

The key to **Sector 2** is Circular Quay, the northern-most station on the City Circle. Sector 2 trains run around the circle in both directions – the lines served through Central being T2, T3, and T8.

Sector 3's key point is the Harbour Bridge, between Milsons Pt and Wynyard. Line T1 covers a large area ranging from Berowra in the north to Emu Plains and Richmond in the west.

The allocation of trains by set is fairly simple. Sector 1 has only T Tangara sets, and sector 3 has mainly A sets with some T's. All S, C, K and M sets are on Sector 2, much to *The Times*

editor's chagrin because he is a regular traveller on the T8 line. Sector 2 also has an allocation of A sets.

But what about H and V sets?, you ask. These are inter city long distance trains but they are used by suburban passengers as if they are suburban trains within the suburban area.

Be aware that A sets are indivisible, i.e. they can't be split into two four car sets as the other trains can.

Our interest concerns the Cumberland line T5 which is a cross suburban line running from Leppington in the south via Liverpool and the major centre of Parramatta via the "Y-link" (picture, page 15) to Blacktown, Quakers Hill, Schofields or Richmond. There is no real commercial need to run past Parramatta but because of limited turn back facilities there it makes sense to do so.

This also provides relief to Sector 3 trains from having to serve minor stations in the Parramatta – Blacktown corridor.

From November 2017 it operates all day seven days a week except for the wee small hours; a far cry from the very limited peak hour service that operated previously. I understood that, with this change, the service would be operated by four car M sets; appropriate given the limited patronage offering. But by May 2018 this was no longer the case. Some services are operated by 8 car A sets.

This is probably not a good thing from the perspective of a passenger who goes to the end of a platform to join an 8 car train who finds the train is only four cars long and which has stopped at the far end of the platform.

A strange aspect of this is that as far as is known the A sets running on line T5 are all provided by sector 3, and not 2.

A note about train numbering. The WTT has run / trip No's which are four digit, either 2 numeric plus 2 alpha or 3 numeric plus one alpha. For example 104D would be the fourth trip for run 104.

Let's look at the detail for Monday to

Friday. The first two northbound trains are 4 car M's 'starting' (i.e. commencing their day's work) at Leppington, a station with stabling facilities. It's interesting that the third trip (at 7.21) is operated by a 4 car M set which has run empty from Flemington Car sidings.

The first two southbound services are 'starts' at Blacktown. The general pattern is that in the peak hours Cumberland trains terminate at Blacktown. Schofields is not bereft of services as to/from City Sector 3 trains turn back there in the peak hours.

This really isn't a problem for passengers as there would be almost none travelling from south of Granville to the three stations beyond Blacktown – Marayong, Quakers Hill and Schofields. In any case interchanges between Cumberland and Western line trains are easy at Westmead and Seven Hills where they do not involve changes of platform.

The pattern changes with southbound services starting from Schofields at 8:21 am but this requires run 55 (4 car M set) to run its first trip of the day empty from Blacktown at 8:05 am. This is a remarkably late start for a train in the morning peak hour but possibly justified for 'standby reasons'.

The next train southbound is also a 4 car M set but then the fun starts with run 527G – an 8 car A set at 9:22 am. Now there's a need to mention a quirk in the run naming process. This train arrived at Schofields as run 127F from Central. But all A sets on the Cumberland line have run No's in the 500 series so this 'run' becomes 527 – a simple change of the first digit but with letter suffixes consistent with the 100 series used on Sector 3.

Run 527 does two return trips to Leppington, as does run 525. Runs 532 and 541 do one trip each. This is before the pm peak. Other services are operated by 4 car M sets.

Inter-peak there are four 4 car M sets stabled at Blacktown. One wonders why these aren't used for Cumberland

services instead of the A sets. The rosters show Crew Training and Day Stable for the interval at Blacktown.

Between 3 and 4 pm is an interesting time at Schofields because there are also terminating Sector 3 trains, not to speak of through services to Richmond. The station is at the end of double track with two platforms, both of which can be used as a turnback.

A list of movements is shown in the table at right.

The basic pattern is that sector 3 trains use Platform 2 (Down Richmond Road) irrespective of direction and Cumberland services use Platform 1. This seems to apply generally through the day. What is worthy of note is that between 1517 and 1523, also half an hour later, Schofields has two terminators in the station at the same time.

Of note is the Up departure at 1550. This is run 125L - 8 car A set which runs empty to Hornsby via the Homebush loop and Eastwood. Would this be the longest empty run on the system? The guard would enjoy the trip.

The evening peak is similar to the morning peak with Cumberland services terminating at Blacktown. After the peak there are a couple of A set services arriving at Schofields from Leppington but the big change occurs around 11 pm with six Cumberland line services running through to Richmond. These replace Sector 3 services so Richmond line passengers from the City must change. The connection off a Penrith service at Seven Hills means a seven minute wait. The last four of these trains are run by A sets. Yes, you can ride a 4 car M set to Richmond.

At weekends the timetable is much simplified as there are no morning and afternoon peaks, but there is an interesting twist. At the start and finish of the day trains run from Leppington to Richmond. But from about 7 am the southern terminus is Liverpool, instead of Leppington.

This mainly affects passengers from south of Glenfield wanting to travel to the north of Cabramatta, mainly to Parramatta. They have to change twice.

Time	Dir	From	To	Platf	Notes
1457	Dn	CEN	RCD	2	
1458	Up	Start	LEP	1	
1507	Up	RCD	CEN	2	
1513	Dn	CEN	Term.	2	
1517	Dn	LEP	Term.	1	
1523	Up	start	CEN	2	
1527	Dn	CEN	RCD	2	
1528	Up	Start	LEP	1	
1537	Up	RCD	CEN	2	
1543	Dn	LEP	Term.	2	
1547	Dn	BAK	Term.	1	Empty
1550	Up	Start	HBV	2	Empty

But wait, there's more. The northern terminus on weekends until late at night is Quakers Hill, the station before Schofields. The rationale for this appears to be set minimisation. Turnarounds are a short seven minutes at Quakers Hill; and a not specially long thirteen minutes at Liverpool.

Running the trains to Schofields would increase the no of sets required from five to six. The five sets are all 4 car M sets but A sets seem to work all the full services from Leppington to Richmond.

Liverpool is well able to cope with Cumberland line turn-back as well as Line 3 (services via Bankstown) trains as it has two turnback platforms.

It does seem anomalous that short trains run the service at times which might get busy with passengers and long trains run the early and late services when patronage is close to nil. There are all sorts of issues that come into play here; avoiding empty working, crewing, stabling etc.

The above is intended to provide a quick overview of what is a quite complex situation. No attempt has been made to document every quirk or exception.

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BIRMINGHAM SPECIAL



PENNSYLVANIA STATION, SEVENTH AVE. & 52ND ST. NEW YORK.

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SOUTHERN RAILWAY

PREMIER CARRIER OF THE SOUTH

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H. F. CARY, GENERAL PASSENGER AGENT.

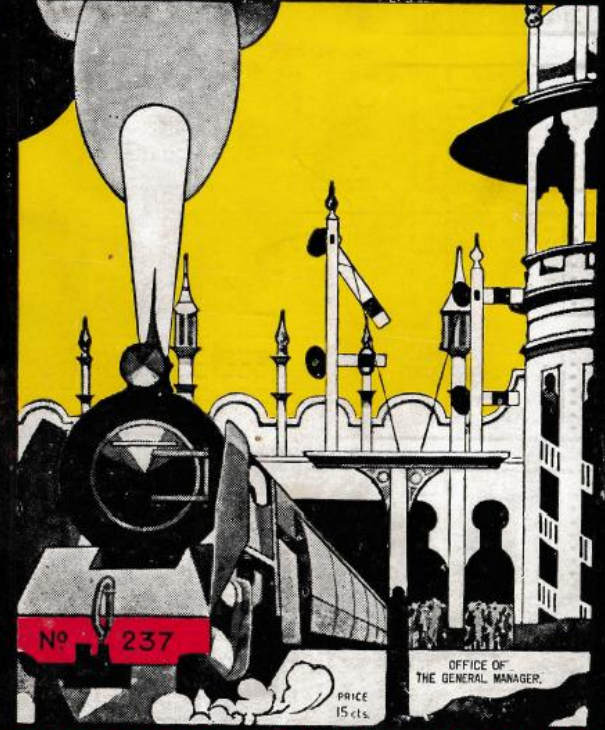
THE BIRMINGHAM SPECIAL

NEW ROUTE BETWEEN THE EAST AND SOUTH

VIA THE
NORFOLK AND WESTERN RAILWAY



FEDERATED MALAY STATES RAILWAYS



No. 237

PRICE 15 cts.

OFFICE OF THE GENERAL MANAGER.

PASSENGER TRAIN SERVICE



This is how the Birmingham Special train ran from the 1930s to the end— via the Norfolk and Western going west out of Lynchburg, VA, it would pick up at Knoxville, TN. This was the schedule of the Chattanooga Choo Choo as described in the song

The New Birmingham Special

SOUTHBOUND		
P. R. R. 123 SOUTHERN 29 N. & W.-SOUTHERN 17		
Lv. New York	Penna. R. R.	11 30 AM
" Newark	"	11 52 AM
" North Philadelphia	"	1 21 PM
" West Philadelphia	"	1 33 PM
" Wilmington	"	2 10 PM
" Baltimore	"	3 30 PM
Ar. Washington	"	4 20 PM
Lv. Washington	Sou. Ry.	4 45 PM
" Charlottesville	"	7 45 PM
" Monroe	"	9 25 PM
Ar. Lynchburg	"	9 40 PM
Lv. Lynchburg	N. & W. Ry.	9 45 PM
Ar. Roanoke	"	11 00 PM
Lv. Roanoke	"	11 05 PM
Ar. Bristol (E. T.)	"	3 10 AM
Lv. Bristol (C. T.)	Sou. Ry.	2 15 AM
Ar. Johnson City	"	2 55 AM
" Greenville	"	3 40 AM
" Morristown	"	4 30 AM
" Knoxville	"	5 30 AM
" Cleveland	"	7 25 AM
Ar. Chattanooga	"	8 15 AM
Lv. Chattanooga	"	8 25 AM
" Atlanta	"	10 55 AM
Ar. Birmingham	"	12 40 PM
Lv. Chattanooga	N. C. & St. L.	8 40 AM
Ar. Tullahoma	"	10 35 AM
" Murfreesboro	"	11 29 AM
" Nashville	"	12 30 PM
Lv. Chattanooga	Sou. Ry.	8 35 AM
Ar. Huntsville	"	11 15 AM
" Decatur	"	12 00 N P
" Sheffield	"	1 15 PM
" Tusculumbia	"	1 33 PM
" Corinth	"	2 55 PM
" Grand Junction	"	4 20 PM
Ar. Memphis	"	5 00 PM

FASTER time and better service characterize the re-routing and improved schedules of this long-established and popular train between New York and Birmingham. Formerly routed via Washington and Atlanta, the new "Birmingham Special" will operate via the Norfolk and Western Railway through Lynchburg, Roanoke and Bristol — thus continuing the operation of Trains Nos. 17 and 18 between New York and Chattanooga.

Never before has such fast service been available between New York and Birmingham. Hours have been cut from former schedules, yet the present connections for Nashville and Memphis have been retained. The route is an interesting one, through many cities of importance and through picturesque, productive and historic sections.

The fast schedules of the new "Birmingham Special" and its excellent equipment, which are shown in this folder, merit the consideration of travelers between the north and the south to whom fast transportation and a route of scenic interest form the essentials of a satisfactory journey.



EQUIPMENT

SLEEPERS—New York and Memphis (10-Section, 2-Drawing Room Car). Washington and Nashville (10-Section Lounge Car). New York and Birmingham (10-Section, 2-Drawing Room Car).

COACHES DINING CAR SERVICE

NORTHBOUND		
P. R. R. 132 SOUTHERN 30 N. & W.-SOUTHERN 18		
Lv. Memphis	Sou. Ry.	8 40 AM
" Grand Junction	"	10 18 AM
" Corinth	"	11 35 AM
" Tusculumbia	"	1 03 PM
" Sheffield	"	1 20 PM
" Decatur	"	2 34 PM
" Huntsville	"	3 25 PM
Ar. Chattanooga	"	6 00 PM
Lv. Nashville	N. C. & St. L.	2 00 PM
" Murfreesboro	"	2 42 PM
" Tullahoma	"	3 40 PM
Ar. Chattanooga	"	5 50 PM
Lv. Birmingham	Sou. Ry.	2 00 PM
" Atlanta	"	3 40 PM
Ar. Chattanooga	"	6 15 PM
Lv. Chattanooga	"	6 30 PM
" Cleveland	"	7 20 PM
" Knoxville	"	9 10 PM
" Morristown	"	10 12 PM
" Greenville	"	11 00 PM
" Johnson City	"	11 53 PM
Ar. Bristol (C. T.)	"	12 30 AM
Lv. Bristol (E. T.)	N. & W. Ry.	1 35 AM
Ar. Roanoke	"	5 25 AM
Lv. Roanoke	"	5 30 AM
Ar. Lynchburg	"	6 45 AM
Lv. Lynchburg	Sou. Ry.	6 50 AM
" Monroe	"	7 00 AM
" Charlottesville	"	8 30 AM
Ar. Washington	"	11 35 AM
Lv. Washington	Penna. R. R.	12 00 N P
Ar. Baltimore	"	12 53 PM
" Wilmington	"	2 11 PM
" West Philadelphia	"	2 42 PM
" North Philadelphia	"	2 56 PM
" Newark	"	4 44 PM
Ar. New York	"	4 40 PM

NORFOLK AND WESTERN RAILWAY