HISTORY OF RUNNING TIMES

PASSENGER TRAINS

NORTHEAST CORRIDOR

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Associate Administrator for Passenger and
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PASSENGER TRAINS

NORTHEAST CORRIDOR

This study of running times of passenger trains along the Northeast Corridor shows the average running time and the fastest running time of passenger trains between Washington, D.C., and New York, N.Y., since 1959 and between New York and Boston, Mass., since 1950.

The name of the operating railroad, the number of trains per day, the average number of stops, and the number of stops of the fastest train are also shown.

The study was made in order to provide historical perspective for the work of the Northeast Corridor Improvement Project (NECIP). It will also be useful in responding to Congressional and other inquiries as to present and past running times along the Northeast Corridor.

This report will be revised whenever new timetables are released by Amtrak, and reissued annually.

ABSTRACT

In general, trains on the New York-Washington line showed little change in terminal-to-terminal average running times of about 4 hours for regular trains from 1959 to 1979 and about 3 hours for Metroliner trains from 1969 to 1978. After those dates, average schedules slowed noticeably until 1980, then speeded up again.

Fastest trains have been as follows:

     Fastest train ever, New York-Washington--
          Metroliner trains 2nd 131, 1st 154* ------------- 2 hr., 30 min.
               from April 2, 1969, to March 15, 1970.
          Terminal-to-terminal average speed -------------- 90.0 m.p.h.
          (See Section I for details.)

     Fastest** non-Metroliner train ever, New York-Washington--
          "The Potomac" train 185 effective ------------- 3 hr., 6 min.
               October 30, 1983
          Terminal-to-terminal average speed -------------- 72.6 m.p.h.
          (See Section II.)

On the New York-Boston line, average running times have shown an irregular pattern of speedups and slowdowns from 1950 to 1976, with the overall average time for regular trains about 4 hours, 40 minutes. A marked slowing occurred in April 1976 and again in April 1979, with some speeding up occurring since the latter date.

Turbotrains had average running times of 4 hours or less from 1969 to 1975, slowing to over 4 hours from 1975 to 1976 when they were withdrawn.

Fastest trains have been as follows:

     Fastest train ever, New York-Boston --
          Turbotrains 3001, 3002 (June 9, 1969, to August 6, 1970) -
                              3 hr., 39 min. (to Back Bay)
           "   "   " (August 7, 1970, to January 31, 1971) -
                              3 hr., 44 min. (to South Sta.)
          Terminal-to-terminal average speed ------------- 61.1 m.p.h.

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* On June 2, 1969, these two trains were renumbered 2005 and 2004. The numbers were changed again on October 26, 1969, to 111 and 100.

** One Sunday-only train, 135, now makes the run in 3 hr., 3 min. but is not tabulated in this study owing to its low frequency.

Also, Turbotrain No. 150 (November 14, 1971, to January 15, 1972) -
3 hr., 44 min. (from Penna. Sta., New York to South Sta., Boston.)

-Terminal-to-terminal average speed -------------- 61.9 m.p.h.
(See Section III.)

Fastest non-Turbo train ever, New York-Boston--
"Advance Merchants Limited" train 24 (April 25, 1954, to
October 29, 1955) ------------- 3 hr., 55 min.
Terminal-to-terminal average speed ------------- 58.2 m.p.h.
(See Section IV.)

The "Express Metroliner" trains
introduced October 31, 1982 also
made the run to and from Penn
Station, until October 30, 1983 ------------- 3 hr., 55 min.
Terminal-to-terminal average speed ------------- 59.0 m.p.h.

In this study of running times in the Northeast Corridor, New York-Washington and New York-Boston are treated as two separate runs. Trains that run through between Washington and Boston are included in the study twice, once for each part of their runs.

The information in the tables on the period from 1959 to the present was developed from old public timetable folders. There is a separate line of data in the tables for each date the public timetables were reissued. Information on the period from 1950 to 1959* came from old editions of the "Official Guide of the Railways." Two issues each year were reviewed and running times taken from them.

The New York-Boston regular train study was carried back farther, to 1950, than the New York-Washington one (to 1959), in order to include the period of highest speed for each group. A cursory check has indicated that the fastest running times during the period of the study were never equalled prior to those two dates.

Until September 21, 1970, regular trains to and from Boston used either Grand Central Terminal or Pennsylvania Station in New York. Generally speaking, trains originating or terminating in New York used Grand Central Terminal, while trains to and from points south of New York such as Philadelphia and Washington used Pennsylvania Station.

Effective September 21, 1970, all regular trains to and from Boston have been using Pennsylvania Station only.

Until February 1, 1971, all Turbotrains to and from Boston used Grand Central Terminal in New York. Effective that date, all Turbotrains used Pennsylvania Station.

Average running times for each date in the tables were figured by listing all the running times of trains on a sector on that date (lists not shown herein) and then taking an average thereof. The fastest train is the train(s) with the lowest running time on that date.

References in the text to terminal-to-terminal average speeds were calculated using 225 as the mileage New York-Washington, 228 as the mileage New York (Grand Central Terminal) - Boston, and 231 as the mileage New York (Pennsylvania Station) - Boston.

It should be noted that, insofar as this study deals with speeds, it provides information on terminal-to-terminal average speeds only. These are average speeds for an entire run, including intermediate stops. They are necessarily lower than actual or maximum speeds attained on individual sectors between stops.

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* Only shown for New York-Boston.

Only trains operating at least 5 days a week (except holidays) were studied. Speed records are for trains operating 5 days a week or more; trains running less frequently were not considered but are occasionally mentioned in footnotes.

Through trains between New York and the South and West are not considered in this study; nor are mail trains, trains not operating the entire distance between New York and Washington or between New York and Boston, or trains overtaken en route by following trains of the same type.

Railroads sometimes make limited schedule changes without reissuing their public timetable folders. The changes are then reflected in the next public timetable folder revision, which may be issued several weeks or months later. Therefore, the accompanying tables will occasionally be unreliable for the true effective date of a particular change, based as they are on re-issue dates of public folders. For complete accuracy in effective dates of changes, it would be necessary to consult a collection of old railroad operating timetables and bulletins. However, the present study is believed to be accurate enough for almost all purposes.

History of Running Times
Metroliner Trains
New York - Washington 1969-1984

Source: Public Timetable Folders

Carrier	Issue Date of Public Folder	Average of Trains			Fastest Train		
		Running Time	Average No. of Int. Stops	No. of Trains Per Weekday	Train No.	Fastest Running Time	No. of Int. Stops
Penn Central	Jan. 16, 1969	2 hr., 59 min.	5	2	Both	2 hr., 59 min.	5
" "	Feb. 10, 1969	" "	"	4	All	" "	"
" "	Apr. 2, 1969	2 hr., 49 min.	3	6	2/131,1/154	2 hr., 30 min.	0
" "	June 2, 1969	" "	"	"	2005,2004	" "	"
" "	July 14, 1969	" "	"	"	" "	" "	1
" "	Oct. 26, 1969	2 hr., 53 min.	4	12	100,111	" "	"
" "	Mar. 16, 1970	2 hr., 58 min.	5	"	101,111	2 hr., 50 min.	3
" "	May 17, 1970	" "	"	"	111	" "	"
" "	Aug. 24, 1970	"	"	"	14	"	" "	"
" "	Oct. 25, 1970	"	"	"	101,111	2 hr., 55 min.	4
" "	Jan. 24, 1971	2 hr., 59 min.	"	"	" "	" "	"
Amtrak	May 1, 1971	" "	"	18	115	" "	6
"	July 12, 1971	3 hr.	"	"	"	" "	4
"	Nov. 14, 1971	2 hr., 58 min.	4	24	120,125	2 hr., 52 min.	1
"	Jan. 16, 1972	" "	"	"	" "	" "	"
"	June 11, 1972	3 hr., 1 min.	5	28	108	2 hr., 56 min.	4
"	Oct. 29, 1972	3 hr., 2 min.	"	"	(8 trains)	2 hr., 59 min.	"
"	Apr. 29, 1973	" "	"	"	"	" "	"
"	June 10, 1973	" "	"	"	"	" "	"
"	Oct. 28, 1973	" "	5	30	(9 trains)	" "	4-5
"	May 19, 1974	" "	"	"	"	" "	"
"	Nov. 15, 1974	" "	"	"	"	" "	"
"	May 15, 1975	" "	"	"	"	" "	"
"	Nov. 30, 1975	" "	"	"	(8 trains)	" "	"
"	Feb. 15, 1976	" "	"	26	(5 trains)	" "	"
"	Apr. 25, 1976	" "	"	"	"	" "	"
"	June 15, 1976	" "	"	"	"	" "	"
"	Oct. 31, 1976	" "	"	"	"	" "	"
"	Feb. 15, 1977	" "	"	"	"	" "	"
"	May 1, 1977	" "	"	"	"	" "	"
"	June 22, 1977	" "	"	"	"	" "	"
"	Jan. 8, 1978	" "	"	"	"	" "	"
"	Apr. 30, 1978	3 hr., 20 min.	"	"	124	3 hr., 15 min.	5
"	July 30, 1978	3 hr., 18 min.	"	"	112	3 hr., 10 min.	4
"	Oct. 29, 1978	" "	"	"	"	" "	"
"	Apr. 29, 1979	3 hr., 30 min.	4-6	22	All	3 hr., 30 min.	"
"	July 29, 1979	" "	"	"	"	" "	"
"	Oct. 1, 1979	" "	"	"	"	" "	"
"	Oct. 28, 1979	" "	5	26	110,112	3 hr., 28 min.	4-5

Carrier	Issue Date of Public Folder	Average of Trains				Fastest Train		
		Running Time	Average No. of Int. Stops	No. of Trains Per Weekday		Train No.	Fastest Running Time	No. of Int. Stops
Amtrak	Feb. 3, 1980	3 hr., 30 min.	5	26		110,112	3 hr., 28 min	4-5
"	Apr. 27, 1980	3 hr., 49 min.	"	"		100,102	3 hr., 38 min.	5
	Aug. 3, 1980	3 hr., 44 min.	"	"		" "	" "	"
"	Oct. 26, 1980	3 hr., 37 min.	"	"		(7 trains)	3 hr., 32 min.	4-5
"	Feb. 1, 1981	" "	"	"		" "	" "	"
"	Apr. 26, 1981	3 hr., 29 min.	"	"		101	3 hr., 26 min.	5
"	Aug. 2, 1981	3 hr., 28 min.	"	"		122	3 hr., 24 min.	"
"	Oct. 25, 1981	3 hr., 11 min.	4	20		(6 trains)	2 hr., 59 min.	2
"	Feb. 7, 1982	3 hr., 6 min.	"	"		(8 trains)	" "	3
"	Apr. 25, 1982	" "	"	"		(10 trains)	" "	"
"	Aug. 1, 1982	3 hr., 7 min.	"	"		" "	" "	"
"	Oct. 31, 1982	2 hr., 53 min.	"	"		(12 trains)	2 hr., 49 min.	"
"	Apr. 24, 1983	" "	"	"		" "	" "	4
"	Oct. 30, 1983	" "	5	"		(6 trains)	" "	"
"	Apr. 29, 1984	" "	"	"		" "	" "	"
"	Oct. 28, 1984	" "	"	"		" "	" "	"

History of Running Times
Metroliner Trains (Continued)
New York - Washington 1969-1984

Notes and Comments

Average running times for Metroliner passenger trains between New York and Washington were very close to 3 hours (average terminal-to-terminal speed of 75 m.p.h.) from the start of Metroliner service in January 1969 to April 1978. From that time until the summer of 1980, schedules were slowed considerably owing to track work and the start of the Metroliner car rebuilding program and, more recently, to allow for delays from NECIP construction work. Since 1980, trains have been speeded up again. At present the average running time for Metroliners is 2 hours, 53 minutes, at a terminal-to-terminal average speed of 78.0 m.p.h.

The average number of intermediate stops made by Metroliner trains remained at 5, with only occasional variation.

The number of Metroliner trains operated on weekdays reached a high of 30 in 1974-5 and is now 20.

The fastest Metroliner service operated to date was a 2-hour 30-minute service from April 1969 to March 1970. The pair of trains involved made the journey non-stop at first, with one stop added in each direction in July 1969. After 11 1/2 months the 2-hour 30-minute schedule, representing a terminal-to-terminal average speed of 90.0 m.p.h., was lengthened to 2 hours, 50 minutes, or an average speed of 79.5 m.p.h., with more stops added. This modified schedule lasted an additional 7 months until October 1970.

Second fastest Metroliner service ever offered is a 2-hour, 49-minute service inaugurated October 31, 1982, with 12 trains daily. These trains made 3 intermediate stops until April 24, 1983 and 4 from that date. On October 30, 1983, frequency was reduced to 6 trains. Terminal-to-terminal average speed is 79.9 m.p.h.

The NECIP goal under the $2.19 billion construction program is a 2-hour 50-minute schedule with 5 intermediate stops, or 79.4 m.p.h. terminal-to-terminal average. This is expected to be attained in 1985.

Important Dates

Sept. 30, 1965 ------ High-Speed Ground Transportation Act authorizes
Metroliner demonstration program.

Jan. 16, 1969 ------- Metroliner service, a premium, high-speed service
with especially designed MU electric cars, starts
between New York and Washington with 1 round trip
daily (2 trains) at 2 hours, 59 minutes; a terminal-
to-terminal average speed of 75.3 m.p.h. Service
increases to 2 round trips (4 trains) on Feburary 10,
1969.

Apr. 2, 1969 -------- Non-stop Metroliner service between New York and
Washington introduced, with running time of 2 hours,
30 minutes, a terminal-to-terminal average speed of
90.0 m.p.h. Total of 3 stopping and non-stop round
trips operated daily. Non-stop service ends July 14,
1969, with the addition of a stop, but 2-hour 30-minute
schedule retained until March 16, 1970--the fastest
service ever offered.

Oct. 26, 1969 ------- Metroliner service increased to 6 round trips daily;
to 7 on August 24, 1970.

Oct. 1, 1970 -------- Start of Federal demonstration program.

May 1, 1971 --------- Amtrak takes responsibility for inter-city pas-
senger train service. Metroliner frequency
increases to 9 round trips daily; to 12 on
November 14, 1971.

Apr. 30, 1972 ------- With increase to a frequency of 14 round trips daily
(i.e., 28 trains), hourly Metroliner service through-
out the day is now offered between Washington and
New York.

Sept. 30, 1973 ------ End of Federal demonstration program.

Apr. 1, 1976 -------- Amtrak acquires Northeast Corridor land and track
from Penn Central.

Apr. 30, 1978 ------- New York-Washington Metroliner schedules slowed by
about 20 minutes to allow for operation of some
Metroliner schedules by locomotive-hauled trains
during Metroliner car rebuilding program.

Apr. 29, 1979 ------- Further slowing of schedules occurs to accommodate
NECIP construction work. Still another lengthening
of schedules occurs on April 27, 1980.

Apr. 26, 1981 ------- Sunday morning and all Saturday Metroliner service is
discontinued.

Oct. 25, 1981 ------- Metroliner schedules speeded up sharply. Metroliner
MU cars assigned to other service and Metroliner
schedules filled by locomotive-hauled trains.

History of Running Times
Regular Trains
New York - Washington 1959-1984

Source: Public Timetable Folders

Carrier	Issue Date of Public Folder	Average of Trains			Fastest Train		
		Running Time	Average No. of Int. Stops	No. of Trains Per Weekday	Train No.	Fastest Running Time	No. of Int. Stops
Penna RR	Oct. 25, 1959	3 hr., 57 min.	6	29	152,153	3 hr., 35 min.	5
" "	Dec. 17, 1959	"	"	"	" "	" "	"
" "	Feb. 14, 1960	"	"	"	" "	" "	"
" "	Apr. 24, 1960	"	"	30	" "	" "	"
" "	July 24, 1960	"	"	"	" "	" "	"
" "	Oct. 30, 1960	"	"	29	" "	" "	"
" "	Feb. 12, 1961	"	"	"	" "	" "	"
" "	Apr. 30, 1961	"	7	27	" "	" "	"
" "	July 30, 1961	"	"	"	" "	" "	"
" "	Oct. 29, 1961	3 hr., 59 min.	"	26	" "	" "	"
" "	Feb. 11, 1962	"	"	"	" "	" "	"
" "	Apr. 29, 1962	3 hr., 58 min.	"	27	" "	" "	"
" "	July 29, 1962	"	"	"	" "	" "	"
" "	Oct. 28, 1962	3 hr., 59 min.	6	26	" "	" "	"
" "	Feb. 10, 1963	"	"	"	" "	"	"
" "	Apr. 28, 1963	"	"	"	" "	"	"
" "	Oct. 27, 1963	"	"	"	" "	"	"
" "	Apr. 26, 1964	"	"	"	" "	"	"
" "	Oct. 25, 1964	"	"	"	" "	"	"
" "	Apr. 25, 1965	"	"	"	" "	"	"
" "	Oct. 31, 1965	"	"	"	" "	"	"
" "	Apr. 24, 1966	"	"	"	" "	"	"
" "	Oct. 30, 1966	4 hr.	"	"	" "	"	"
" "	Apr. 30, 1967	"	"	"	" "	"	"
" "	Oct. 29, 1967	3 hr., 59 min.	"	"	" "	3 hr., 20 min.	"
Penn Central	Apr. 28, 1968	4 hr.	"	"	" "	3 hr., 35 min.	"
" "	Oct. 27, 1968	"	"	"	" "	" "	"
" "	Dec. 1, 1968	"	"	"	" "	" "	"
" "	Apr. 27, 1969	"	"	"	" "	"	"
" "	June 22, 1969	"	"	"	" "	"	"
" "	Oct. 26, 1969	4 hr., 3 min.	7	22	132	3 hr., 45 min.	6
" "	Mar. 16, 1970	4 hr., 5 min.	"	"	"	3 hr., 49 min.	7
" "	May 17, 1970	4 hr., 4 min.	"	"	(6 trains)	3 hr., 50 min.	5-7
" "	Aug. 24,1970	"	"	"	" "	" "	"
" "	Oct. 25, 1970	"	"	"	" "	" "	"
" "	Jan. 24, 1971	"	"	"	" "	" "	"
Amtrak	May 1, 1971	3 hr., 56 min.	6	18	(5 trains)	"	"
"	July 12, 1971	"	"	19	" "	"	"
"	Nov. 14, 1971	3 hr., 53 min.	"	21	143	3 hr., 44 min.	5
"	Jan. 16, 1972	3 hr., 52 min.	"	"	"	"	"
"	June 11, 1972	3 hr., 54 min.	"	17	171,145	3 hr., 45 min.	5-6
"	Oct. 29, 1972	"	"	"	145	3 hr., 38 min.	3

Carrier	Issue Date of Public Folder	Average of Trains				Fastest Train		
		Running Time	Average No. of Int. Stops	No. of Trains Per Weekday		Train No.	Fastest Running Time	No. of Int. Stops
Amtrak	Apr. 29, 1973	3 hr., 52 min.	6	20		173	3 hr., 38 min.	3
"	June 10, 1973	" "	"	"		"	" "	"
"	Oct. 28, 1973	3 hr., 54 min.	"	"		179,178	3 hr., 40 min.	4
"	May 19, 1974	" "	"	"		"	" "	"
"	Nov. 15, 1974	" "	"	"		"	" "	"
"	May 15, 1975	" "	"	"		"	" "	"
"	Nov. 30, 1975	" "	"	18		"	" "	"
"	Feb. 15, 1976	3 hr., 56 min.	"	21		"	" "	"
"	Apr. 25, 1976	3 hr., 55 min.	"	20		"	" "	"
"	June 15, 1976	" "	"	"		"	" "	"
"	Oct. 31, 1976	" "	7	22		178	3 hr., 37 min.	5
"	-Feb. 15, 1977	3 hr., 56 min.	"	"		"	" "	"
"	May 1, 1977	" "	"	"		"	" "	"
"	June 22, 1977	3 hr., 55 min.	"	"		"	" "	4
"	Jan. 8, 1978	3 hr., 57 min.	"	"		179	3 hr., 44 min.	6
"	Apr. 30, 1978	" "	"	24		178	3 hr., 33 min.	5
"	July 30, 1978	" "	"	"		"	" "	"
"	Oct. 29, 1978	3 hr., 58 min.	"	"		"	3 hr., 43 min.	"
"	Apr. 29, 1979	4 hr., 19 min.	"	"		180 1/	4 hr., 6 min.	7
"	July 29, 1979	4 hr., 20 min.	"	"		173,179	4 hr., 5 min.	6
"	Oct. 1, 1979	4 hr., 19 min.	"	"		" "	" "	"
"	Oct. 28, 1979	4 hr., 18 min.	"	26		178	3 hr., 57 min.	5
"	Feb. 3, 1980	4 hr., 17 min.	"	"		174,178	4 hr., 5 min.	7,5
"	Apr. 27, 1980	4 hr., 25 min.	"	28		178	4 hr., 8 min.	5
"	Aug. 3, 1980	4 hr., 23 min.	"	"		"	4 hr., 10 min.	"
"	Oct. 26, 1980	4 hr., 16 min.	8	"		177,181 2/	4 hr., 5 min.	6
"	Feb. 1, 1981	4 hr., 11 min.	"	"		180	3 hr., 34 min.	7
"	Apr. 26, 1981	3 hr., 56 min.	"	"		177	3 hr., 28 min.	6
"	Aug. 2, 1981	3 hr., 53 min.	"	"		175,178	3 hr., 33 min.	5
"	Oct. 25, 1981	3 hr., 50 min.	7	30		175 3/	3 hr., 24 min.	"
"	Feb. 7, 1982	3 hr., 42 min.	"	"		187 4/	3 hr., 20 min.	4
"	Apr. 25, 1982	" "	"	"		183,187 5/	3 hr., 24 min.	7
"	Aug. 1, 1982	" "	"	"		183,51	" "	"
"	Oct. 31, 1982	3 hr., 26 min.	"	"		141 6/	3 hr., 10 min.	6
"	Apr. 24, 1983	3 hr., 32 min.	"	"		183	3 hr., 13 min.	7
"	Oct. 30, 1983	3 hr., 24 min.	"	"		185 7/	3 hr., 6 min.	7
"	Apr. 29, 1984	3 hr., 31 min.	"	32		169	3 hr., 8 min.	"
"	Oct. 28, 1984	3 hr., 28 min.	"	"		95	3 hr., 10 min.	6

1/ Train 186, Friday and Sunday only, made the run in 3 hours, 54 minutes with 9 stops.
2/ Train 183, Sunday only, made the run in 4 hours with 8 stops.
3/ Sunday-only trains 135 and 133 and Saturday-only train 131 made the run in 3 hours, 12 minutes with 6 intermediate stops, 3 hours, 15 minutes with 7 stops, and 3 hours, 17 minutes with 6 stops, respectively.
4/ Sunday-only trains 135 and 133 and Saturday-only trains 131 and 132 made the run in 3 hours, 12 minutes with 6 intermediate stops, 3 hours, 15 minutes with 7 stops, 3 hours, 16 minutes with 6 stops and 3 hours, 16 minutes with 5 stops, respectively.
5/ Sunday-only train 135 made the run in 3 hours, 17 minutes with 6 intermediate stops. Saturday- or Sunday-only trains 130, 131, 132, and 133 were each scheduled at 3 hours, 20 minutes with 5-7 stops.
6/ Saturday-only trains 132 and 134 each made the run in 3 hours, 3 minutes with 5 stops.
7/ Sunday-only train 135 made the run in 3 hours, 3 minutes with 6 stops.

History of Running Times
Regular Trains (Continued)
New York - Washington 1959-1984

Notes and Comments

The average running time of New York-Washington regular or conven-
tional passenger trains was about 4 hours (56.3 m.p.h. terminal-to-
terminal average speed) or slightly less, from 1959 to 1979. Slower
from April 29, 1979, to April 26, 1981, the average again dropped below
4 hours on the latter date and is now 3 hours, 28 minutes. (Refer to the
table in this section for exact figures.)

During the period studied, the average number of intermediate stops
made by these trains increased from 6 to 7, a 16.7% increase. This may
be attributed in part to the addition of suburban stops at Metropark,
N.J., BWI Airport Rail Station, Md. and Beltway Station, Md., offset by
the reduction in stops at North Philadelphia, Pa., once a stop for all New
York-Washington trains.

The number of regular trains operated declined from a high of 30
in 1960 to a low of 17 in 1972-73, when hourly frequency of Metroliners
was first attained. It then returned gradually to the 32 weekday trains
now operated.

The title of fastest regular train ever operated between New York and
Washington is held by Amtrak train 185, the "Potomac," which made the run
in 3 hours, 6 minutes with 7 intermediate stops. This is a terminal-to-
terminal average speed of 72.6 m.p.h.

Important Dates

Feb. 10, 1935 ------- Start of through electrified train service New York-
                     Washington by Pennsylvania Railroad.

Sept. 27, 1936 ------ "Congressional" placed on fast 3-hour 35-minute
                     schedule New York-Washington. Remains on this
                     schedule (faster in 1967-8) for 33 years and 1 month.

Apr. 27, 1958 ------- Baltimore & Ohio Railroad discontinues its New York-
                     Washington passenger service, leaving Pennsylvania
                     Railroad the only rail carrier.

Apr. 30, 1961 ------- Eastern Air Lines starts air shuttle service between
                     New York and Washington.

Oct. 1, 1964 -------- Opening of New Tokaido Line, high-speed passenger-
                     only line between Tokyo and Osaka, Japan.

1967 --------------- High-speed rail service (max. 125 mph) commenced on
                     Paris-Toulouse line in France.

Oct. 29, 1967 ------- "Afternoon Congressional" runs on 3-hour 20-minute
schedule for 6 months until April 28, 1968, fastest
schedule for a regular train up to that time.

Feb. 1, 1968 -------- Pennsylvania Railroad merges with New York Central
Railroad to form Penn Central Transportation Company.

Oct. 26, 1969 ------- End of 3-hour 35-minute "Congressional" service;
schedules of regular trains lengthened and downgraded
as Metroliners are introduced.

March 1970 ---------- Beltway Station near Lanham, Md., opened.

May 1, 1971 --------- Amtrak comes into existence, assuming responsibility
for inter-city rail passenger services, including
New York-Washington service.

November 1971 ------- Metropark Station near Iselin, N.J., opened.

Mar. 10, 1975 ------- Extension of Japanese high-speed passenger-only line
from Osaka to Fukuoka (731 miles from Tokyo to
Fukuoka) is opened.

Feb. 5, 1976 -------- Railroad Revitalization and Regulatory Reform Act of
1976 (4R Act) becomes law, creating the Northeast
Corridor Improvement Project (NECIP).

Apr. 1, 1976 -------- Amtrak acquires Northeast Corridor land, track, and
equipment from Penn Central and its subsidiaries, as
Conrail is created from parts of Penn Central and
other roads.*

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* Amtrak acquired the New York-Washington line from the following
  Penn Central subsidiaries:

  New York to Hudson Tower (near Newark) - from Pennsylvania Tunnel & Terminal RR
  Hudson Tower to Trenton ---------------- from United New Jersey RR and Canal Co.
  Trenton to Frankford Junction ---------- from Philadelphia & Trenton RR
  Frankford Junction to Zoo Tower -------- from Connecting Ry
  Zoo Tower to Arsenal Tower ------------- from Penn Central
  Arsenal Tower to Bay (north of Union
                       Tunnels) ---- from Phila., Baltimore & Washington RR
  Bay to Union Junction (north end of
                  Baltimore station) ---- from Union RR of Baltimore
  Union Junction to B&P Junction (through
                  Baltimore station) ---- from Northern Central RR
  B&P Junction to Washington ------------- from Phila., Baltimore & Washington RR

  Amtrak also acquired the Philadelphia, Baltimore & Washington Railroad's
  50% stock ownership of the Washington Terminal Company, which owns the line
  leading into Union Station, Washington, as well as the station tracks
  themselves. On May 29, 1981, Amtrak acquired the other 50% from the
  Baltimore & Ohio.

Oct. 4, 1976 ————— British Railways inaugurates services with 125-m.p.h. High-Speed Trains (HST) between London and Bristol, Cardiff and Swansea.

1977 ———————— First part of Direttissima between Rome and Florence, Italy, opened.

Apr. 29, 1979 ——— New York-Washington regular train schedules slowed by about 20 minutes as NECIP construction work starts in earnest.

Oct. 26, 1980 ——— BWI Airport Rail Station near Harman, Md., opened.

Feb. 1, 1981 ——— Schedules speeded up sharply as NECIP construction work progresses.

Sept. 27, 1981 ——— Part of Paris-Lyon very high speed dedicated passenger line opens (max. 160 m.p.h).

Oct. 25, 1981 ——— Average running time for regular trains New York-Washington is 3 hours, 50 minutes, a record.

Feb. 7, 1982 ——— Average running time is 3 hours, 42 minutes, bettering previous record.

Oct. 30, 1983 ——— Average running time is 3 hours, 24 minutes, fastest in history.

History of Running Times
Turbotrains
New York - Boston 1969-1976

Source: Public Timetable Folders

		Average of Trains			Fastest Train		
Carrier	Issue Date of Public Folder	Running Time	Average No. of Int. Stops (excluding 125th St. & Back Bay Stops)	No. of Trains Per Weekday	Train No.	Fastest Running Time	No. of Int. Stops (excluding 125th St. & Back Bay Stops)
Penn Central	Apr. 8, 1969	3 hr., 55 min. 1/	4	2	3001,3002	3 hr., 55 min.	4
" "	May 15, 1969	" " 1/	"	"	" "	" "	"
" "	June 9, 1969	3 hr., 39 min. 1/	"	"	" "	3 hr., 39 min.	"
" "	Aug. 15, 1969	" " 1/	"	"	" "	" "	"
" "	Feb. 15, 1970	" " 1/	"	"	" "	" "	"
" "	June 26, 1970	" " 1/	"	"	" "	" "	"
" "	Aug. 7, 1970	3 hr., 44 min.	"	"	" "	3 hr. 44 min.	"
" "	Oct. 23, 1970	" "	"	"	" "	" "	"
" "	Feb. 1, 1971	3 hr., 48 min. 2/	"	"	" "	3 hr., 48 min.	"
" "	Mar. 1, 1971	3 hr., 49 min.	"	"	3001	" "	"
Amtrak	May 1, 1971	" "	"	"	"	" "	"
"	July 12, 1971	" "	"	"	"	" "	"
"	Nov. 14, 1971	3 hr., 45 min.	"	"	150	3 hr., 44 min.	"
"	Jan. 16, 1972	" "	"	"	150,151	3 hr., 45 min.	"
"	June 11, 1972	3 hr., 53 min.	5	"	150	3 hr., 50 min.	5
"	Oct. 29, 1972	3 hr., 55 min.	4	4	(4 trains)	3 hr., 55 min.	4
"	Apr. 29, 1973	" "	"	"	" "	" "	4-5
"	June 10, 1973	" "	"	"	" "	" "	"
"	Oct. 28, 1973 3/	4 hr.	6	2	153	" "	4
"	May 19, 1974	3 hr., 59 min.	5	4	150	" "	"
"	Nov. 15, 1974	" "	"	"	"	" "	"
"	May 15, 1975	" "	"	"	"	" "	"
"	Nov. 30, 1975	4 hr., 16 min.	"	"	153	4 hr., 12 min.	"
"	Feb. 15, 1976	4 hr., 17 min.	"	2	150	4 hr., 15 min.	5
"	Apr. 25, 1976	4 hr., 29 min.	"	"	"	4 hr., 25 min.	"
"	June 15, 1976	" "	"	"	"	" "	"

1/ To and from Back Bay Station, Boston.

2/ Turbos start using Penna. Station, New York.

3/ From October 28, 1973, onward, trains are not specifically identified as Turbotrains in public
   timetable folder. Identification has been made based on absence of engine-change time at New Haven,
   and by distinctive train numbers and schedules.

History of Running Times
Turbotrains (Continued)
New York - Boston 1969-1976

Notes and Comments

The average running time of the New York-Boston Turbotrains was under 4 hours from the inception of service in 1969 until 1975. In 1975 average running times started to exceed 4 hours. Turbo service was discontinued in 1976.

The fastest running time for a Turbotrain between Boston and New York was 3 hours, 39 minutes between New York (Grand Central Terminal) and Boston (Back Bay), or 3 hr, 44 minutes to Boston (South Station). Trains 3001 and 3002 maintained these schedules, which represent a terminal-to-terminal average speed of 61.1 m.p.h., from June 1969 to February 1971, as did train 150 from November 1971 to January 1972, operating out of Pennsylvania Station, New York.

Turbotrains were transferred from Grand Central Terminal to Pennsylvania Station, New York, on February 1, 1971, four months after regular trains were so moved.

Important Dates

Sept. 30, 1965 --------- High-Speed Ground Transportation Act authorizes Turbo-train demonstration program.

Apr. 8, 1969 ----------- Turbo service starts with 1 round trip daily between New York and Boston.

June 9, 1969 ----------- Fastest Turbo Service (and, therefore, fastest of any New York-Boston service) ever, scheduled at 3 hours, 39 minutes New York to Boston (Back Bay) and 3 hours, 44 minutes to Boston (South Station), a terminal-to-terminal average speed of 61.1 m.p.h.

Feb. 1, 1971 ----------- Turbos are moved from Grand Central Terminal to Pennsylvania Station, New York, with slightly lengthened schedules.

May 1, 1971 ----------- Amtrak takes responsibility for inter-city rail passenger service.

Nov. 14, 1971 ---------- Turbo train No. 150 is scheduled for 3 hours, 44 minutes New York (Pennsylvania Station) to Boston (South Station). This record-equalling schedule (61.9 m.p.h.) was in effect until January 16, 1972.

Oct. 29, 1972 ---------- Second daily round trip Turbo service is added until October 28, 1973.

Jan. 22, 1973 ---------- End of Federal demonstration program.

May 19, 1974 ----------- Second daily Turbo schedule re-established; ends February 15, 1976.

Nov. 30, 1975 ---------- Turbo schedules slowed to about 4 hours, 15 minutes New York-Boston.

Apr. 1, 1976 ----------- Amtrak acquires NEC property from Penn Central.

Sept. 9, 1976 ---------- End of Turbotrain service between Boston and New York.

History of Running Times
Regular Trains
New York - Boston 1950-1984

Source: Public Timetable Folders (1959-84)
Official Railway Guides (1950-59)

Carrier	Issue Date of Offical Guide	Average of Trains			Fastest Train		
		Running Time	Average No. of Int. Stops (excluding 125th St. & Back Bay Stops)	No. of Trains Per Weekday	Train No.	Fastest Running Time	No. of Int. Stops (excluding 125th St. & Back Bay Stops)
New Haven	Feb., 1950	4 hr., 44 min.	6	30	(4 trains)	4 hr.	3
"	July, 1950	4 hr., 43 min.	"	"	" "	"	"
"	Jan., 1951	" "	"	"	" "	"	"
"	June, 1951	" "	"	"	" "	"	"
"	Feb., 1952	4 hr., 38 min.	5	34	(8 trains)	4 hr.	0-3
"	July, 1952	4 hr., 37 min.	"	35	" "	"	"
"	Jan., 1953	" "	"	"	" "	"	"
"	June, 1953	" "	6	37	" "	"	1-4
"	Feb., 1954	" "	"	"	" "	"	"
"	July, 1954	" "	"	"	24	3 hr., 55 min.	1
"	Jan., 1955	4 hr., 36 min.	7	36	"	" "	"
"	June, 1955	4 hr., 38 min.	"	37	"	" "	"
"	Feb., 1956	4 hr., 40 min.	"	34	(4 trains)	4 hr.	4
"	July, 1956	4 hr., 48 min.	"	"	(5 trains	4 hr., 15 min.	"
"	Jan., 1957	4 hr., 43 min.	"	"	(3 trains)	4 hr.	4-5
"	June, 1957	4 hr., 42 min.	"	36	(4 trains)	"	2-5
"	Feb., 1958	4 hr., 53 min.	"	25	" "	4 hr., 15 min.	4
"	July, 1958	4 hr., 54 min.	"	"	" "	" "	"
"	Jan., 1959	" "	"	"	" "	" "	"
"	June, 1959	" "	"	"	" "	" "	"
	Issue Date of Public Folder						
"	Oct. 25, 1959	4 hr., 48 min.	"	"	(5 Trains)	" "	"
"	Jan. 17, 1960	4 hr., 46 min.	"	24	" "	" "	"
"	Apr. 24, 1960	" "	"	"	" "	" "	"
"	June 30, 1960	" "	"	"	" "	" "	"
"	Oct. 30, 1960	4 hr., 49 min.	"	26	" "	" "	"
"	Apr. 30, 1961	" "	"	"	" "	" "	"
"	Oct. 29, 1961	" "	"	"	" "	" "	"
"	Apr. 29, 1962	" "	"	"	" "	" "	"
"	Oct. 28, 1962	4 hr., 40 min.	"	"	(4 trains)	" "	"
"	Apr. 28, 1963	" "	"	"	" "	" "	"
"	Oct. 27, 1963	" "	"	"	" "	" "	"
"	Apr. 26, 1964	4 hr., 41 min.	"	"	" "	" "	"
"	Oct. 25, 1964	4 hr., 45 min.	"	"	" "	" "	"

Carrier	Issue Date of Public Folder	Average of Trains			Fastest Train		
		Running Time	Average No. of Int. Stops (excluding 125th St. & Back Bay Stops)	No. of Trains Per Weekday	Train No.	Fastest Running Time	No. of Int. Stops (excluding 125th St. & Back Bay Stops)
New Haven	Apr. 25, 1965	4 hr., 45 min.	7	26	(4 trains)	4 hr., 15 min.	4
"	Oct. 31, 1965	" "	"	"	" "	" "	"
"	Apr. 24, 1966	" "	"	"	" "	" "	"
"	Oct. 30, 1966	" "	"	"	" "	" "	"
"	Apr. 30, 1967	" "	"	"	" "	" "	"
"	May 12, 1968	" "	"	"	" "	" "	"
Penn Central	Apr. 27, 1969	4 hr., 37 min.	"	16	5,8	" "	"
"	Oct. 26, 1969	" "	"	"	5	" "	"
"	Dec. 14, 1969	4 hr., 39 min.	"	"	"	" "	"
"	Mar. 16, 1970	" "	"	"	5,8	" "	"
"	Apr. 6, 1970	" "	"	"	"	" "	"
"	Apr. 13, 1970	" "	"	"	"	" "	"
"	Apr. 26, 1970	4 hr., 38 min.	"	"	185	" "	"
"	June 14, 1970	" "	"	"	185,186	" "	"
"	*Sep. 21, 1970	" "	6	"	186	" "	"
"	Nov., 8, 1970	" "	"	"	"	" "	"
"	Mar. 1, 1971	4 hr., 47 min.	"	"	185,186	4 hr., 30 min.	"
Amtrak	May 1, 1971	4 hr., 43 min.	8	14	185	4 hr., 29 min.	5
"	July 12, 1971	" "	"	"	185,186	4 hr., 30 min.	"
"	Nov. 14, 1971	4 hr., 34 min.	"	18	177	4 hr., 20 min.	6
"	Jan. 16, 1972	4 hr., 33 min.	"	"	"	" "	"
"	June 11, 1972	4 hr., 39 min.	"	"	179	" "	"
"	Oct. 29, 1972	" "	"	"	"	" "	"
"	Apr. 29, 1973	4 hr., 37 min.	"	"	(5 trains)	4 hr., 25 min.	5-8
"	June 10, 1973	" "	"	"	" "	" "	"
"	Oct. 28, 1973	4 hr., 36 min.	7	"	(4 trains)	" "	5-6
"	May 19, 1974	4 hr., 38 min.	9	"	(3 trains)	" "	6
"	Nov. 15, 1974	4 hr., 39 min.	"	"	" "	" "	"
"	May 15, 1975	" "	"	"	" "	" "	"
"	Nov. 30, 1975	4 hr., 40 min.	"	16	170,178	" "	"
"	Feb. 15, 1976	" "	"	"	" "	" "	"
"	Apr. 25, 1976	4 hr., 53 min.	8	"	179	4 hr., 40 min.	"
"	June 15, 1976	" "	"	"	"	" "	"
"	Oct. 31, 1976	4 hr., 52 min.	"	18	150,178,-9	" "	"
"	Feb. 15, 1977	" "	9	"	(4 trains)	" "	6-10
"	May 1, 1977	" "	"	"	" "	" "	"
"	June 22, 1977	" "	10	"	(3 trains)	" "	5-12
"	Jan. 8, 1978	" "	"	"	" "	" "	"
"	Apr. 30, 1978	4 hr., 50 min.	9	"	176,191,-3	4 hr., 30 min.	6
"	July 30, 1978	" "	"	"	" "	" "	"
"	Oct. 29, 1978	" "	"	"	176,193	" "	"

* All regular Boston trains are at Pennsylvania Station (instead of Grand Central Terminal), New York, effective with this timetable.

| Carrier | Issue Date of Public Folder | Average of Trains | | | Fastest Train | | |
		Running Time	Average No. of Int. Stops (excluding 125th St. & Back Bay Stops)	No. of Trains Per Weekday	Train No.	Fastest Running Time	No. of Int. Stops (excluding 125th St. & Back Bay Stops)
Amtrak	Apr. 29, 1979	5 hr., 3 min.	9	18	176,193	4 hr., 45 min.	6
"	July 29, 1979	" "	"	"	" "	" "	"
"	Oct. 1, 1979	" "	"	"	" "	" "	"
"	Oct. 28, 1979	5 hr., 4 min.	"	20	169	" "	4
"	Feb. 3, 1980	4 hr., 56 min.	"	"	174	4 hr., 48 min.	5
"	Apr. 27, 1980	4 hr., 57 min.	"	"	169,193	4 hr., 45 min.	4-5
"	Aug. 3, 1980	5 hr., 2 min.	"	"	170,193	" "	5
"	Oct. 26, 1980	4 hr., 55 min.	"	"	174	4 hr., 37 min.	"
"	Feb. 1, 1981	" "	"	"	"	" "	"
"	Apr. 26, 1981	4 hr., 50 min.	8	"	151,152	4 hr., 36 min.	3
"	Aug. 2, 1981	4 hr., 57 min.	"	"	152	4 hr., 49 min.	"
"	Oct. 25, 1981	4 hr., 49 min.	"	18	151,152	4 hr., 24 min.	4
"	Feb. 7, 1982	4 hr., 47 min.	"	"	152	4 hr., 20 min.	"
"	Apr. 25, 1982	4 hr., 50 min.	"	"	190	4 hr., 35 min.	5
"	Aug. 1, 1982	4 hr., 48 min.	"	"	152	4 hr., 32 min.	4
"	Oct. 31, 1982	4 hr., 26 min.	7	"	292,293 294,297	3 hr., 55 min.	3
"	Apr. 24, 1983	4 hr., 32 min.	"	"	"	" "	"
"	Oct. 30, 1983	4 hr., 30 min.	"	"	"	4 hr, 9 min.	4
"	Apr. 29, 1984	4 hr., 37 min.	"	"	150-153	" "	"
"	Oct. 28, 1984	4 hr., 33 min.	"	"	151-153	" "	"

History of Running Times
Regular Trains (Continued)
New York - Boston 1950-1984

Notes and Comments

The average running time of New York-Boston trains (excluding Turbo-trains) was between 4 1/2 and 5 hours from 1950 to 1979, when it started to exceed 5 hours. Present average running time, however, is 4 hours, 33 minutes, a terminal-to-terminal average speed of 50.7 m.p.h.

The average number of intermediate stops made per train increased from 6 to 7 during the period studied, a 17% increase. This may be attributed in part to the establishment of stops at Route 128, Mass., in 1953 for all trains, and at Rye, N.Y., and Mystic, Conn., in the 1970's for many trains.

The number of regular trains operated on weekdays declined from a peak of 37 in 1953-1956 to only 14 in 1971, in Amtrak's first timetable. It then rose irregularly to 18 trains, the present number, excluding mail trains 12 and 13.

The fastest schedule for regular trains between New York and Boston was 3 hours, 55 minutes, a terminal-to-terminal average speed of 58.2 m.p.h. For 18 months in 1954-55 train no. 24, the eastbound "Advance Merchants Limited," operated on this schedule. Years later, on October 31, 1982, four Express Metroliner trains were also scheduled at 3 hours, 55 minutes, but one year later these schedules were changed to 4 hours, 9 minutes, with terminal-to-terminal average speed 55.7 m.p.h.

The second fastest schedule for regular trains was four hours, maintained by the "Merchants Limited" and several other trains during the period 1949 to 1958.

The transfer of all Boston regular-train services to Pennsylvania Station, New York, on September 21, 1970, from Grand Central Terminal lengthened the run by about 3 miles. Schedules, however, were not immediately lengthened. Prior to that date, Boston trains originating or terminating at New York used Grand Central Terminal, while Pennsylvania Station was used by those Boston trains continuing through New York to or from Philadelphia and Washington.

The NECIP goal under the $2.19 billion construction program is a 4-hour 10-minute schedule or 55.4 m.p.h. terminal to terminal.

Important Dates

1889 —————————————— Thames River bridged at New London, Conn., re-
                    placing train ferry, enabling the Shore Line to
                    become the favored rail route New York-Boston.

1891-1893 --------------- "New England Ltd.," subtitled "The White Train," ran New York-Boston via Willimantic. Fastest time: 5 hours, 40 minutes, in 1893. Train was painted white with gilt lettering. Used New Haven Railroad, New York to Willimantic; New York & New England Railway, Willimantic-Boston (the "Air Line Route").

1893-1902 -------------- New Haven Railroad ran a 5-hour train via the Shore Line Route (via New London).

White Train renamed "Air Line Limited" in 1893 and white paint scheme dropped. From 1895 to 1902, it made the run in 5 hours.

May, 1902 -------------- New Haven Railroad, having acquired the New York & New England Railway, discontinued fast service via Willimantic.

April 1, 1917 ---------- Passenger train service begins over the Hell Gate Bridge line in New York, providing an all-rail route between Penna. Sta. (New York) and Boston.

Mar. 1, 1949 ----------- "Merchants Limited" between Boston and New York placed on a fast 4-hour schedule for the first time.

May, 1953 -------------- Route 128 station opened near Westwood, Mass.

Apr. 25, 1954 ---------- "Advance Merchants Limited" goes on 3-hour 55-minute schedule eastbound from New York to Boston until October 29, 1955; fastest schedule ever for a regular train New York-Boston.

Jan. 2, 1958 ---------- End of 4-hour schedule New York-Boston. Fastest train now 4 hours, 15 minutes.

Jan 1, 1969 ----------- New York, New Haven & Hartford Railroad absorbed into Penn Central Transportation Company.

Sept. 21, 1970 --------- All regular New York-Boston trains operate out of Pennsylvania Station, New York, instead of Grand Central Terminal. Route is about 3 miles longer.

May 1, 1971 ----------- Amtrak takes responsibility for inter-city passenger train service.

Feb. 5, 1976 ----------- Railroad Revitalization and Regulatory Reform Act
                          of 1976 (4R Act) becomes law, creating the
                          Northeast Corridor Improvement Project (NECIP).

Apr. 1, 1976 ----------- Amtrak acquires Northeast Corridor land, track,
                          and equipment from Penn Central as Conrail is
                          created from parts of Penn Central and other
                          roads.*

Apr. 25, 1976 ---------- New York-Boston schedules slowed by about 15
                          minutes owing to deteriorated track.

Apr. 29, 1979 ---------- Schedules further slowed as major NECIP construc-
                          tion work starts.

Oct. 25, 1981 ---------- Schedules speeded up somewhat.

Oct. 31, 1982 ---------- "New England Metroliner" service inaugurated with
                          2 round trips daily, on 3-hour 55-minute schedule
                          each way including 3 stops.

Oct. 30, 1983 ---------- "New England Metroliner" schedules slowed to 4
                          hours, 9 minutes, but most other schedules
                          speeded up.

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* Amtrak acquired portions of the New York-Boston line from Penn Central
  and its subsidiaries as follows:

  New York to 4 1/2 mile east of Penna. Sta. ----------------------------
                                  -- from Pennsylvania Tunnel & Terminal RR
  4 1/2 miles east of Penna. Sta. to E.140th St., Bronx ------------------
                                  -- from New York Connecting RR
  E. 140th St., Bronx, to Shell Tower (near New Rochelle) - from Penn Central
  Shell Tower to N.Y.-Conn. state line -- (not acquired - owned by
                      Metropolitan Transportation Authority, New York.)
  N.Y.-Conn. state line to New Haven -- (not acquired - owned by Penn Cent-
                                  ral and leased to State of Connecticut.)
  New Haven to R.I.-Mass. state line ----------------- from Penn Central
  R.I.-Mass. state line to Boston ------ (not acquired - owned by Massachu-
                                  setts Bay Transportation Authority).

  Amtrak operates over the portions of the line it does not own by agreements
  with the owners or lessees.

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WDE/sh
10/29/84