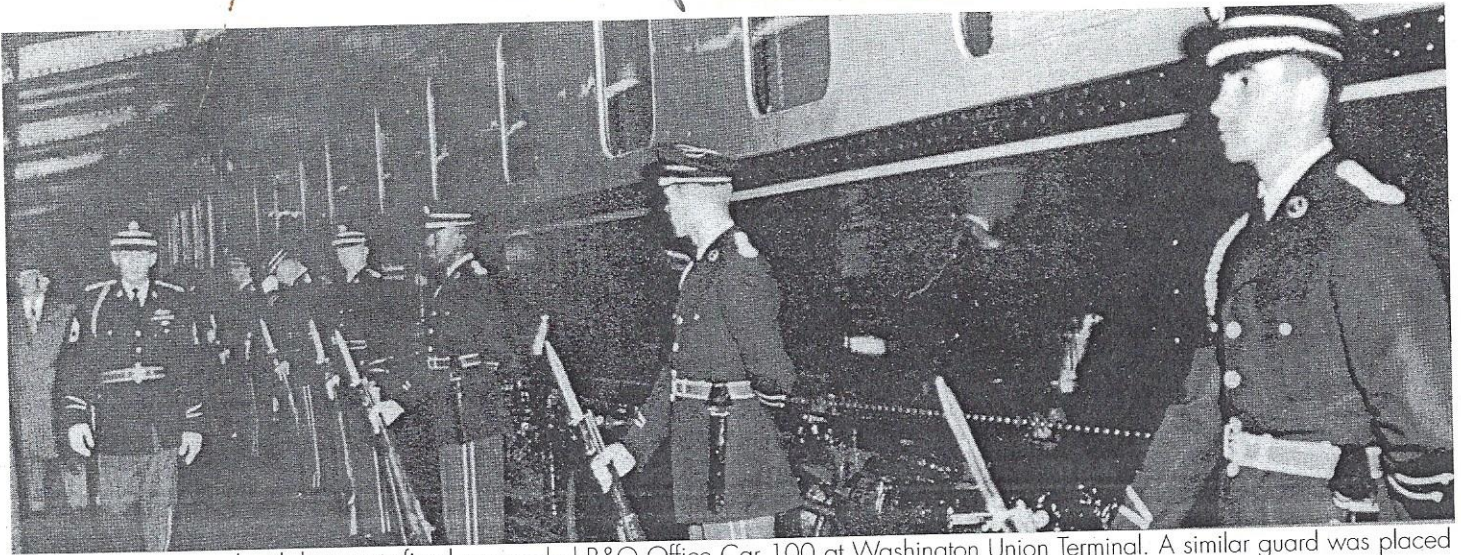


Train went thru New Jersey

Camp Kilmer Article



An Army honor guard with bayonets fixed surrounded B&O Office Car 100 at Washington Union Terminal. A similar guard was placed around the car during its four-hour layover at Camp Kilmer, New Jersey. (B&O Magazine, December 1957)

The Night It Was Truly the 'Royal Blue Line'

By Ed Bommer

On the clear, chilly evening of October 20, 1957, something unmatched in U.S. railroading unfolded at Tracks 19 and 20 in Washington's Union Terminal. Nothing quite like it had taken place before and none would again.

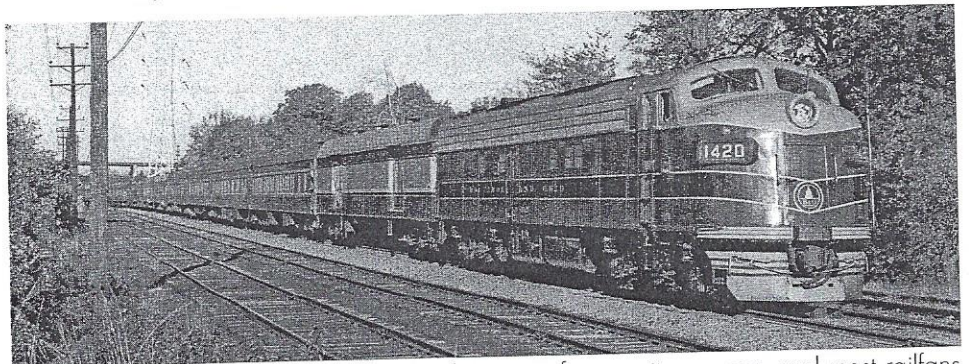
For pageantry, drama and theater it was a memorable event involving the Baltimore & Ohio Railroad and a magnificent "last bow" for classic Pullman equipment. Mainline running and travel on obscure branch lines that had not seen passenger trains in well over a decade were part of the deal.

On that evening, Queen Elizabeth II of England and her entourage boarded a special B&O train to ride to New York on the Royal Blue Line.

Her Majesty made two state visits in the fifth year of her reign, flying to Canada and then the United States, on one trip abroad. She had met with President Eisenhower and Commonwealth consulates on October 17.

The young Queen had earlier selected the Baltimore & Ohio Railroad for her trip to New York. And she expressed a wish to ride to Manhattan on the Staten Island Ferry.

The B&O did much advance work to assure the Queen's passage to Staten



The Royal Train's movement was kept under wraps for security reasons, and most railfans were warned off. Jersey Central tower operator Bill Burke got this photo, one of the few taken of the train on the line.

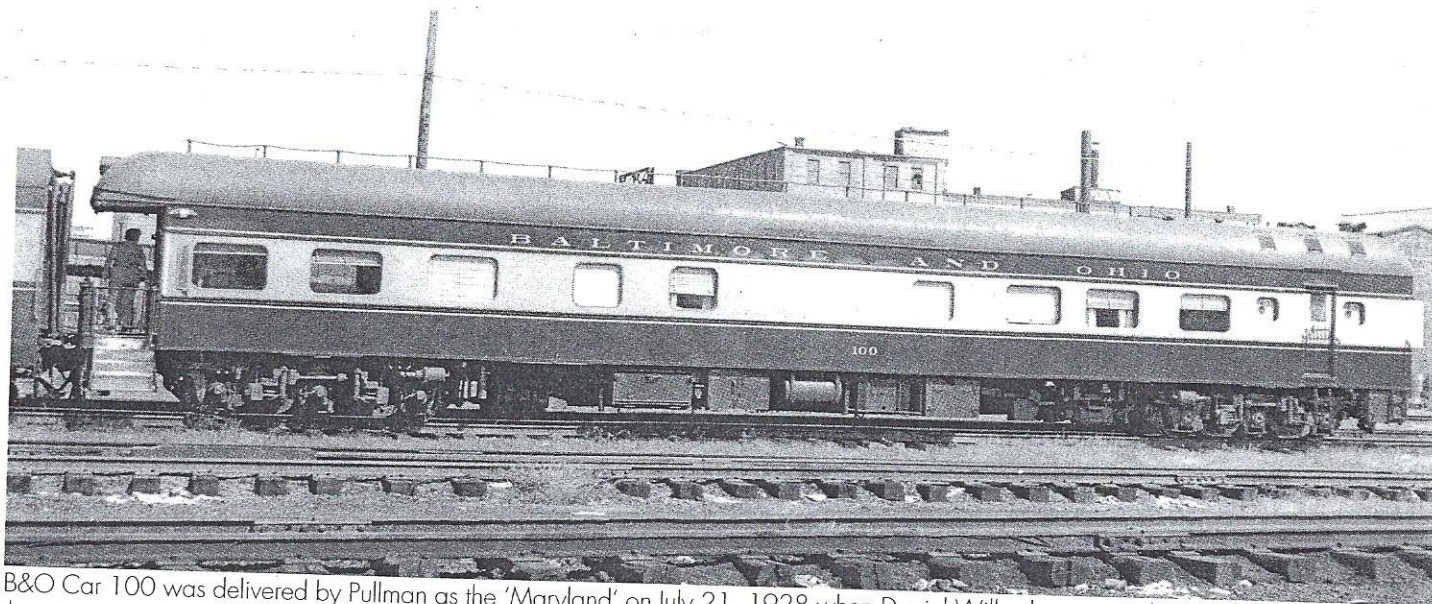
and His Royal Highness, the Duke of Edinburgh, was a retinue of people. Each person required an appropriate accommodation. In all, there would be 110 people on the Royal Train, about 30 of them from the B&O. In addition there was the need to carry members of the press, traveling aboard a second train.

Procedures used for this special two-train movement were similar to those for the President of the United States (POTUS) when traveling by rail. It was officially designated MAIN 2975, MAIN being Military Authorization Identification Number, making it an official U.S. government rail movement.

As a MAIN train, it required military

Capt. George H. Liveakos, the assistant commander, both on the Royal Train.

Under POTUS procedures, generally one train was used with a pilot train running ahead. For MAIN 2975 there was no pilot train. Yet every grade crossing, bridge, tunnel, cut and station was manned and secured one hour before the special trains were due. Both east- and westbound main tracks of the B&O from Washington Union Terminal to Park Junction in Philadelphia were given a complete and final inspection within eight hours of passage. Non-interlocked, facing-point switches along the way were spiked for the direction of travel one hour in advance of the specials. No less than



B&O Car 100 was delivered by Pullman as the 'Maryland' on July 21, 1928 when Daniel Willard was president. It was modernized over the years. In addition to Queen Elizabeth II, Car 100 was also occasionally used by President Eisenhower. (Ralph L. Barger collection)

uneventful passage. The B&O on-board personnel, from engine crews to car attendants, would stay with their trains all the way to Staten Island.

Arrangements were made with three other railroads over which the Royal Train would travel: The Reading Company from Park Junction, Philadelphia to Camp Kilmer, New Jersey; the Lehigh Valley Railroad from Camp Kilmer to Staten Island Junction, and the Staten Island Rapid Transit from there to Stapleton. The other companies were responsible for inspection of their rights of way, maintaining a clear line and providing a uniform, high degree of security. In addition, SIRT workers swept unused station platforms along its North Shore line and cleaned their waiting room windows, then made Stapleton's freight yard neat and tidy for the royal arrival, including being ready with a long, rolled-up red carpet.

The B&O took extra steps to back up its motto "Safety Above Everything." Protection engines in the form of three-unit freight diesels equipped with steam heat stood manned and ready at Camden Station in Baltimore, Aberdeen, Maryland, and Philadelphia. Relief trains were kept available with full crews at Mount Clare and East Side Philadelphia. All other rail movements were halted until the specials passed.

received a thirteen-page set of detailed, confidential instructions governing the preparation and operation of the special trains. Most important, absolutely no publicity was to be given concerning details of the movement.

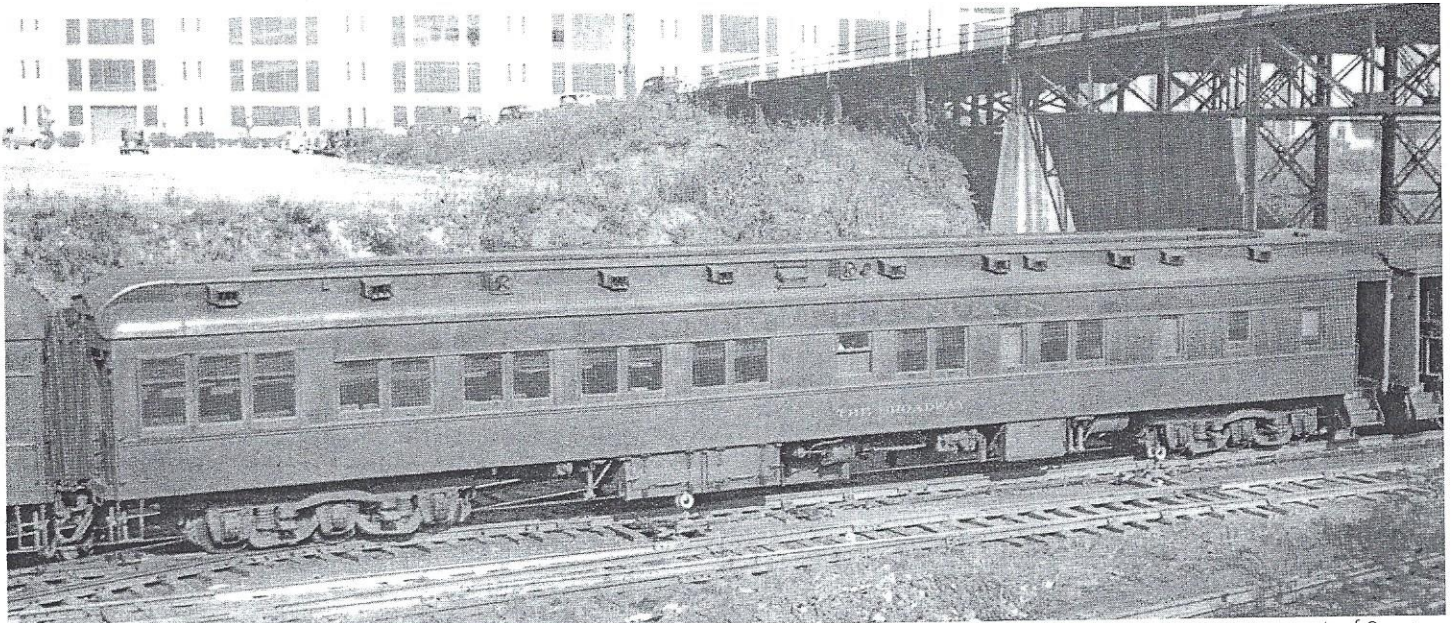
Six EMD E-type 2,000 hp diesel locomotives in A-B-A sets were selected by the supervisor of locomotive operation along with the regional diesel supervisor and road foreman of engines. Each was equipped with a pail of packing, extra air, signal and steam hoses, emergency knuckle, wooden tapered plugs, a new set of flagging equipment and a new First Aid box. The locomotives were inspected and thoroughly cleaned, to be first-class in condition and appearance.

In addition to four B&O passenger cars and two U.S. Army Signal Corps communication cars, 17 heavyweight sleepers (all but three with premium, all-room accommodations) were selected from the Pullman pool. Each car was thoroughly inspected and cleaned. Great care was exercised with the ice, water and provisions for both trains. Each car was carefully checked to assure proper operation of its heating and air conditioning systems. Both special trains were made up of two-tone gray Pullmans, relieved by blue and gray diners in the middle of each and by the B&O baggage and office cars at the front and rear of the

Cars and locomotives of the Royal Train were wired for telephone communication to the engine cabs by the U.S. Army Signal Corps. The B&O Communications Department similarly wired the Press Train. From the U.S. Army communication car, a pale blue telephone in Stateroom A of Office Car 100 on the Royal Train was in constant readiness for the Queen, to put her in contact with any point of the world. Her Majesty made two calls to London.

Selected train crew members underwent FBI security clearance and were carefully reviewed before the run. Uniforms had to be clean and pressed, shoes and brass brightly shined, with each person looking his best. B&O General Manager Wilbur Galloway closed his one-hour briefing of the crews saying: "I am not worried about the movement of the Queen. Even if we made a mistake of any kind, I am sure she is gracious enough not to mention it. It's the press I'm concerned about. These people are looking for something to write about, so we cannot make any mistakes with that train." (Ed. note: Ow!)

Spotless and shining, 12 cars for the Royal Train were backed into Track 20 by a Washington Union Terminal switcher a few hours before opening for occupancy at 8:30 p.m. A striped wind screen was thoughtfully placed on the right side of the rear platform of Office Car 100.



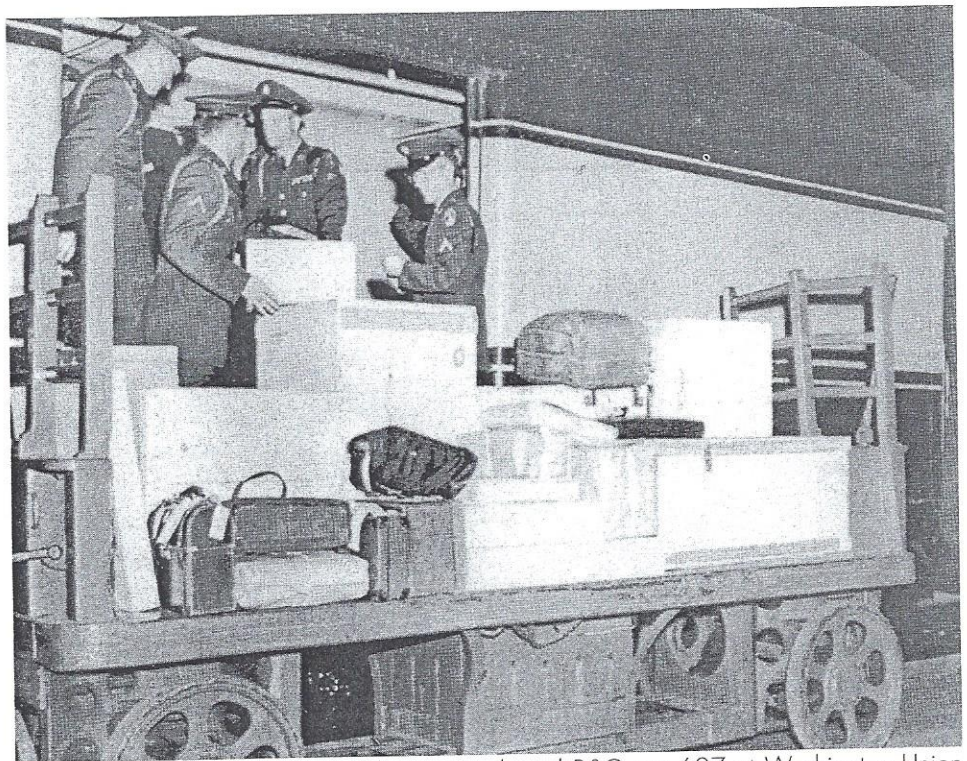
Sunrise was a two compartment, one drawing room lounge with sunroom car like The Broadway shown here. From compartment A of Sunrise, the engineer was telephoned by Superintendent W.L. Murphy to proceed from Washington Union Terminal. (Ralph L. Barger collection)

The U.S. Army handled the loading of royal baggage into car 627 while another group rolled out a red carpet from the rear platform of the office car into the terminal concourse and set up a small speaker's stand. Personnel set names written on tape along the concourse floor to tell dignitaries where to stand to offer their farewells to Queen Elizabeth II and Prince Philip.

An Army honor guard arrived in full dress uniform with bayonets fixed to stand guard at Office Car 100, in which the royal couple would travel. A second contingent formed with flags from the United States and Commonwealth nations, lining the terminal concourse to Track 20. A military band provided its services.

All traffic in the terminal halted around 10 p.m. Only persons with special clearance or invitations could enter and no other trains arrived or departed until both special trains had left.

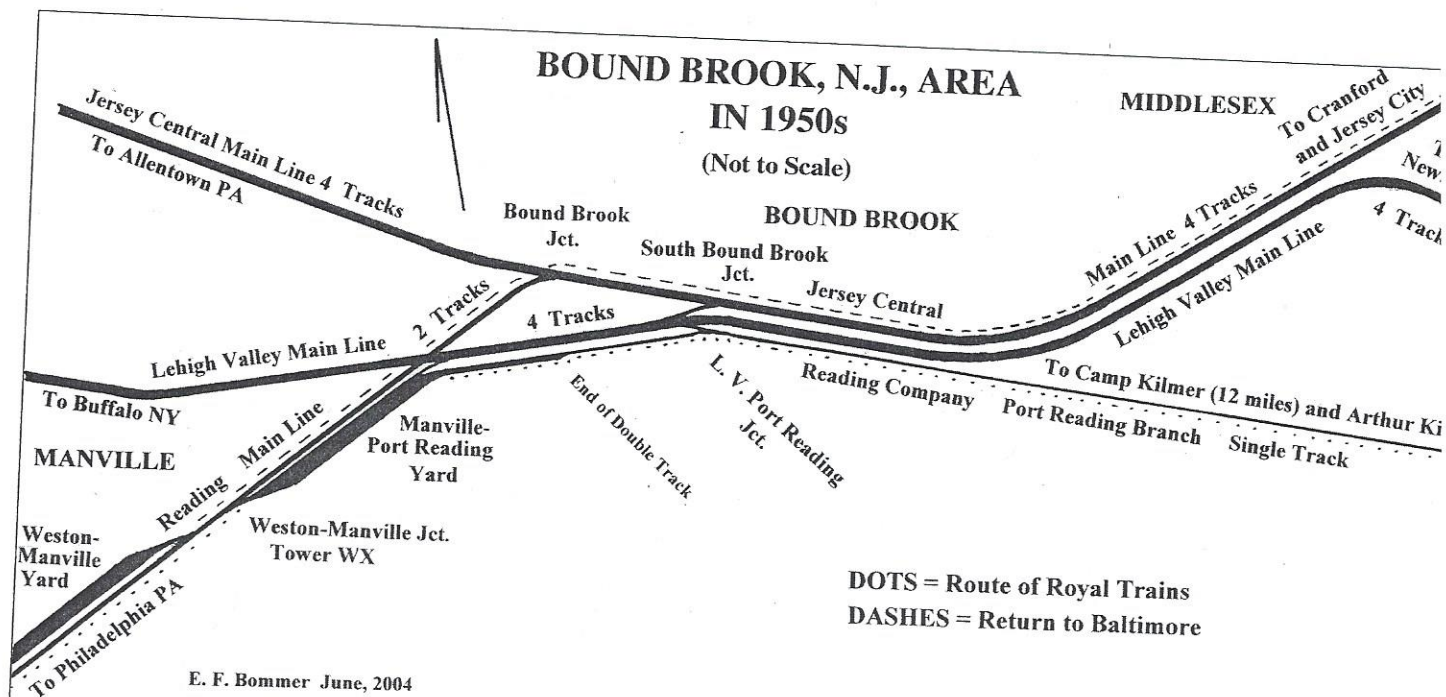
B&O President Howard Simpson and his wife entered Office Car 100 just after 10 to welcome the royal couple. Mrs. Simpson had a large bowl of roses placed aboard and Mr. Simpson brought a gift as well. Other members of the royal party were boarding their cars. A few members of the press went to their train on Track 19. Dignitaries and officials arriving for a farewell to the Queen took their marked



Army personnel loaded the royal baggage aboard B&O car 627 at Washington Union Terminal. Another Army detail would unload the car at Stapleton yard, Staten Island, and take the baggage directly to Idlewild Airport. (B&O Magazine, December 1957)

The three-unit diesel sets, with both cab units facing forward and each with its own crew, were operated as doubleheaders on both trains. The leading A-B set operated by multiple unit control with the following cab unit run independently. Both cab units on each train were equipped

A black limousine entered the terminal, stopping at Track 20. Vice President and Mrs. Richard Nixon emerged. The honor guard snapped to attention. A second limousine quickly followed. Queen Elizabeth II and Prince Philip stepped out and walked to their train along the line of well-wishers. Following a brief



The Royal Train used Reading Company trackage from Park Junction, Philadelphia, to Camp Kilmer via Bound Brook.

and His Royal Highness the Duke of Edinburgh went aboard the office car to formally meet the B&O president and his wife. Wishing the royal couple a pleasant journey, Mr. Simpson presented them with a pair of demitasse cups and saucers in the B&O blue "Centennial" pattern. Mr. and Mrs. Simpson then left the car.

As the military band played "Auld Lang Syne," the Queen and Prince Philip stepped out on the office car's rear platform. About 10:30 p.m., Passenger Representative L. O. Drumright, being advised that the royal party was ready to depart, notified Baltimore Division Superintendent W. M. Murphey in Car 2, Compartment A and Conductor William D. Johnston of the Royal Train that all was clear. From his compartment, Murphey telephoned Engineer Walter L. Ogier in the cab of engine 1416, advising him to proceed. Conductor Johnston did likewise using the regular communicating signal.

Imperceptibly, silently, the gleaming cars of the Royal Train began moving ever so slowly down the track. Assigned Secret Service guards quickly boarded. The veteran engineer precisely followed Vice President C. W. Galloway's passenger train handling instructions of July 1, 1929 as well as the special orders given to crews of both trains. Mr. Simpson was moved

of that start, calling it the best he had ever seen.

As the royal couple gave farewell waves from Car 100's platform, the bright "B&O Special" drumhead on the railing grew ever smaller as the train rolled into the night. Truly, it was a scene more for storybooks and movies than for everyday railroading.

Four minutes late, at 10:49 p.m., the engineer of unit 1410, heading the Press Train, was telephoned and signaled to proceed from Track 19. Once this train cleared the terminal, normal traffic could be restored.

Through the night both trains sped east, following allowed limits and restraining use of the horn to only what was necessary. The diners on both trains and two lounges in the Royal Train remained open until midnight for anyone desiring a late meal, snack or drink.

The Royal Train proceeded directly to Camp Kilmer, New Jersey, with no stops other than for operating reasons. One would be made for qualified Reading Company personnel to pilot passage over that line's Port Reading Branch and into the camp, arriving about 3 a.m.

The Press Train rolled non-stop to Philadelphia, arriving at 1:50 a.m. There was a 15-minute wait, possibly for

messengers. The train arrived at Camp Kilmer at 4 a.m.

As each train passed Kilmer Tower, it was lined up to proceed around the camp's balloon loop track. Once turned, each train was set out on a passenger yard track. They now faced east toward Staten Island for their trip over the Lehigh Valley Railroad.

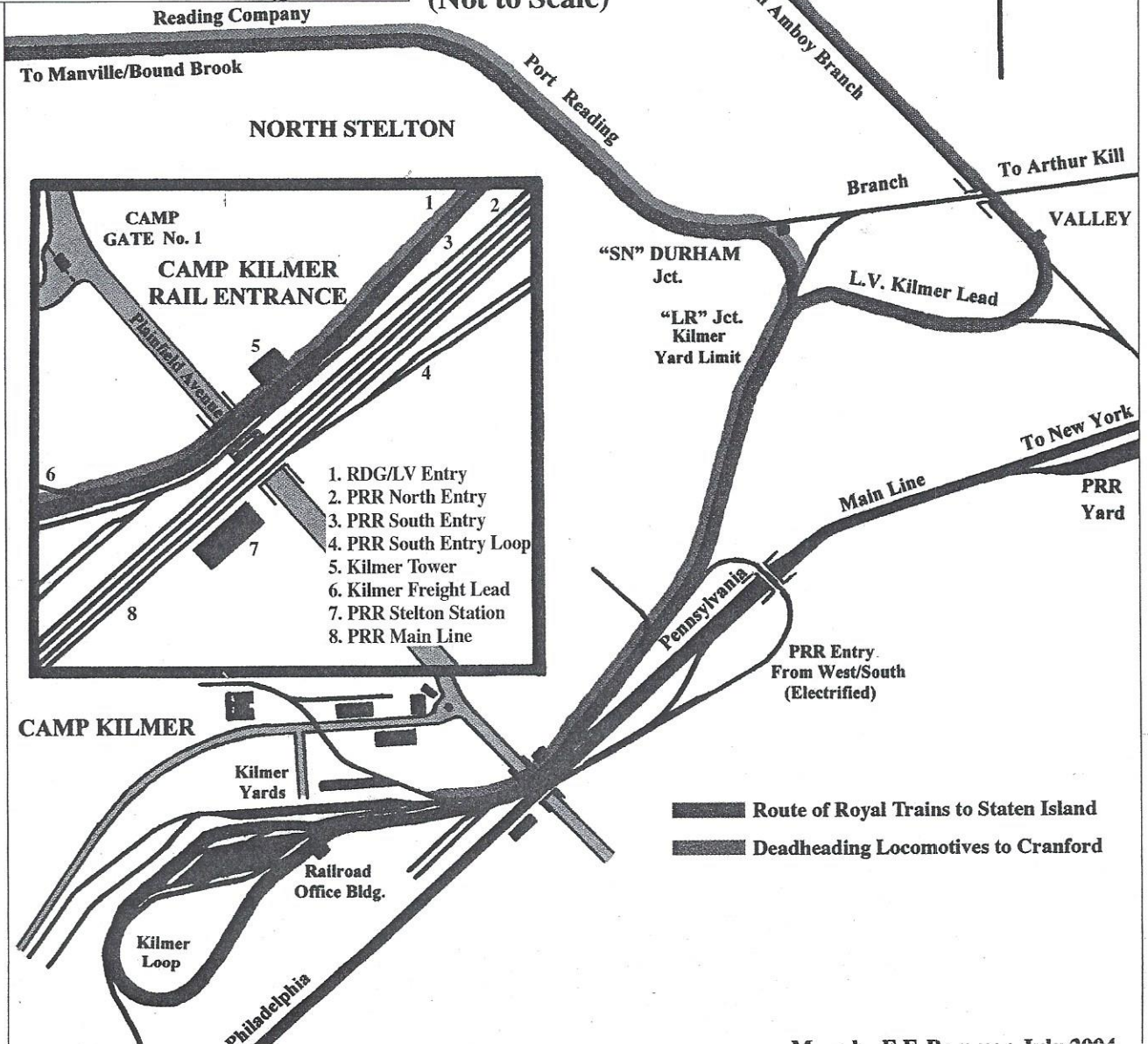
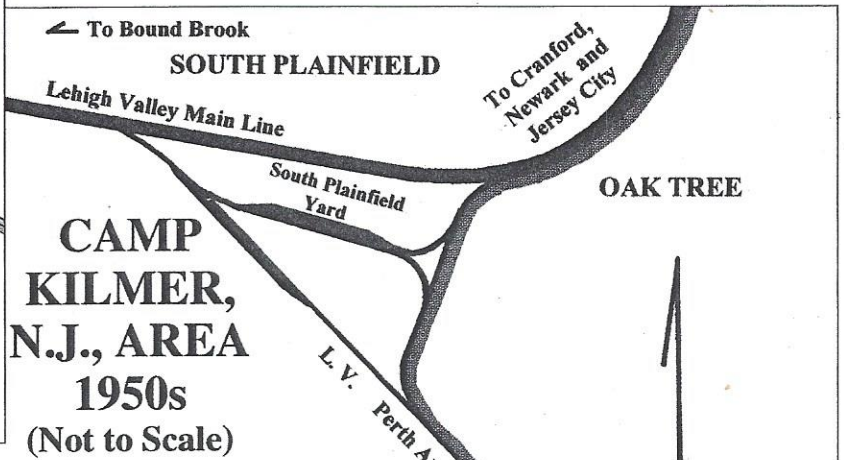
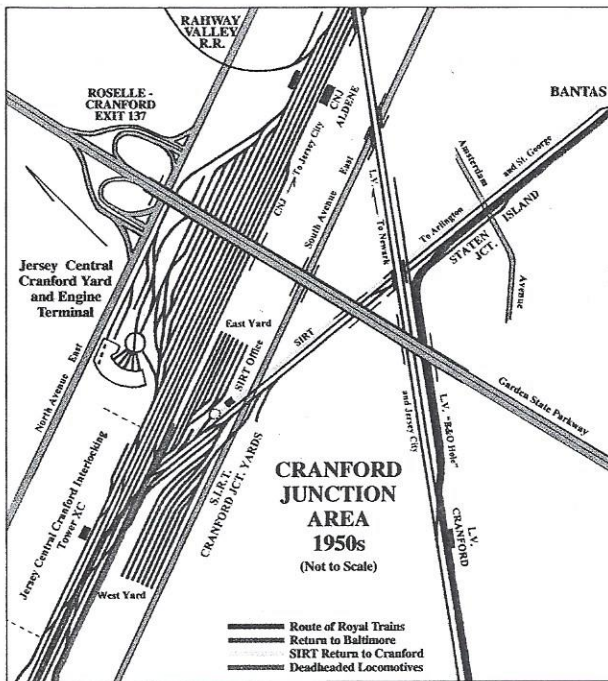
A U.S. Army guard was posted around Office Car 100 on the Royal Train.

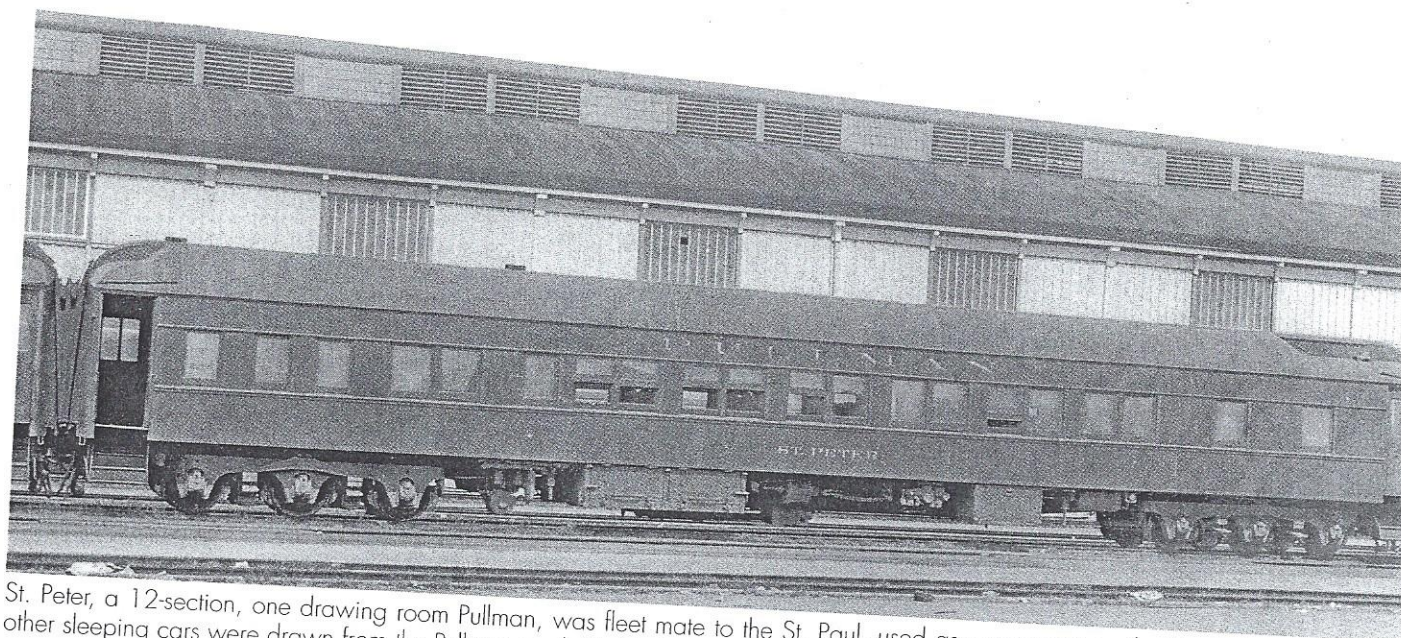
The two leading diesel units of each train were cut off. Due to bridge load restrictions along the SIRT in New Jersey and across the Arthur Kill, only one 'E' type diesel would haul each train from this point onward.

The two sets of now-excess diesel units were coupled together. The diners on both trains opened for the crews to take breakfast by redeeming meal coupons, then the four diesels were taken to Cranford Junction over the Reading and Jersey Central. There, they waited on Track 5 by the mainline until the equipment returned from Staten Island.

About 5:30 a.m., Lehigh Valley personnel from Easton, Pennsylvania, arrived at the camp by car. After security clearance, they would pilot these trains over the next part of the route.

The Press Train was the first out, at





St. Peter, a 12-section, one drawing room Pullman, was fleet mate to the St. Paul, used as a crew car on the Queen's special. This and other sleeping cars were drawn from the Pullman pool. (Ralph L. Barger collection)

out of the camp over Lehigh Valley's Perth Amboy Branch and a nine-mile mainline run to Staten Island Junction. The Kilmer lead to the Perth Amboy branch and the east track reaching the main line at South Plainfield required slow running—anywhere from a walk to 10 miles per hour. Lehigh Valley provided the same security precautions at all grade crossings and switches as did the B&O, to assure a non-stop run to Staten Island Junction.

By 6:45 a.m. the Lehigh Valley road foreman of engines and pilot engineer Russell Myers were in the cab of engine 1420 on the Royal Train. The Lehigh Valley conductor was Norman S. Cole Sr. Departure from Camp Kilmer was at 7:15 a.m. with the same one-hour carding for the run to Staten Island Junction.

Mr. Cole was on a 12-hour notice for this movement. He had to be ready to report at any moment in a clean, pressed uniform with shoes, brass buttons and insignia polished. Hoping to see and perhaps get a snapshot of the young Queen, he brought along a small camera.

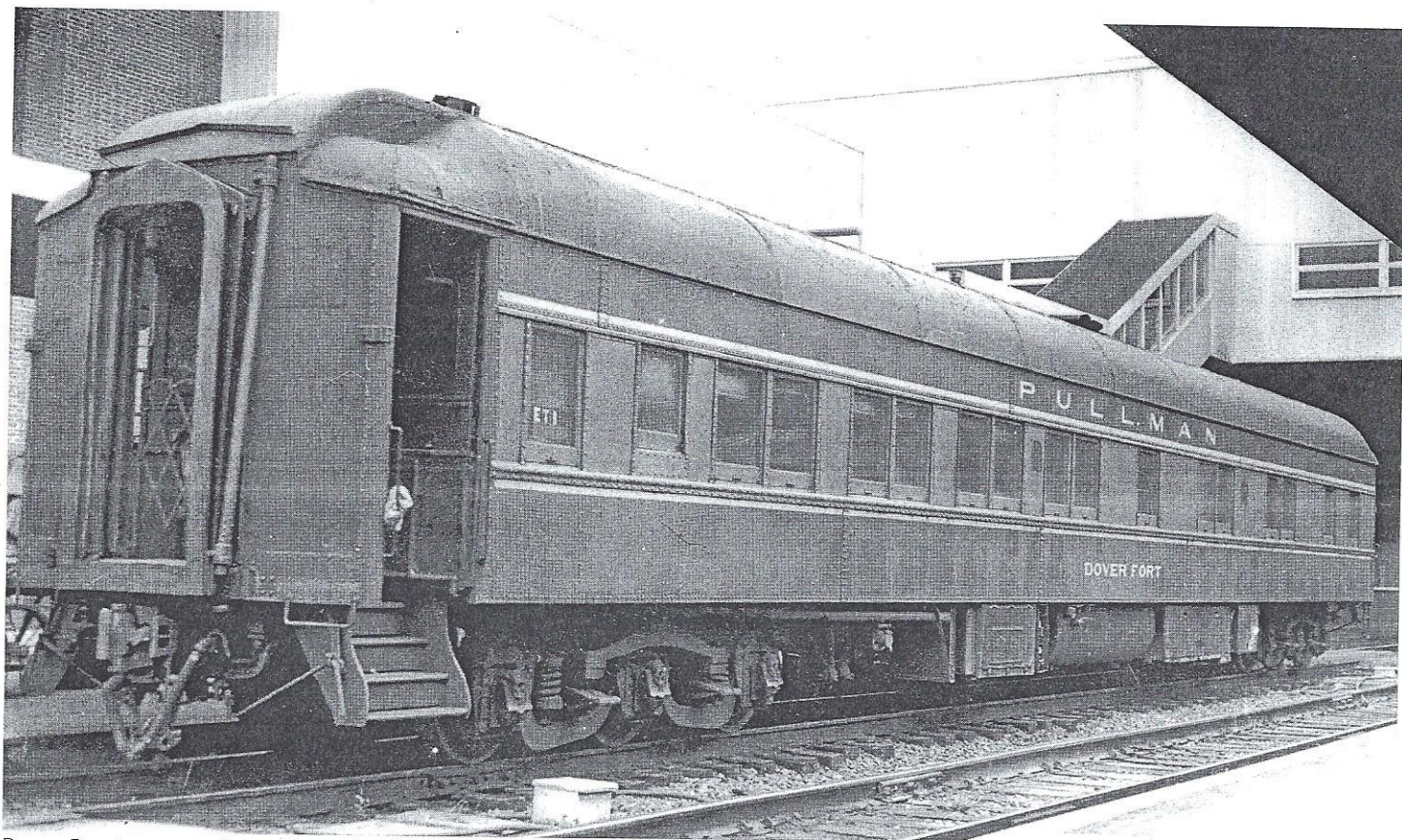
Upon approaching Cranford Station on the main line, the Royal Train slowed to enter the "B&O hole." Conductor Cole stepped off to throw the switch for the lead track onto the SIRT. As the train slowly rolled by, he

up as the office car passed. There was Queen Elizabeth II at breakfast, by a window with a large red rose in a vase. She smiled.

In that instant Norman forgot his camera. He quickly returned the switch

to its original setting and snapped photo of the office car's back end. With the two specials now on Staten Island Rapid Transit rails, the Lehigh Valley pilot and road foreman climbed down from the locomotive's cab.

The Royal Train	Orientation / Type of Car	Number or Name
Diesel E7a 1416	Facing front	2,000 hp, original number 64A, Built 2
Diesel E8Bm 2419	Placed in service Jan 1954	2,000 hp, trade in of EB-56x (1st)
Diesel E7a 1420	Facing front	2,000 hp, original number 68A, Built 9
Car 12	B&O Baggage	627 - Class B-8aa (Round Roof)
Car 11	12 Sect. 1 Dr.	St. Paul - (Crew Car)
Car 10	6 Dbl Br Lng Buffet	Dover Strait
Car 9	13 Double Bedroom	Schuyler Mansion
Car 8	13 Double Bedroom	Fort Cralo Mansion
Car 7	B&O Diner	1035 - (former Betty Zane) - Class F-4b
Car 6	13 Double Bedroom	Pringle House
Car 5	Communication Crew Car	USAX 87426 - Morn
Car 4	Communication Car	USAX 87325 - Albert J. Myer
Car 3	13 Double Bedroom	Verplanck Mansion
Car 2	2 Cmpt, 1 Drawing Rm Lnge	Sunrise
Car 1	B&O Office Car	100 - (Former Maryland) - Service, Office
TOTAL 12 Cars	105 passengers, "Pullman"	5 passengers, "Coach" in Office Car 100
The Press Train		
Diesel E6a 1410	Facing front	2,000 hp, original number 59, Built 9/40
Diesel E8Bm 2415	Placed in service May 1953	2,000 hp, trade in of EB-52x (1st)
Diesel E6a 1412	Facing front	2,000 hp, original number 61, Built 7/41
Car Q-30	6 Cmpt 3 Drawing Room	Artist/Composer/Poet/Glen or Square series
Car Q-29	6 Cmpt 3 Drawing Room	Artist/Composer/Poet/Glen or Square series
Car Q-28	6 Cmpt 3 Drawing Room	Artist/Composer/Poet/Glen or Square series
Car Q-27	6 Cmpt 3 Drawing Room	Artist/Composer/Poet/Glen or Square series
Car Q-26	6 Sect 4 Rmt 4 Dbl Bdrrm	Fir series
Car not numbered	B&O Diner	1056 - (Former Nellie Custis) - Class F-4br
Car Q-25	6 Sect 4 Rmt 4 Dbl Bdrrm	Fir series
Car Q-24	12 Rmt 1 SR 4 Dbl Bdrrm	Oak series
Car Q-23	12 Rmt 2 SR 1 Dbl Br 1 Dr Rm	Beech series
Car Q-22	12 Rmt 1 SR 4 Dbl Bdrrm	Oak series
Car Q-21	12 Rmt 2 SR 3 Dbl Bdrrm	



Dover Fort is sister to Dover Strait, the six double bedroom sleeper/lounge that was in the Royal Train. (Ralph L. Barger collection)

Detail A	Detail B	Detail C	Pullman Fleet Rarity
Rebuilt B&O 2/55	Renumbered 1957	Scrapped 1968	
Renumbered 1957	Sold, EMD 1966	for C&O SD-40	
Rebuilt MC 9/57	Renumbered 1957	Scrapped 1968	
70' inside length	74'1" over buffers		
Plan 3410	Lot 4724	Diagram 5	1 of 3,971 cars
Plan 4015-A	Lot 4805	Diagram 16	1 of 10 cars
Plan 3997-A	Lot 6392	Diagram 34	1 of 15 cars
Plan 3997-A	Lot 6392	Diagram 34	2 of 15 cars
48 seats	Rebuilt Colonial	Retired 10/67	
Plan 3997-A	Lot 6314	Diagram 34	3 of 15 cars
Hospital car	Rebuilt, ?		
Hospital car	Rebuilt, 1952		
Plan 3997-A	Lot 6392	Diagram 34	4 of 15 cars
Plan 3975-B	Lot 6076	Diagram 51	1 of 11 cars
Plan 6219	Orig. Blt. 7/21/28	Pullman Co.	
Rebuilt, ?	Renumbered 1957	Scrapped 1968	
Renumbered 1957	Sold, EMD 1968	Trade-in credit	
Rebuilt B&O 5/56	Renumbered 1957	Scrapped 1968	
Plan 3523-A or C	Several Lots	Diagram 75	1 of 203 cars
Plan 3523-A or C	Several Lots	Diagram 75	2 of 203 cars
Plan 3523-A or C	Several Lots	Diagram 75	3 of 203 cars
Plan 3523-A or C	Several Lots	Diagram 75	4 of 203 cars
Plan 4179	Rebuilt, Several Lots	Diagram 88	1 of 20 cars
48 seats	Rebuilt Colonial	Retired 6/62	
Plan 4179	Several Lots	Diagram 88	2 of 20 cars
Plan 4172	Rebuilt "Mc" series	Diagram 296	1 of 20 cars
Plan 4175-A or B	Lot 4503 or 4607	Diagram 283	1 of 4 cars
Plan 4172	Rebuilt "Mc" series	Diagram 296	2 of 20 cars

Before proceeding over the SIRT, Road Foreman of Engines Harry C. Kirby boarded engine 1420 and a neatly uniformed SIRT conductor swung aboard car 11 of the Royal Train bound for Stapleton. Members of the royal party were taking breakfast in the dining car. The train rolled ahead, gradually moving up to the allowed 30 mph over this portion of the SIRT.

As it did so, Queen Elizabeth II and Prince Philip presented gifts of gold cuff links bearing the royal cipher to Percy Peters, the office car chef, and Leon Thompson, the car attendant, in appreciation for their service. Upon learning that their dining car steward was William J. Churchill, a native of England, Her Majesty granted a brief audience with him in Car 100.

Slowing now to 10 mph, the Royal Train edged out over wooden trestle work and onto the long, 1889 swing bridge over the Arthur Kill, passing into New York State. The U. S. Coast Guard maintained patrols by the bridge, holding all water traffic until both specials had passed.

By this time the Press Train was in Stapleton. Its passengers had disembarked and chartered New York City Transit buses waited to take them to the St. George Ferry Terminal. Members of the press and dignitaries of New York State, New York City and Staten Island as well as the United Nations took their places in anticipation of the arriving Royal Train. At a predetermined point there, SIRT workers unrolled the red carpet.

Why Might Her Majesty Choose the Baltimore & Ohio?

1. **A Precedent:** In June 1939, King George VI and Queen Elizabeth the Queen Mother made the very first visit of a reigning English monarch to the United States. The 12-car blue and silver royal train entered the U.S. at Niagara Falls following a tour of Canada. A fast overnight trip on the Pennsylvania Railroad brought them to Washington, D.C., for a visit with President Roosevelt. Two days later, he departed for Hyde Park via the B&O. King George and his retinue left that same evening over the Pennsylvania Railroad for Red Bank, New Jersey. From there, the royal party motored to Sandy Hook, boarding the destroyer "Warrenton" for a ride up New York Bay to Battery Park. Following a visit to the New York World's Fair the royal party motored to Hyde Park.


2. **A Similar Trip:** Royal trips involve extensive research and planning, much of which in 1957 was basically a repetition of the 1939 work. And Her Majesty desired to ride the Staten Island Ferry up New York Bay to Manhattan.

So she may have been advised that the Baltimore & Ohio Railroad was an alternative to the Pennsylvania Railroad and offered a more direct connection to the ferry. She also may have learned that the Baltimore & Ohio Railroad's extension to New York was largely financed with English capital in the 1880s and 1890s.

3. **The Best Route?** The B&O route may also have been selected to minimize interruptions of rail service along the way.

The B&O and Reading Company traffic density was less than that of the Pennsylvania from Washington to Camp Kilmer, New Jersey. The military camp provided a secure place to hold both special trains for a timely arrival on Staten Island and the ferry ride the next morning.

Use of the Lehigh Valley Railroad to reach the Staten Island Rapid Transit from Camp Kilmer avoided disrupting Monday morning commuter service on the Jersey Central Railroad. The Lehigh Valley had less traffic and carried fewer commuters.

SIRT offered a direct line from Cranford, New Jersey, and the Lehigh Valley connection to St. George and the ferry to Manhattan. SIRT service disruption would be minimal. 



Her Majesty Queen Elizabeth II
His Royal Highness The Prince Philip
Duke of Edinburgh

Washington, D. C. to New York, N. Y.
October 20-21, 1957

Baltimore and Ohio Railroad



William F. Howes Jr. believes he acquired this commemorative bottle of table water from the Queen's trip when, as assistant director of passenger services for the C&O/B&O, he helped phase out the B&O dining car commissary in Baltimore in favor of one in Washington. He took the photograph.

A la Carte

Hearts of Celery .35	RELISHES	Assorted Olives .35
Sliced Tomatoes .35		Mixed Pickles .35
Cup of Soup .35, Tureen .50	SOUPS AND JUICES	Consomme, Hot or Jellied
Orange, Grapefruit, Pineapple or Tomato Juice .35		
	ENTREES	
	Spanish Omelet 1.25	
	Bacon (4) Strips with Two Eggs 1.40	
	Cold Sliced Chicken and Ham, Potato Salad 2.10	
	Grilled Lamb Chops, Potatoes, Bread, Butter, Beverage 2.35	
	Broiled Sirloin Steak, Potatoes, Bread, Butter, Beverage 3.75	
	VEGETABLES	
Fresh Peas .35	French Fried or Hashed Browned Potatoes .35	
	Scalloped Tomatoes .40	
Club 1.75	SANDWICHES	Cheese .35
Chicken 1.00	Hot Turkey with Mashed Potatoes, Gravy 1.65	Baked Ham .50
	Bacon and Tomato .75	
Head Lettuce .50	SALADS	Lettuce and Tomato .75
Combination 1.00	Chicken 1.75	Fresh Fruit 1.25
	French or Roquefort Dressing Included	
Baked Apple .40	DESSERTS	Preserved Figs .40
Stewed Prunes .35	Apple Pie .35	Grapefruit, Half .35
	Cheese and Crackers .35	
Coffee, Pot .35	BEVERAGES	Cocoa .35
Sanka, Pot .35	Tea, Pot .30	Postum, Pot .35
	Individual Milk .35	

Gastronomic Necessities

This menu was taken from the diner on the Royal Train. The Press Train likely had the same one in its diner. One could get anything from a salad or sandwich to a grilled steak dinner. Since breakfast items are included, both diners were probably open in the evening as the trains were being boarded, closed around midnight and were open again for breakfast.

The food selections for the royal couple in Car 100 were likely similar to what the dining cars offered, although anything chosen was included in the cost of the special movement's operation.

Why Canada Dry instead of the B&O's own Deer Park water? Nobody's sure. It is quite possible that the royal family preferred to use a single type of water bottled under known standards for the entire Canadian and U.S. itinerary.



Queen Elizabeth and Prince Philip were greeted by New York Gov. Averill Harriman at Stapleton yard, Staten Island, the end of the special movement that brought them from Washington, D.C. (*B&O Magazine*, December 1957)

traffic moved between Clifton and St. George until both specials had arrived.

Once past special clearance sensors for SIRT's third rail and high-level platforms at Arlington Yard, the Royal Train moved along the North Shore line and skirted the Kill van Kull at a steady 40 mph. Soon, the headlight of engine 1420 pierced the dimness of St. George Tunnel as the special slowly rounded a curve onto the East Shore subdivision. Taking a crossover in the middle of the tunnel, the train emerged on the westbound main track from which it directly entered Stapleton Yard. Facing the bright morning sun, the twelve-car Royal Train eased to a stop with the rear platform of Car 100 lined up for the 65-foot-long red carpet.

The reception line for Queen Elizabeth II and Prince Philip was ready. Automobiles waited for their motorcade to the ferry terminal. As the royal couple stepped off the train to be greeted by New York Gov. Averill Harriman and other waiting dignitaries, soldiers from the 1st

members of the royal party had already detrained.

Once the Queen's motorcade left the Stapleton yard, regular SIRT train service to St. George resumed. This time the NYCTA bus routes that ran along Bay Street to the ferry discharged all passengers at Clifton so they could take a shuttle train to the terminal, since Bay Street was closed for a parade. This was from about 9 a.m. until about 10:30, when normal traffic along Bay Street was restored.

Just over a mile back at St. George yard, two SIRT Alco S2 diesel switchers waited, ready to haul each train back to Cranford. The Press Train was the first drawn back to St. George by a switcher, leaving its road engine on what now became the tail end. A brief stop would allow turning this engine on the passenger terminal wye so its cab would face Baltimore when it arrived at Cranford Junction. With no lost time the Royal Train's equipment was drawn backward in the same manner. It was about 11:30 a.m. when the first SIRT switcher arrived at Cranford with

The road engine on the tail end moved forward and coupled to a two-unit set of waiting diesels. The three-unit locomotive now moved ahead, then backed onto the SIRT line and coupled to the Press Train equipment. Upon securing clearance from Jersey Central Cranford Interlocking Tower XC, the first deadhead run proceeded to Baltimore. Equipment of the Royal Train followed it about a half-hour later.

The great event was over and its secret was well kept. Many Staten Islanders and area railfans as well did not know of the Queen's trip until they saw a photo in the newspaper a few days later. The B&O had performed "royal service" in the highest manner of its tradition, making use of the best classic equipment it could locate. Yet within six months of this special movement, the Baltimore & Ohio ended all passenger service along the Royal Blue Line to New York.

The royal journey continued that morning across New York Bay aboard a specially outfitted U.S. Army ferry, the Lt. Samuel S. Coursen. There was a Plexiglas wind screen on its main deck. Amid whistles and fireboat sprays, the Queen and Prince Philip were welcomed to New York. Members of the press traveled up the bay on a freshly painted New York City ferry running slightly ahead of the royal boat, providing a magnificent view of the event.

When the royal tour landed at South Ferry in Manhattan, another parade traveled up Broadway. Following a reception at City Hall, the royal couple visited the Empire State Building during their whirlwind, 15-hour visit to New York City.

At 11:45 that evening, the Queen and Prince Philip left the Commonwealth Ball held at the New York 7th Regiment Armory. From Idlewild International Airport (known now as JFK), they departed for London at 12:20 a.m. Tuesday, October 22 aboard a BOAC plane.

All that remains of this extraordinary event that brought together English royalty, the first U.S. railroad and some little-known branch lines are a tattered newspaper clipping, some mementos, a photo or two and the memories of a few retired railroad

Sources and Resources

People:

Bill Burke, telegrapher/tower operator, Jersey Central Railroad (retired).
Harry C. Eck Jr., asst. road foreman of engines (retired), Baltimore & Ohio Railroad.
Norman S. Cole Sr., conductor, Lehigh Valley Railroad (retired).

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The Queen and Prince Philip were conveyed across New York Bay by the Army ferry Lt Samuel S. Coursen, saluted by whistles and fireboat sprays.

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Betty Zane (Elizabeth Zane):
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Nellie Custis (Eleanor Parke Custis Lewis): <http://www.audleyfarm.com/history.html>

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