

# **NAMED TRAINS OF THE PENNSYLVANIA-READING SEASHORE LINES AND PREDECESSORS**

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The use of names to distinguish certain major passenger trains had a long history on the Pennsylvania Railroad system. However, for the first fifty years or so the names were simply descriptive, usually the destination paired with the term "Express", which set such trains apart from "Accommodations" or locals. A more select category, the "Limited" with all first-class accommodations (parlor or sleeping cars), made its debut with the *New York and Chicago Limited* of 1881. The "Special", just as exclusive as the Limited, but making fewer stops or running extra-fast, appeared in 1902.

However, it was not until the railroad began to encounter competition for passenger traffic around the time of World War I that the Passenger Department began giving its deluxe trains more colorful or evocative names. The United States Railroad Administration, which operated the railroads from January 1918 through February 1920, suppressed most train names, as they did competitive advertising and luxury services in general, but after the postwar economic dislocations, the naming of trains was resumed with new vigor. Eventually, almost every train that carried sleeping or parlor cars also carried a name.

Originally, only the Reading system (Atlantic City Railroad) bestowed names upon its most important trains from the Kaighn's Point Terminal in Camden to points "down the shore." THE FISHERMAN'S SPECIAL ran from spring to fall to the charter boat docks at Schellenger's Landing just north of Cape May. In 1922, two Camden-Atlantic City round trips were named, the famous BOARDWALK FLYER and THE ROCKET eastbound and THE QUAKER CITY EXPRESS and THE WILLIAM PENN EXPRESS westbound. Also inaugurated were the seasonal OCEAN CITY SPECIAL and THE BALTIC, a commuter train to and from the Baltic Avenue Branch in Atlantic City.

The Pennsylvania Railroad did not extend names to its parallel services until much later, although New York-Atlantic City and Pittsburgh-Atlantic City trains were named in the twenties. THE RA (pronounced "ray") and THE SUN TAN began running non-stop between Philadelphia and Cape May in 1930 but ended as casualties of the Depression after four seasons. With the creation of the Pennsylvania-Reading Seashore Lines in 1933, the four ex-Reading Atlantic City trains kept their names, but no trains on the ex-PRR side carried names until THE SEA BREEZE FLYER began running non-stop between Philadelphia and Wildwood in 1935.

Finally, in September 1937, the PRSL applied names to all of its Atlantic City trains carrying parlor cars, which meant the majority of the service. Most names featured maritime or nautical themes, and there were whole series of SEA and SHORE trains. THE BOARDWALK ARROW was perhaps the least distinguished of an entire family of ARROWS descending from the original RED ARROW of 1925. The bulk of the named trains ran between late June and Labor Day, but there was a spring pre-season and a post-season that ran until the end of September. Because Atlantic City functioned as a year-round resort, named trains also operated on a reduced scale from October to May. As a result, the frequent changes of name were a bit bewildering.

The PRSL canceled all train names when parlor cars were dropped as a war measure at the end of the 1942 season. When first class service was restored after the war, the only Philadelphia-Atlantic City

train to be named was THE SEA BREEZE of 1950-61.

As Atlantic City tourist traffic began to decline in the early 1950s, local authorities began to pressure the PRSL to market its service more aggressively. A brochure was distributed to hotels in tandem with the September 27, 1953 timetable showing all Atlantic City trains named. However, aside from the SEA BREEZE and the New York-Atlantic City NELLIE BLY, no train names ever appeared in public or employee timetables after the war.

What follows is a list of all named trains operated in PRSL territory compiled from public timetables. It does not include New York-Atlantic City, Pittsburgh-Atlantic City, or Philadelphia-Long Branch trains.

**\*ATLANTIC CITY ANGLER:**

Est. 4/25/1937; #103; summer Sunday-only train, Camden-Atlantic City; renumbered #111 and made daily train 6/27/1937-9/12/1937; restored as Sunday-only #103 4/24/1938-9/18/1938; restored as Sunday-only #101 4/30/1939-9/17/1939, as Sunday-only #103 5/26/1940-9/22/1940, 5/25/1941-9/21/1941, 6/7/1942-9/20/1942 (last trip).

**\*THE BALTIC:**

Est. 6/5/1922 by Atlantic City Railroad; #37; summer-only express between Camden direct to points on Baltic Ave. Branch in Atlantic City; last trip 9/6/1926.

**\*BARNACLE BILL SPECIAL:**

Est. 6/27/1937; #114-165; non-stop train, Camden-Atlantic City; runs as #165 non-stop from late June to first week of Sept. and as #163 or #167 with stops at Hammonton, Egg Harbor and Absecon during rest of year; #114 renumbered #116 in summers starting 6/26/1938; name dropped 9/27/1942.

**\*THE BEACH PATROL:**

Est. 9/26/1937; #125-172; Sunday-only train, Camden-Atlantic City; renumbered #1018 and changed to run to Philadelphia 4/24/1938; became daily train in winter only (#1018 weekdays and #1020 Sun.) starting 9/25/1938; name dropped 9/27/1942.

**\*BOARDWALK ARROW:**

Est. 9/26/1937; #147-190; Sunday-only train, Camden-Atlantic City; last trip 4/17/1938; revived as #1034, summer Sunday-only train Atlantic City-Philadelphia 5/15/1938-9/11/1938, 5/14/1939-9/10/1939, 5/12/1940-9/8/1940, 5/11/1941-9/21/1941, 5/10/1942-9/20/1942 (last trip); also operated as #1003, summer Sat. & Sun., Philadelphia-Atlantic City 6/26/1938-9/18/1938, 5/30/1939-9/10/1939, 5/30/1940-9/8/1940, 5/30/1941-9/7/1941, 6/7/1942-9/13/1942 (last trip).

**\*BOARDWALK FLYER:**

Est. 4/30/1922 by Atlantic City Railroad; #17; Camden-Atlantic City; continued by PRSL; renumbered #159 9/24/1933; #120 renamed from QUAKER CITY EXPRESS 6/21/1936; name dropped 9/27/1942 (last trip 9/26/1942).

**\*THE BO'SUN'S MATE:**

Est. 9/26/1937; #131-178; Sunday-only train, Camden-Atlantic City; last trip 4/17/1938.

**\*THE CRUISER:**

Est. 4/24/1938; #1004-1025; Philadelphia-Atlantic City train; last trip 9/26/1942.

**\*THE DOLPHIN:**

Est. 9/26/1937; #1008 (daily) and #1015 (Sat. & Sun.), Philadelphia-Atlantic City; #1015 renamed THE SHORE QUEEN 4/24/1938; renumbered #1006 running except Sun. 6/26/1938; last trip 9/26/1942.

**\*THE EL CAPITAN:**

Est. 9/26/1937; #141; Saturday-only train, Camden-Atlantic City; last trip 4/23/1938.

**\*FISHERMAN'S SPECIAL:**

Est. ca. 6/20/1920 by ACRR by naming #455; summer-only Camden-Schellenger's Landing; westbound apparently ran extra; on 9/7/1930 op. Thurs., Sat. & Sun.; in 1931 season #401 (#461 Sun.) operates Sun. starting 5/3/1931, on Sat. & Thurs. starting 5/30 and daily 6/20/1931; op. weekdays starting 6/26/32; became PRSL #2111-2118 in 6/25/1933 but with name dropped; operated as #425/325-330/430 in seasons of 1935-1937; name was not shown in Guide or timetable, but was used in Mutual Magazine, etc.); name revived as #485-486, Sun. only on 5/2/1937; add #425-430 Sat. 5/15/1937 and Thurs. 6/3/1937; last trip of season 10/24/1937; in 4/24/1938 season is #425-430; renumbered #423-428 4/30/1939; last trip to Schellenger's Landing 9/28/1940; restored 5/10/1941 running to Cape May Harbor via Wildwood; last trip 9/27/1941; suspended for World War II; restored 5/4/1947 as #485-486, Saturday and Sunday only; last trip 9/1/1947; not shown on public timetable thereafter.

**\*THE FLYING CLOUD:**

Est. 9/26/1937; #117-166; Sunday-only train, Camden-Atlantic City; renumbered #1009-1024 and changed to run from Philadelphia 4/24/1938; #1009 becomes summer-only (ca. 6/10 to 9/10) eff. 9/25/1938, while #1024 operates year-round; last trip #1009 9/13/1942; last trip #1024 9/20/1942 and name dropped.

**\*THE FLYING EAGLE:**

Est. 9/26/1937; #1022; Atlantic City-Philadelphia train; renumbered #1007-1026 4/24/1938; renumbered #1005-1026 6/26/1938; last trip 9/26/1942.

**\*THE HONEYMOONER:**

Est. 9/26/1937; #1033; Philadelphia-Atlantic City train; last trip 4/23/1938; revived 6/26/1938; last trip 9/26/1942.

**\*THE JOLLY TAR:**

Est. 9/26/1937; #1026; Sunday-only Atlantic City-Philadelphia train; last trip 4/17/1938; revived 6/26/1938 as #1017; Sat. & Sun. summer-only train; operated 6/26/1938-9/5/1938, 6/28/1939-9/4/1939, 6/23/1940-9/2/1940, 6/22/1941-9/1/1941, 6/7/1942-9/7/1942 (last trip).

**\*THE MARINER:**

Est. 9/26/1937; #1006-1007; Philadelphia-Atlantic City; last trip 4/23/1938; #1007 renamed THE FLYING EAGLE.

**\*THE MERMAID:**

Est. 9/26/1937; #1016-1029; Philadelphia-Atlantic City; last trip 4/23/1938; #1016 renamed THE SEASHORE LIMITED and #1029 renamed THE SEA HAWK.

**\*THE NAVIGATOR:**

Est. 9/26/1937; #1012; year-round Atlantic City-Philadelphia train; carries sleeper as parlor car; last trip 9/26/1942.

**\*THE NEPTUNE:**

Est. 9/26/1937; #1032; Atlantic City-Philadelphia; last trip 4/23/1938; #1032 renamed THE SEA GULL.

**THE OCEAN CITY SPECIAL:**

Est. 6/19/1922 by Atlantic City RR; #419-420; summer-only commuter train Ocean City-Camden; last trip 9/4/1926 (? - may have run later)

**\*THE OCEAN WAVE:**

Est. 4/24/1938; #1028; Sat. & Sun. summer-only Atlantic City-Philadelphia train; operated 4/24/1938-9/24/1938, 4/30/1939-9/23/1939, 4/28/1940-9/28/1940, 4/27/1941-9/28/1941, 4/26/1942-9/20/1942 (last run).

**\*THE OZONE:**

Est. 9/26/1937; #106-173, Camden-Atlantic City; last trip 4/23/1938; changed to Sat. & Sun. Philadelphia-Atlantic City train #1013 4/24/1938; made weekday train in winters starting 9/6/1938; last trip 9/26/1942.

**\*THE PILOT:**

Est. 9/26/1937; #1010; Philadelphia-Atlantic City train; last trip 4/23/1938; renumbered #1019 as Sat. only train 4/30/1938-6/25/1938, 9/10/1938-9/24/1938, 5/6/1939-6/24/1939, 9/9/1939-9/23/1939, 5/4/1940-6/29/1940, 9/7/1939-9/28/1940, 5/3/1941-6/28/1941, 9/6/1941-9/27/1941, 5/2/1942-6/6/1942, 9/5/1942-9/26/1942 (last trip); runs the month before and after the summer season as Sat. counterpart of THE OZONE.

**\*THE QUAKER CITY EXPRESS:**

Est. 4/30/1922 by Atlantic City Railroad; #14; Atlantic City-Camden; continued by PRSL; renumbered #120 9/24/1933; renamed BOARDWALK FLYER 6/21/1936.

**\*THE RA: (pronounced Ray, from the Egyptian sun god)**

Est. 6/30/1930 by WJ&S; #1056; summer-only non-stop train Cape May-Philadelphia (westbound only); operated Monday morning only; operated 6/30/1930-9/10/1930, 6/20/1931-9/14/1931, 5/31/1932-9/6/1932; renumbered #1056 7/10/1933; last trip 9/11/1933; see THE SUN TAN.

**\*THE RESORTER:**

Est. 4/24/1938; #1053-1060; summer-only train, Philadelphia-Cape May; last trip 9/12/1942; not restored after war.

**\*THE ROCKET:**

Est. 4/30/1922 by Atlantic City RR; #21; Camden-Atlantic City; continued by PRSL; renumbered #165 9/24/1933; last trip 6/20/1936.

**\*THE SAND PIPER:**

Est. 9/26/1937; #1013; Saturday & Sunday train, Philadelphia-Atlantic City; last trip 4/23/1938; restored as #1038, summer-only Sunday-only, 6/12/1938-9/5/1938, 6/11/1939-9/4/1939,

6/9/1940-9/2/1940, 6/8/1941-9/1/1941, 6/7/1942-9/7/1942 (last trip).

**\*THE SEA BREEZE:**

Est. 6/25/1950; #1001-1026; year-round train, Broad Street Station-Atlantic City; name, but not train, dropped between Oct. and late June, 9/30/1951-4/29/1956 only; renumbered #1001-1024 4/24/1955; renumbered #1001-1026 for winter season only starting 10/26/1958; last trip 10/28/1961.

**\*THE SEA BREEZE FLYER:**

Est. 6/23/1935; #315; summer-only non-stop Philadelphia-Wildwood and Wildwood Crest; last trip 9/12/1936; not shown with name in 1937 season.

**\*THE SEA GULL:**

Est. 9/26/1937; #1005-1014; year-round Sunday-only train, Philadelphia-Atlantic City; renumbered #1005-1032 4/24/1938; named dropped eff. 9/27/1942.

**\*THE SEA HAWK:**

Est. 9/26/1937; #1030; Sunday-only Atlantic City-Philadelphia train; renumbered as daily train #1010-1029 4/24/1938; renumbered #1010-1027 6/26/1938; runs as #1027 in summer season and #1029 off-season; last trip 9/26/1942.

**\*THE SEA LION:**

Est. 9/26/1937; #111-160; Sunday only train, Camden-Atlantic City; renumbered #1011-1036 and run from Philadelphia starting 4/24/1938; #1011 becomes daily summer-only eff. 9/25/1938 with #1036 run year-round; #1036 operates daily as well as Sun. & holidays 7/5/1940-8/31/1940, 7/5/1941-8/30/1941 and 6/7/1942-9/7/1942; last trip #1011 9/20/1942; name dropped from #1036 eff. 9/27/1942.

**\*THE SEA NYMPH:**

Est. 9/26/1937; #1036; Sunday-only train, Atlantic City-Philadelphia; last trip 4/17/1938.

**\*THE SEA SCOUT:**

Est. 4/24/1938; #305-310; summer only train, Camden-Cape May; last trip 9/24/1938.

**\*THE SEASHORE LIMITED:**

Est. 4/24/1938; #1016-1021; Philadelphia-Atlantic City train; #1021 carries sleeper as parlor; last trip #1021 9/24/1939; last trip #1016 9/26/1942.

**\*THE SHORE METEOR:**

Est. 9/26/1937; #1020; Atlantic City-Philadelphia; last trip 4/23/1938.

**\*THE SHORE QUEEN:**

Est. 4/24/1938; #1015; Philadelphia-Atlantic City train; runs daily between end of June and Labor Day and from late Sept. to late April; runs Sat. & Sun. late April to late June and Labor Day to late Sept.; last trip 9/36/1942.

**\*THE SKIPPER:**

Est. 4/24/1938; #1000; Atlantic City-Philadelphia train; renumbered #1002 6/26/1938; runs as #1002 in summer and #1000 in off-season; last trip 9/26/1942.

\*THE SUN TAN:

Est. 6/28/1930 by WJ&S; #1057 (#1059 Fri.) summer-only through non-stop train Philadelphia-Cape May (eastbound only); operated Fri. & Sat. only; operated 6/28/1930-9/6/1930, 6/20/1931-9/12/1931, 5/22/1932-9/10/1932, 7/9/1933-9/9/1933; see THE RA.

\*THE TWILIGHT:

Est. 9/26/1937; #1025; Philadelphia-Atlantic City; renamed THE CRUISER 4/24/1938; restored as #1031, Fri. & Sat. only 7/1/1938-9/3/1938, 6/30/1939-9/2/1939, 6/28/1940-8/31/40, 6/27/1941-8/30/1941, 7/3/1942-9/5/1942 (last trip).

\*THE WILLIAM PENN EXPRESS:

Est. 4/30/1922 by ACRR; #10; Atlantic City-Camden; continued by PRSL; renumbered #114 9/24/1933; last trip 2/17/1934.

The following names were used in the tourist brochure of 9/27/1953:

THE EARLY BIRD: #1002

THE SANDPIPER: #1008, a prewar name

THE SUNDAY SPECIAL: #1010

THE SEA GULL: #1014, a prewar name for an AC-Pittsburgh train

THE BOARDWALK: #1018

THE CLIPPER: #1072 for New York

THE SUNDAY AND HOLIDAY SPECIAL: #1078 for New York

THE OCEAN SPRAY: #1026

THE SUNDAY AND HOLIDAY SPECIAL: #1032 for Philadelphia

THE PLAYLANDER: #1038

THE SURF RIDER: #1011

THE FLYING SPRAY: #1073 from New York, a prewar name

THE SATURDAY, SUNDAY AND HOLIDAY SPECIAL: #1017

THE SEASHORE EXPRESS: #1021

THE COMMUTER: #1029

THE CONVENTIONEER: #1031

THE NIGHT CAP: #1035

THE BEACHCOMBER: #1041