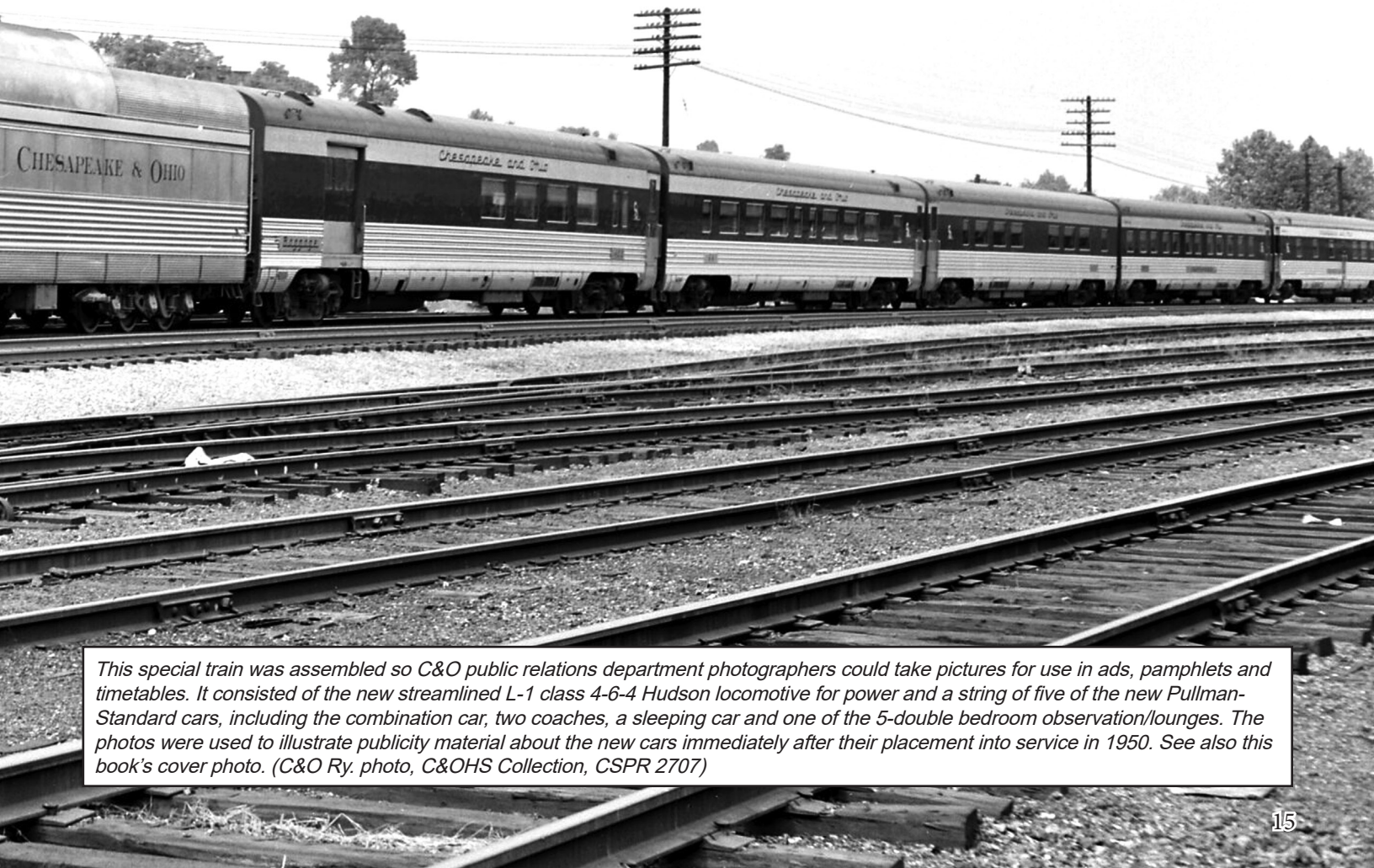


Chapter Three: Overview of the Order



This chapter is a reprint of an article written by the late Philip A. Shuster. It first appeared in the November/December, 2010 issue of our society's *Chesapeake & Ohio Historical Magazine*. It has been slightly edited to fit in this book. Mr. Shuster was a civil engineer employed by C&O starting in 1956. He was a railfan with particular interests in steam locomotives and passenger cars. Phil had access to much material because he was a C&O employee and thus an insider. He wrote the roster and historical material in the famous book *C&O Power*. Phil's interest in the cars coupled with his analytical engineer's training make the following material very interesting and concise. In fact, so much incomplete misinformation has been printed about these cars in the past, his summary serves to help clear it up in understandable terms.



This special train was assembled so C&O public relations department photographers could take pictures for use in ads, pamphlets and timetables. It consisted of the new streamlined L-1 class 4-6-4 Hudson locomotive for power and a string of five of the new Pullman-Standard cars, including the combination car, two coaches, a sleeping car and one of the 5-double bedroom observation/lounges. The photos were used to illustrate publicity material about the new cars immediately after their placement into service in 1950. See also this book's cover photo. (C&O Ry. photo, C&OHS Collection, CSPR 2707)



J-3A Greenbrier type 4-8-4 No. 612 powers a 14-car No. 4, The Sportsman, across North Mountain near Millboro, Va., on May 10, 1951. By that time the Pullman-Standard cars had been integrated into all C&O trains. Two things are evident in this photo: (1) headend cars were still the old heavyweight type, and in this photo had not even been repainted; and (2) the heavyweight cars halfway back in the train are the dining cars. The lightweight diners (all twin units) were cancelled, therefore the older cars were used and finally refurbished to look similar to the lightweights from the outside. Diesels would replace the 4-8-4 in a few months after this photo. (C&OHS Collection, COHS 47262)



These posters were displayed at the C&O city ticket office in Manhattan. It was epicenter of the "springs traffic." C&O relied heavily on Pullman passengers from New York (and to a lesser degree other northeastern cities) headed to The Homestead Hotel at Hot Springs, Va., and C&O-owned Greenbrier Hotel at White Sulphur Springs, W. Va. These posters, from 1950, boasted about the new lightweight streamlined cars. (C&OHS Collection, COHS 28542)

You shall have Comfort
wherever you go



aboard the New C&O
STREAMLINED BEAUTIES

The tops in travel luxury is yours — when you go C&O!
C&O's brilliant new streamlined beauties are delightfully complete with train riding comforts designed with you in mind.
Completely new from stainless steel sheathing to the deluxe appointments of its handsomely styled interiors, Chesapeake and Ohio's gleaming new glamor coaches and room-type sleeping cars are now in service on all C&O through trains. The combined skills of designers and craftsmen have attained the most passenger-pleasing travel comforts in Chessie history.

CHOOSE THE CHESSIE ROUTE!
Enjoy new comfort rides on THE GEORGE WASHINGTON, THE SPORTSMAN, THE F.F.V. and THE PERE MARQUETTES, serving New York • Washington • Norfolk • Newport News • Richmond • Virginia Hot Springs • White Sulphur Springs • Charleston • Huntington • Ashland • Lexington • Louisville • Cincinnati • Columbus • Cleveland • Toledo • Detroit • Lansing • Grand Rapids • Chicago • St. Louis.

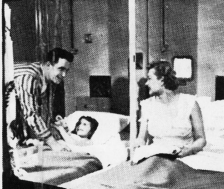
For descriptive folders, timetables, sleeping car reservations, call
CINCINNATI C&O TICKET OFFICE
110 Dixie Terminal • Phone: Main 2550
E. L. Davis, General Agent, Pass. Dept.

CHESAPEAKE AND OHIO RAILWAY

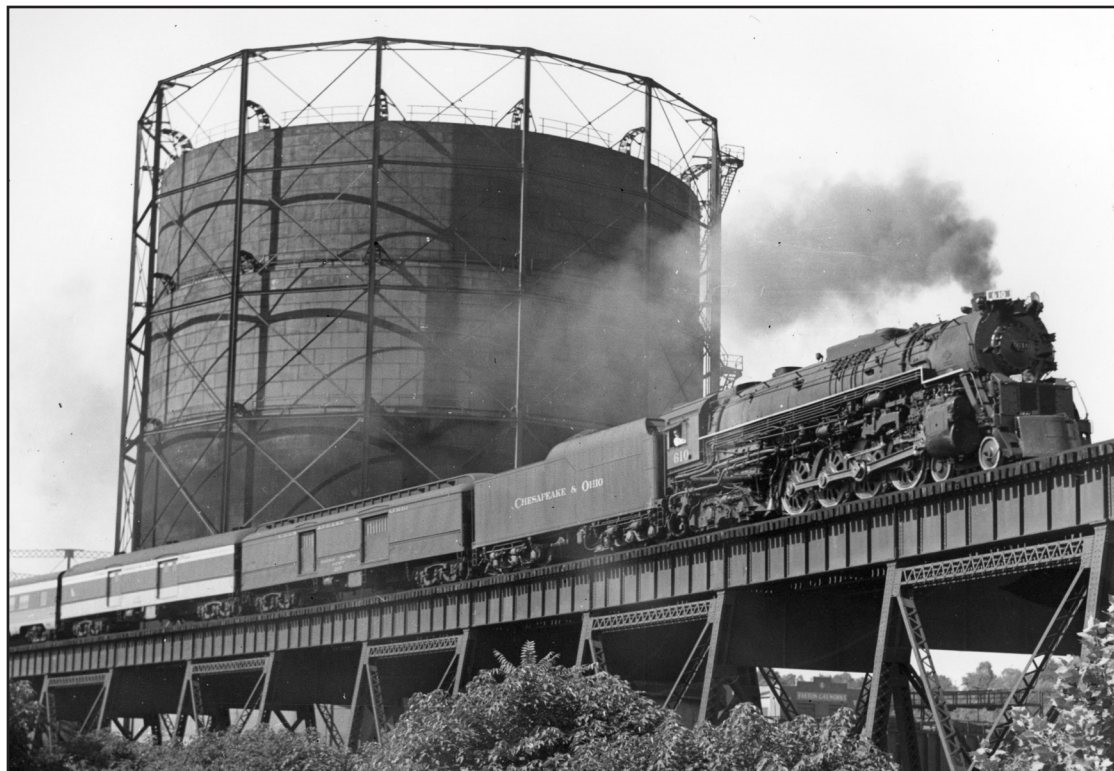


The C&O Features Comfort

- ★ Finger-touch sliding doors between cars
- ★ Thermostatic air-conditioning and radiant panel heating
- ★ "Glide-ride" trucks with 3-way shock absorbers
- ★ 5-way adjustable "Sleepy Hollow" seats
- ★ Wide-view picture windows; individual reading lights
- ★ Foam-rubber mattresses and "Motion Monitor" bedsprings
- ★ Electric water coolers
- ★ Enclosed wardrobe and toilet facilities in each bedroom
- ★ Baby bottle cooler in each coach
- ★ Private room sleeping cars; no open sections




This advertisement appeared in C&O timetables as well as many magazines and newspapers in 1950-51 as the new lightweight cars were introduced on C&O trains. (C&OHS Collection, AD 18)



This is truly a transition era photo. J-3A 4-8-4 No. 610 takes No. 46 (the Virginia section of The Sportsman) east over the viaduct at Richmond on Sept. 9, 1951. Not only is this during the last days of steam on passenger trains, but the cars are also in transition. The express car is still in the old green styling, while the baggage car behind it has been repainted to the tri-color scheme to match the lightweight coach that follows it. (D. W. Johnson photo, C&OHS Collection, COHS 35632)

The following detailed history of C&O's lightweight passenger cars was researched and written by the late P. A. Shuster. It first appeared in the November/December, 2010, issue of the C&O Historical Magazine. It is probably the most complete background and summary for this much-discussed order of cars.

On Nov. 16, 1946, the C&O Lines Railroads, an affiliation of the Chesapeake and Ohio, Pere Marquette, and Nickel Plate Railways, placed an order with the Pullman-Standard Manufacturing Co. for 284 new lightweight passenger cars, said to be at the time the largest order placed at one time to a single builder. This order underwent numerous changes before its completion and has been both cussed and discussed by the print media, mostly in negative and derogatory tones and criticized for being grossly too large for the railroad's needs and expectations. I will attempt to

explain some of the thoughts behind the order and show that, at the time it was placed, the numbers were right on target. Most of what I'll have to say will apply only to the C&O; the Pere Marquette and NKP were sort of "along for the ride."

Background

During the World War II years the C&O was handling an enormous volume of passenger traffic, largely Pullman, of travelers coming across the country to Washington, D.C., both for military and other government needs. At that time 67 percent of the C&O's business was either originated on, or was destined for, offline points beyond Cincinnati (St. Louis) or Louisville. The C&O board, under the direction of pro-passenger advocate Robert R. Young, felt that this level of traffic could be sustained if modern equipment and pristine service were provided. In 1944, the board passed a resolution that C&O's service would be "second to none."

A special effort was extended so that excellent passenger service would impress influential travelers to think highly of the C&O and subsequently favor the railroad in business opportunities. Thus, it was decided that every mainline passenger-carrying car would not be carried on the named trains but in separate trains in order to avoid burdening the former with time-using express handling delays.

Much time and attention was given to a planned new daylight luxury coach train between Washington and Cincinnati to be called *The Chessie*. The equipment for that train was to be built when critical materials and manpower become available. The order for 30 cars was finally placed with the Budd company on Aug. 1, 1945. After it was decided to operate connecting trains to Louisville and Newport News, an additional 16 cars were ordered



Coaches in both styles, with roadname and without, on No. 42 leaving Richmond, Va., May 24, 1970. (T. W. Dixon, Jr. photo, C&OHS Collection, COHS 35961)

Jan. 10, 1946. Delivery was promised for the fourth quarter of 1946.

It seems that all the planners' attention was focused on *The Chessie* and planning for the cars the other trains needed did not come to the forefront until later. Perhaps the coordination of the needs of three railroads took time in those pre-fax and email times.

Railway Age articles from 1946 discussed the order: The Aug. 17, issue described the policy that the C&O was to replace all mainline passenger cars. The Oct. 12, issue said C&O had sent inquiries to the major car builders requesting bids for 247 cars, including 112 sleepers. The magazine's Nov. 16, issue furnished a breakdown of the 112 sleepers. Finally, the Nov. 23, edition announced that an order was placed with Pullman-Standard one week earlier by the C&O lines railroads for 284 cars. This was said to be the largest order from a single railroad (actually a three-railroad combine) to a single car builder at one time (later surpassed by Canadian National, Amtrak, and others). A breakdown of the 284-car order is listed in Chart I. There is some confusion surrounding the specific date of this contract. Most records use Nov. 16, 1946. But the C&O Accounting Department uses a date of Jan. 21, 1947, as when the cars were purchased. Such debate perhaps reflects that of a final revision that covered several revisions that were made. All the cars were purchased under AFE 19048. Company records tell that bids were received from four companies as follows:

Pullman-Standard Car

Manufacturing Co.
\$26,734,860 (\$356,352,376 in 2020 funds)

American Car and Foundry Company \$27,202,651
(\$326,587,262 in 2020 funds)

The Budd Company
\$28,797,076 (\$383,839,917 in 2020 funds)

The Pressed Steel Car Company bid on coaches only—no sleepers or diners.

Delivery of the cars from Pullman-Standard was to begin in the last quarter of 1947 and proceed at the rate of two cars per day, with an expected increase to 80 cars per month. Had production quotas been met, the order should have been completed before the end of March, 1948. Instead, the last car was delivered Oct. 6, 1950.

A point of clarification should be added here. After the initial grand success of the new *Pere Marquette's* between Detroit and Grand Rapids, it was quickly decided that more equipment was needed. Pere Marquette President R. J. Bowman pushed through a separate order, not in any way connected with the C&O lines' mass order, for: Two coaches identical to the Plan 7481 coaches, Pere Marquette 30 to 33, in service; and two lunch counter buffet tavern lounge cars of Plan 7596. These four cars have often been added and carried into the big lines totals causing confusion to people who try to keep track of such things. The 1946 Pere Marquette Railway annual report states that these cars were ordered in September, 1946, but several published car record documents list

them ordered in November, 1946. Perhaps the official contract signing was not until November.

When one studies the order in Chart I it seems that the Pere Marquette and the NKP did not share the C&O's enthusiasm for replacing every mainline passenger car. The *Pere Marquette's* cars were specifically ordered for two, new 12-car Chicago-Grand Rapids day trains with an extra diner and mail and express (M&E) thrown in. No concern was given to the night trains between the same cities. Perhaps the C&O had already assured the Pere Marquette that the former would have sufficient equipment to meet the latter's needs, six cars.

The ink was barely dry on the contract when the C&O began making changes (this does not reflect well on both the detail planners or the vision casters in making their wishes known) in both types of cars and their quantities:

Dec. 12, 1946 changed 17 16RMT-4DBR cars to 17 10-RMT-6DBR cars, making a total of 44 C&O cars of this type.

March 8, 1947 added 18 cars 10 M&E 30 foot Mail APT 8 RPO 60 foot cars
Changed 12 DBR cars to 11 DBR cars
Changed 31 cars 16 RMT-4 DBR to 10 RMT-6 DBR making a total of 75 10-6 cars
Changed TAV-LNG-OBS (SQ) to Plan 7606 Parlor-Bar-Lounge cars
Changed 14 PM coaches to 14 plan 7615 LC-TEL-COACH
Added 5 plan 7615 LC-TEL-

CHART I C&O LINES PASSENGER CAR ORDER,
FROM PULLMAN-STANDARD NOVEMBER 16, 1946

Type Of Car	Plan	C&O	PM	NKP	Total
<i>Sleeping (See Breakdown Below)</i>		97		15	112
Coach	7600	80	14	5	99
Combine, Baggage	7601	22			22
Diner, Center Kitchen	7608	7	3		10
Tavern Lounge OBS	7606	4			4
Full Dining	7605	14			14
Kitchen-Crew	7607	14			14
Parlor 30 Seat Passenger	7602		4		4
M&E 30 Foot Mail APT	7603		3		3
Lunch-Counter Tavern Lounge	7695A		2		2
<i>Total</i>		238	26	20	284
<i>Breakdown Of Sleepers</i>					
5 DBR-LNG-OBS (round end)	4164	2			2
5 DBR-LNG-OBS (square end)	4165	7		2	9
2 DBR-8 DUPLX-BUFF-LNG	Unknown	8			8
10 RMT-6 DBR	4167	27		13	40
16 RMT-4 DBR	Unknown	48			48
12 DBR	4168	5			5
<i>Total</i>		97		15	112
Acronym Key					
DBR – double bedroom	OBS – observation	RMT – roomette			
LNG – lounge	DUPLX – duplex	SEC – section			
	BUFF – buffet	DR – drawing room			

COACH totaling 19

June 6, 1947 added 5 NKP coaches plan 7600A, total 10 cars

July 2, 1947 changed combines from 22 cars to 13 cars

Changed 9 combines to 85 foot baggage cars, total nine cars

Between March and June, 1947, the floor plans for the cars were designed through their basic arrangements but continued revisions were made until the cars were produced.

Perhaps we should explore some of the causes and reasoning behind the various choices that went into the order.

Sleeping Cars

To date, no record has been found of the exact number of heavyweight sleepers that were in service on the C&O in November, 1946. The closest date of such a list is Sept. 1, 1948, which should not be too different from 1946 because the same services and trains were still being utilized at that date. This list shows 67 sleepers on the Chesapeake District plus

six more on the Pere Marquette District for a total of 73 cars; 71 were purchased from Pullman on Dec. 31, 1948, so a number in that range cannot be far off. The 11 sleeper lounge observation types are easily matched one-to-one with the new lightweight cars except for six 5DBR-LNG cars that are seemingly leftover. An intended use for these cars has never been uncovered.

Several rumors coming out of those heady days indicated there would be several expanded routes. One of these was a second northward train, perhaps connecting with train No. 3 and train No. 6 at Ashland via Fostoria, and NKP to Cleveland. Another was expanded service to St. Louis in the west over the NYC beyond Cincinnati to try to attract more business from beyond the Mississippi and to pry a few travelers from the B&O and the PRR. The C&O was pulling out all the stops to retain as much of the wartime traffic boom as possible.

The regular sleepers were to be matched almost one-for-one with two explainable differences. The lightweight 10-6s had to be slightly more numerous to carry a given group of passengers. A group of

Typical of the C&O's 10-roomette/6-double bedroom sleeping cars, No. 2623, City of Marion, is on one of the park tracks behind the White Sulphur Springs, W. Va., station in 1965. It probably brought a special party to The Greenbrier Hotel and is awaiting their return.
(C&OHS Collection, COHS 50908)



CHART II HEAVY WEIGHT SLEEPERS, DINERS, & OTHERS AND REPLACEMENTS

Sleeper	Replacement	Sleeper	Replacement	Sleeper	Replacement
1. American Revolution	2575	32. Tobias Lear	2609	63. Daniel Morgan	2640
2. Commander -In -Chief	2576	33. James Harrod	2610	64. Pohick Church	2641
3. Continental Congress	2500	34. John Witherspoon	2611	65. Spirit Of 76	2642
4. Midland Trail	2501	35. Alexander Spotswood	2612	66. James Rumsey	2643
5. Washington Elm	2502	36. David Mossom	2613	67. Fort Lee	2644
6. Fort Union	2503	37. Sam Huston	2614	68. Ann Bailey	2645
7. Fort Washington	2504	38. Isaac Shelby	2615	69. New Hanover	2646
8. Kentucky Home	2505	39. Simon Kenton	2616	70. New Hudson	2647
9. Ohio Valley	2506	40. William Clark	2617	71. Orange Lake	2648
10. Sea Breeze	2510	41. Meriweather Lewis	2618	72. McClenny	2649
11. Seaview	2511	42. Jack Jouett	2619	73. Fresno	2650
12. Plan Use Undetermined	2512	43. Governor Nelson	2620	74. Monmouth	2651
13. Plan Use Undetermined	2513	44. Pierre L'enfant	2621	75. Mcmeeken	2652
14. Plan Use Undetermined	2514	45. Charles Thompson	2622	76. Blue Gentian	2653
15. Plan Use Undetermined	2515	46. Chancellor Livingstone	2623	77. London Tower	2654
16. Plan Use Undetermined	2516	47. Brother Jonathan	2624	78. Octagon Tower	2655
17. Plan Use Undetermined	2517	48. Ferry Farm	2625	79. Glen Almond	2656
18. Kanawha	2800	49. Camp Mccoy	2626	80. Glen Trail	2657
19. Greenbrier	2801	50. Fort Stevens	2627	81. Wadsworth Oak	2658
20. Homestead	2802	51. Windom	2628	82. *	2659
21. Hot Springs	2803	52. Bellevue	2629	83. *	2660
22. Extra & Protect	2804	53. Wakefield	2630	84. *	2661
23. Yorktown	2600	54. Monticello	2631	85. *	2662
24. Valley Forge	2601	55. Lord Cornwallis	2632	86. *	2663
25. Williamsburg	2602	56. Marquis Lafayette	2633	87. *	2664
26. First Citizen	2603	57. Lord Fairfax	2634	88. *	2665
27. Mt. Vernon	2604	58. Frederick Muhlenberg	2635	89. *	2666
28. Potomac	2605	59. Baron Steuben	2636	90. *	2667
29. Centcroft	2606	60. Ann McGinty	2637	91. *	2668
30. Stonewall Jackson	2607	61. Count De Rochambeau	2638	92. **Shop, Extra, Protect	2669
31. James Craik	2608	62. Mary Washington	2639	93. **Shop, Extra, Protect	2670

* 10 Cars Furnished By PRR & NYC, C&O To Replace (See Text). (Author's Plan—No Documentation)

50 travelers could be handled in two 12-1 sleepers whereas three 10-6s were needed for the same trip.

A capacity ratio of 1:09 works out to be 82 10-6s or 75 12-1s, a factor that must be considered. See Charts III and IIIa on page 22.

Another consideration is that both the NYC and PPR furnished a total of about 10 cars on joint routes like New York to Louisville and Phoebe to St. Louis. The C&O got the idea that they, for purposes of uniformity and control, would furnish all of these cars rather than just half or one side of them (on one New York line, PRR regularly furnished 10 RMT-5DBR cars). Both railroads were approached with the idea and both rejected it.

As shown in Chart I, the C&O flirted for a time with three types of sleepers that were later rejected. The 16RMT-4DBR, 2DBR-8DUPLX-BUFF-LNG and 12DBR types were all ordered in the beginning, but later changed to 10-6s, 5DBR-BUFF-LNG, and 11DBR respectively, settling on the 10-6 as did the whole industry, except for the affluent crowd going to the mountain resorts.

As mentioned earlier, it does seem curious that Pere Marquette did not take part in this order for its night train between Chicago and Grand Rapids. It was likely a financing issue; the day trains were all they thought they could afford at one time. Four 10-6s from the C&O covered their needs later on.

We should mention the eighth Plan 4165 5DBR-BUFF-LNG-OBS (S.E.). Seven cars of this type were ordered to match seven heavyweight 8SEC-1DR-LNG-OBS on the roster. The eighth car developed when a new office car ordered in September, 1947, (lot 6838) was thought untimely in the C&O cash crunch of 1948 and was changed to another Plan 4165 instead. Was the idea of converting it into an office car in their minds even then? The car 2504, *New River Club*, became office car *Chessie 29* in 1951.

Dining cars

Tracing the path of the dining car program to this era is a monumental task, to say the least. It almost seems as though department heads changed several times and each

CHART II HEAVYWEIGHT SLEEPERS, DINERS, & OTHERS AND REPLACEMENTS (CONT.)

<i>Sleeper</i>	<i>Replacement</i>		<i>Replacement</i>		<i>Replacement</i>
94. <i>**Shop, Extra, Protect</i>	2671	123. 964 Raleigh Tavern	1978 -1955	152. <i>RPO 112</i>	1120
95. <i>**Shop, Extra, Protect</i>	2672	124. 965 Gadsby's Tavern	1979 -1956	153. <i>Combine 456</i>	1403
96. <i>**Shop, Extra, Protect</i>	2673	125. 966 Suter's Tavern	1980-1957	154. <i>Combine 457</i>	1404
97. <i>**Shop, Extra, Protect</i>	2674	126. 968 Fraunce's Tavern	1981-1958	155. <i>Combine 458</i>	1405
98. Abigail Adams	1800	127. 969 Market Square Tavern	1982-1959	156. <i>Combine 459</i>	1406
99. Clara Barton	1801	128. 970 City Tavern	1983-1960	157. <i>Combine 460</i>	1407
100. Louisa Alcott	1802	129. 971 Hanover Tavern	1984-1961	158. <i>Combine 461</i>	1408
101. Miriam	1803	130. 972 Swan Tavern	1985-1962	159. <i>Combine 462</i>	1409
Meadow Violet		980-930 Stewart House Stewart Kitchen	2617	160. <i>Combine 469</i>	1410
Wood Violet		981-931 Carlyle House Carlyle Kitchen		161. <i>Combine 470</i>	1411
102. ***	1820	131. <i>Shop Relief & Extra</i>	1986-1963	162. <i>Combine 471</i>	1412
103. ***	1821	132. <i>M&E 30'Apt</i>	1000	163. **** <i>Combine 472</i>	1413
104. ***	1822	133. <i>M&E 30' Apt</i>	1001	164. **** <i>Combine 473</i>	1414
105. ***	1823	134. <i>M&E 30' Apt</i>	1002	165. **** <i>Combine 474</i>	1415
106. <i>Pm Chicago Grand Rapids Service</i>	1903	135. <i>M&E 30'Apt</i>	1003	166. **** <i>Combine 475</i>	1416
107.	1904	136. <i>M&E 30'Apt</i>	1004	167. **** <i>Combine 476</i>	1417
108. 908 Seafarer	1990	137. <i>M&E 30'Apt</i>	1005	168. **** <i>Combine 477</i>	1418
109. 909 Discoverer	1991	138. <i>M&E 30'Apt</i>	1006	169. **** <i>Combine 478</i>	1419
110. 910 Pilot	1992	139. <i>M&E PM Chicago To Grand Rapids Service</i>	1007	170. ****	1420
111. 911 Triumph	1993	140. <i>M&E PM Chicago To Grand Rapids Service</i>	1008	171. ****	1421
112. 912 Brent's Tavern	1994	141. <i>M&E PM Muskegon Branch</i>	1009	172.	1422
113. 913 Harrodsburg Tavern	1995	142. <i>M&E 30' Apt</i>	1010	173.	1423
114. 914 Golden Eagle Tavern	1996	143. <i>M&E 30' Apt</i>	1011	174.	1424
115. 915 Elbert's Tavern	1997	144. <i>M&E 30' Apt</i>	1012	175. <i>To 270, inclusive, 94 Coaches</i>	
116. 916 William Grayson	1998	145. <i>RPO 105</i>	1113	94 Coaches	
117. 917 William Byrd	1999	146. <i>RPO 106</i>	1114		
118. 959 Ashby's Tavern	1973-1950	147. <i>RPO 107</i>	1115	80 C&O	
119. 960 Old Homestead	1974-1951	148. <i>RPO 108</i>	1116	<u>14 PM</u>	
120. 961 Old White	1975-1952	149. <i>RPO 109</i>	1117	<u>94</u>	
121. 962 Union Tavern	1976-1953	150. <i>RPO 110</i>	1118	NOTE: New numbers not assigned specifically to any old unit.	
122. 963 Michies Tavern	1977-1954	151. <i>RPO 111</i>	1119		
** 6 Cars 8% Acceptable Shop Margin					
*** Parlor-Bar-Lounge No Comparable Cars On Roster					
**** 9 Combines Changed To Baggage Cars 7/2/1947 (Plan 7609)					

change resulted in a change of ideas and a new direction.

C&O had embraced the two-unit concept of diners somewhat late, having converted two sets of heavyweight cars in 1944. The sets, with the packed trains of the era, were riding on the crest of success and popularity and the replacement policy of the order called for the replacement of all mainline diners with two-unit sets, totaling 14 sets. Each full-length diner featured dining tables seating

52 and an additional 12-seat cocktail lounge area where diners waiting for table space could be seated and enjoy a refreshment during the wait. This was to avoid standing in line in the aisle alongside the kitchen, usually a warm spot in the summer heat (the air-conditioning didn't seem to reach that area). These cars were originally planned with fold-down tables, along with projection booths and screens to convert to theatre cars after the dining period, but this feature was eliminated before

the cars were built. The three sets Budd built in 1948 had this arrangement and were known as diner-theater cars.

The accompanying kitchen-crew cars eliminated the need for separate dormitory cars and off-train facilities for the dining cars' crewmen; stewards, waiters, and cooks. With the crews on board, deadhead time, both before and after meals, was eliminated.

For the trains that could not justify the use of twin-unit sets, a batch of 10 center-

CHART III TOTAL SLEEPING CAPACITY OF C&O HEAVYWEIGHT SLEEPERS*C&O assigned fleet (cars purchased 12/31/48) All rooms have 2 person capacity.*

Number of Cars	Plan	Car Type	Passenger Capacity	Total Passengers
2	2410	12 SEC-DR	26 × 2	52
20	3410	12 SEC-DR	26 × 20	520
2	3973	10 SEC-1DR-1-COMPT	22 × 4	48
4	2547	6 SEC-1DR-2-COMPT-2DBR	22 × 4	88
6	3979	8 SEC-1DR-2COMPT	22 × 6	132
3	2585	10 SEC-1DR-2COMPT	26 × 3	78
4	3958	14 SEC	28 × 4	112
2	4010 A	6 SEC-1DR-LNG	14 × 2	28
2	4020 A	8 SEC-BUFF-LNG-OBS	16 × 2	32
3	4024	8 SEC-1DR-LL-OBS	18 × 3	54
4	4030	8 SEC-1DR-LNG-OBS	18 × 4	72
4	4031	10 SEC-1DR-1COMPT	24 × 4	96
5	4090 A	8 SEC-1DR-3DBR	24 × 5	120
10	4074 E	10 SEC-1DR-2DBR	26 × 10	260
71 Cars				
Cars in service 9/1/1948 not purchased				
2	3523 A	6COMPT-3DR	18 × 2	36
1	3979	8 SEC-1DR-2COMPT	22 × 1	22
Total 74		714 SEC-72DR-46COMPT-43DBR		Total 1,750
Assumes 100% full capacity and no shop or out of service cars				

CHART III A TOTAL SLEEPING CAPACITY OF C&O LIGHTWEIGHT SLEEPERS*(Original order quantities) Rate Capacity: Roomette = 1 person, Double Bedroom = 2 persons*

Number of Cars	Plan	Car Type	Passenger Capacity	Total Passengers
2	4164	5 DBR- LNG- OBS (Rnd. End)	10 × 2	20
7	4165	5 DBR- LNG- OBS (sq.end)	10 × 7	70
8	4166	5 DBR- LNG	10 × 8	80
75	4167	10 RMT-6 DBR	22 × 75	1650
5	4168	11 DBR	22 × 5	110
Total 97		750 RMT S-590 DBR		Total 1,930
180 more passengers than heavyweight sleepers				

kitchen 44-seat diners of a floor plan like those put into service on the *Pere Marquettes*. In August, 1946, two were ordered by the Pere Marquette for its Chicago-Grand Rapids trains (plus one spare protect car for Chicago and Detroit) and seven cars for C&O covering mostly diner lounge combinations (see chart II pages 20 and 21). These cars had 22 seats in two sections, one on each side of the centered kitchen, and one section could be easily changed into a lounge-cocktail section when needed (as was done by the D&RGW when they became owners of two of these cars).

Not exactly diners, but still in the food service category, were the two Lunch-Counter-Tavern-Lounges Plan 7596A. These two cars were nearly the

duplicates of the two ordered earlier by Pere Marquette in the so-called Bowman order (lot 6819). The Plan 7596A cars (lot 6862) differed from the earlier versions by having the pneumatic powered sliding end doors instead of hinged swinging doors, slightly different shaped general toilets, and the C&O-style stainless steel corrugation below the windows. There were mechanical differences also.

An Interesting Aside

Although the three roads (C&O, Pere Marquette, and NKP) were affiliated, the two smaller lines showed a bit of independence by choosing slightly different exterior treatments for their cars. The Pere Marquette cars used nine

rows of large horizontal fluting extending from the window bottoms to the top edge of the fluting. Both the NKP and C&O cars used six to eight inches of smaller fluting above the truck cut-outs. C&O and PM cars had the area surrounding the windows painted dark blue. NKP sheathed this area with flat stainless steel sheeting. The C&O cars featured a platform light in the skirting next to the folding vestibule steps that illuminated the platform area automatically when the steps were lowered.

The C&O coaches (Plan 7600) and NKP coaches (Plan 7600A), while of the same general arrangement, differed considerably in appointments and details. The NKP cars had smaller, more squarish



This photo is of train No. 22, the Kentucky section of The George Washington, having just arrived in Ashland, Ky., to connect with the mainline train in June, 1970. The rear car is one of the five-double bedroom/buffet/lounge/observation cars that C&O converted to diner/dormitories in 1962. This car is Blue Ridge Club, No. 1923. (Gene Huddleston photo, C&OHS Collection, COHS 29907)

restrooms, single toilets and wash basins, open rod-type basket racks, incandescent light fixtures, and photo murals at the dividing room break. The C&O cars, by contrast, had roomier restrooms with curved walls that guided the traffic flow around them, dual toilets and wash basins, solid one-piece basket racks, continuous car-length fluorescent ceiling lights, etched glass panels in the room divider, and flowered drapes at the window edges. As mentioned by someone else, the NKP cars were spartan in nature and reminded him of a utilitarian commuter coach, compared to the homey impression of the C&O cars. I suppose you could say "money talks." They bought what they could afford. It's always nice to have deep pockets!

Parlor cars

The Pere Marquette ordered four parlor cars, two each (60 seats) for both of the proposed 12-car Chicago-Muskegon and Chicago-Grand Rapids trains. Each train carried

a Chicago-Muskegon and a Chicago-Grand Rapids car. Pere Marquette had purchased six heavyweight parlors from Pullman but parts of the routes were discontinued and the four new cars would be adequate.

Tavern-Lounge-OBS

Very little information has been uncovered about these four cars; neither a plan or intended use. Speculation has arisen that they were intended to spruce up the Hocking Division trains Nos. 35 & 36, or bring up the rear of the aforementioned new Ashland-Cleveland runs. Another possibility would be a couple of the Charlottesville-Richmond to-Newport News runs that didn't warrant one of the 2500-2506 sleeper OBS. Their planning was short-lived regardless, as by March 8, 1947, at a major adjustment meeting, the four cars were changed into a Plan 7606 Parlor-Bar-Lounge (no OBS). At least a floor plan of these cars is available.

Mail and Express

Following through on the policy of not handling any headend business on the main passenger-carrying trains, no new mail and express-carrying cars were included in the original order for C&O and NKP. But the Pere Marquette wanted three 73-foot M&E (30 foot APT) cars, one in each direction on its planned Chicago-Grand Rapids trains. The railway also wanted one car for the connecting Muskegon branch feeder. The impracticality and expense of the operation of separate headend trains must have come to light (although C&O trains Nos. 103 and 104 filled this role for many years between Cincinnati, later Huntington, and Washington). On March 8, 1947, 18 headend cars were added to the C&O portion of the order; 10 M&E and eight 60-foot RPO cars.

CHART IV CARS CUT FROM PULLMAN-STANDARD CAR ORDER JUNE, 1948

Car Type	Plan	Number Cut	Remaining On Order
Coach	7600	20	60
Baggage-Coach	7601	10	3
Parlor, 30 Seat	7602	0	4
M&E, 30 Foot Apt	7603	10	3
RPO, 60 Foot	7604	8	0
Full Dining	7605	6	8
Parlor-Bar-Lounge	7606	4	0
Kitchen-Crew	7607	6	8
Diner	7608	8	2
Baggage	7609	6	3
LC-TEL-Coach	7615	12	7
LC-Tavern-Lounge	7596 A	0	2
5DBR-LNG-OBS (RE)	4164	2	0
5DBR-LNG-OBS (SQ)	4165	(+ 1)	8
5DBR-LNG	4166	8	0
11 DBR	4168	0	5
		Cut 100 (added 1) Net Cut 99	

Railway Post Office Cars

The impracticality of mail-and-express carrying trains extended to RPOs as well. The C&O's top train, *The George Washington*, had been hauling an RPO between Hinton and Cincinnati for years. Someone woke up to the fact that there would be an old, green car pulled ahead of all these new image, multimillion dollar cars being purchased. This, of course, did take place until the old green RPOs were shopped and painted the tri-color blue-yellow-gray matching colors. A more practical solution for sure.

Combination Cars

Of all the car groupings in the order, the batch for 22 combines, all for the C&O, is the most difficult to grasp. In 1946, the C&O rostered 17 air-conditioned, mainline-quality combines and if they had been replaced one-for-one it would be understandable. But why the extra five? If one checks a 1946 C&O timetable, they will find only about 24 mainline trains, and some of these are doublebacks using the same equipment. Also, some did not regularly use a combine. C&O

itself must have questioned the large number, for on July 2, 1947, the order was reduced from 22 to 13 cars, the nine-car reduction being a change to nine 85-foot baggage cars (Plan 7609) instead. Even the number of 13 seems rather high; most of the combines on the named trains were used as smokers, a place for gentlemen to gather to enjoy their cigars and male conversation. With all of the lounge space being provided on the planned trains (coaches, not Pullmans) the smoker-type car was evidently thought redundant. The Plan 7601 combines were merely short coaches with Sleepy Hollow seats, window curtains, and all the features of the regular coaches.

Coaches

Of all the order car groups, the terms "excessive" or "over-ordered" cannot be used on coaches. The original order was for 99 cars, divided as C&O 80, Pere Marquette 14, and NKP five (later increased to 10). At the time of the order the C&O rostered 119 air-conditioned, mainline-quality coaches, so 80 cars did not come close to replacing all of them. Figures are not available about how

many of the 119 were in daily use and how many were on hand for extra movements. Pere Marquette's 14 cars were specifically earmarked for their new Chicago trains. The NKP thought five coaches would meet their needs for their few trains until June, 1947, someone convinced their powers-to-be that 10 cars would be better.

The coach group could not escape changes and complications. On March 8, 1947, the 14 Pere Marquette coaches were changed from Plan 7600 to a newly-created Plan 7615. These were Lunch-Counter-Telephone-Coaches with eight lunch counter stools, six booth seats at two tables, telephone facilities, and 36 coach seats. On the same date five additional cars of the same type were added to the order, making 19 cars of this type on order. Obviously the cars would not all be used on the PM even though their coaches gave way to the new plan (six lunch counter coaches in one train would qualify as excessive).

One wonders about the placement and use of these Plan 7615 Lunch-Counter-Telephone-Coaches. With the already prolific scattering of diners and lunch counter lounges, why more lunch counters? Was this a segregation ploy? Much has been written about how the curved divider at the middle of the Plan 7600 coaches broke up the bowling alley effect of the long coach aisle. The C&O route passed through several states that had segregation laws on their books and rostered several series of heavyweight cars with dividers, with changeable signs reading "white" and "colored." Separate-

but-equal were the guide words for many years. Were the mid-car curved dividers a subtle method of compliance? Only the original planners can answer that question for us. Pere Marquette and NKP didn't have to be concerned with such matters.

Conclusions

Based upon the comparisons between the existing car roster and the number of cars purchased to replace them, the batch was not an over order or an excessive order. In looking back with our perfect hindsight, we can perhaps fault the C&O's board of directors for:

1. An unrealistic attitude toward retaining the huge passenger traffic it experienced during the war.
2. Failure to see the inroads that would be made into the travel segment by the competition (highway and airline, not other railroads).
3. Succumbing to the deep pockets syndrome that C&O
4. Another consideration affecting this order, and impossible for the 1946 board of directors to know or anticipate, was the fact that in 1949 coal miners at C&O-served mines only worked 170 days that year (in October not a single day was worked). Coupled with a prolonged steel strike threw the company's treasury into

was used to and trying to make the change in one fell swoop, rather than taking one step at a time. Gradual implementation of one or two trains at one time might have made more sense from both a fiscal and actual needs viewpoint. However, with C&O's many intermixed and chain-ganged routes it would have been a complex, but not insurmountable, task. Further, there was an economy of scale factor; the more cars you buy, the unit cost, at least in theory, goes down. With the inflation of the era factored in, that cost would be nearly impossible to determine.

a tizzy. Stock dividends were deferred, an unthinkable action for the C&O. Layoffs, cutbacks, and austerity ruled.

One other factor is the lateness of the rail lines' orders. By November, 1946, most of the large buyers had their orders well-planned and placed and some were even beginning to take delivery. Most streamlining programs were well underway by 1948 or 1949, with orders placed in 1944 and 1945. True, the C&O order was at first promised for fourth quarter 1947 and due to every excuse in the book, was 2½ years late. Was so much attention focused on *The Chessie* that the regular trains were in the shadows? Of course we must remember that C&O's big time passenger push had only begun in 1930 with *The Sportsman*, ignoring the pioneering efforts of the *Fast Flying Virginian* in 1889. *The George Washington* in 1932 and 1933 with the air-condition push and with a fleet of equipment only 12 to 13 years old. Perhaps there was a reluctance to pitch all that hard work and expense and blaze a new lightweight trail until forced to by public opinion. Aside from this, reasoning might explain the purchase of 20 heavyweight coaches in 1942 from ACF (series 815-834) when everyone else was buying lightweight cars.



When C&O ordered its 284 cars, Nickel Plate was still part of the C&O lines "family." So, 25 cars of similar design were ordered for it. This lot included 10 coaches, 13 10/6 sleepers, and two five-double bedroom/buffet/lounge cars. This is No. 201, City of St. Louis, on display at Cleveland, Ohio. Nickel Plate got their cars in 1950, three years after they left C&O control. (C&OHS Collection, COHS 28560)

CHART V CARS FROM THE 1946 LINES ORDER ACTUALLY DELIVERED BY PULLMAN-STANDARD							
Car Type	Plan	C&O	NKP	D&RGW	B&O	I.C.	NYC
LC-TAV-LNG	7596A	1		1			
Coach	7600	59	10	8			
Combine	7601	1		2			
Parlor	7602	4					
M&E	7603			3			
RPO	7604						
Dining Room	7605	4					4
Parlor-Bar-Lounge	7606						
Kitchen-Dormitory	7607	4					4
Diner-Center Kitchen	7608			2			
Baggage	7609			3			
LC-TELE-COACH	7615						
5DBR-LNG-OBS (RE)	4164						
5DBR-LNG-OBS (SQ)	4165	8					
5 DBR-LNG	4166						
10 RMT-6 DBR	4167	56	13	4	10	5	
11 DBR	4168		2				
From the Bowman order							
Coach-Lounge	4381	2					
LC-TAV-LNG	7596			2			
Totals		139	25	25	10	5	8
<i>Other railroads that subsequently purchased secondhand cars from the above were: A.C., ACL, Amtrak, C&NW, CN, D&H, MP, N&W, N de M, NJDOT, PC, SP, and SCL. Through the Pullman subleases, C&O 10-6s were seen everywhere.</i>							

It certainly doesn't bear on current events. Except for a handful of cars preserved in museum collections, they came, served their purpose, and left, all within my lifetime. Another page to add to the bulk of C&O history.

Development While On Order

By mid-1947 the C&O had settled on floor plans and accommodations but Pullman-Standard was having more than its share of production problems; labor strife, steel strikes, subcontractors falling behind. The fourth quarter of 1947 came and went without a hint of C&O car production. On June 6, 1947, Pere Marquette Railway was merged into the C&O and the PM portion of the order was taken over and assumed by C&O.

On Nov. 10, 1947, the affiliation with the Nickel Plate Road was ended after nearly 25 years and NKP took over their portion of the purchase by themselves so the group

became truly a C&O order. Thereafter the NKP cars were put into separate lots (6840 for coaches and 6866 for the 10-6 sleepers) and their plans got an added suffix, as in 7600A and 4167A.

Early in 1948, it became apparent to the C&O officials, after a considerable drop in passenger traffic (See Chart IV) traffic was only half what it was at the peak of 1944. It was indeed becoming clear that there were too many cars on order for the traffic now being experienced. At the May, 1948, C&O board meeting, the task of reducing C&O's new car commitment now revised to 288 cars (292, counting the four Bowman order cars), was given to Vice President, Coal Traffic, Walter J. Tuohy. The railway held a series of meetings with Pullman-Standard and finally announced on June 8, 1948, that 100 cars would be canceled from the order. The business car ordered

in September, 1947, would be combined with the large order but delivered as a Plan 4165 5DBR-LNG-OBS (square end) sleeper rather than as a business car, making the net reduction 99 cars. A listing of the cars cut from the order is given in Chart V. The order fell to 188 cars (some accounts will list 192 cars, adding the four Bowman order cars). It is interesting to note that the regular sleepers were not cut (Sleeper-OBS and Sleeper-Lounge cars were, but not the 10-6 cars). Even at this point, Robert R. Young was adamant about removing the rolling tenements and insisted that other railroads would be eager to purchase cars not needed by the C&O, at bargain prices that could be offered.

If we add the 192 cars due from Pullman-Standard and the 46 cars coming from Budd, the railway was still faced with the prospect of paying for 238 new cars, a tidy sum for any treasury. In July, 1948, the first of the Budd Chessie cars began arriving. By now the C&O could call upon B&O's experience with their competitor train *The Cincinnati*. When the C&O announced its daylight, luxury train, B&O, not to be outdone, rushed a batch of heavyweight cars through their Mt. Clare shops and streamlined four, 20-year-old 4-6-2s into a pair of neat, little five-car streamliners. The train was rather handicapped from the start because it only carried 176 revenue seats and the Pacifics were worked to capacity climbing the mountain grades unassisted, so adding more cars for greater seating capacity was out of the question and adding helpers would just sky



B&O 10/6 Pullman Schuylkill at Chicago on Jan. 3, 1970. The car was originally built in 1950 for C&O as No. 2643, City of Muskegon, and was sold that year to B&O. That railroad operated it until Amtrak, when it was retired and scrapped. Note it has the exact appearance of a C&O car, even with the colors in this late-era photo. (Owen Leander photo, C&OHS Collection, COHS 54670)

rocket already too high costs. As it was, the 176 seats were too seldom filled to demand additional cars. By contrast, C&O's streamliner would have offered 244 revenue seats plus 12 room occupants in the 11-car consist, including three cars that had no revenue seats: Dining, Kitchen-Lunch-Counter-Crew, Tavern-Lounge.

C&O's cars were lavish almost to the point of being space-wasteful, with large restrooms and eight-seat lounge areas in each coach. The main body had only 36 Sleepy Hollow seats. Regardless of which reason is chosen, the C&O decided in August, 1948, not to place *The Chessie* into service and instead distributed the cars throughout the railroad. The Pere Marquette District received 26 cars, almost what it had ordered from Pullman-Standard. PM was able to inaugurate the Chicago-to-Grand Rapids and Muskegon trains on Oct. 25, 1948. *The George Washington* received some of the cars for Washington-Cincinnati and Louisville service and other cars were scattered, even Hocking Division train No.

35 and train No. 46 got a "goldfish" Tavern-Lounge.

With the 46 Budd cars in use throughout the railroad, a move was initiated to reduce the Pullman cars by a similar amount. This move was met head-on by Pullman-Standard who saw all their contracts slipping away and threatened with substantial cancellation fees. It was soon concluded that it would be less costly to the railroad to let the cars be built by Pullman-Standard and then sell the excess to other railroads. This move would avoid any cancellation fees. Mr. Tuohy started a campaign to sell both the new lightweights and older heavyweight cars to other railroads. Seventy-one Pullman-Standard cars were selected for sale at that time.

In addition, four twin unit diners (eight cars) were sold to NYC Railroad while being built (exact date unknown but before July, 1950). It is interesting to note that after the Pullman-Standard cars were delivered between March and October, 1950, the two-year-old Budd-built cars and four-year-old Pere Marquette cars were offered for sale, along with the many series of

heavyweight cars. Additional Pullman-Standard cars were sold after delivery. Sales continued through 1950 and into 1951. Total sales were \$16,562,562, (\$220,764,512 in 2020 funds) according to the C&O's annual reports for 1948 and 1950.

Additional heavyweight cars were sold after the date of this listing, further reducing the net cost figure shown. Dividing the net cost of the overall program by the 144 cars received; many of these cars were sold later, further reducing the net costs; produces an average cost per car of \$63,786 (\$850,211 in 2020 funds). A new 1610-1668 coach cost \$121,000, (\$1,612,824 in 2020 funds), a 10-6 sleeper \$146,250 (\$1,549,385 in 2020 funds), so regardless of all the headaches, gray hairs, and sleepless nights the order had caused for numerous participants, the C&O ended up getting their cars for less than bargain rates. Because of his handling of the situation in such an effective manner, the board of directors elected Tuohy president of C&O in October, 1948, succeeding Robert J.

Bowman who had resigned due to a prolonged illness.

On Oct. 6, 1950, the final car of the order was delivered by Pullman-Standard and the long, 47-month ordeal was over. C&O would continue to sell off surplus equipment well into 1951. The list of the 144 cars received by the C&O is provided in Chart V. Cars from the order eventually scattered across the country on other railroads from Canada to Mexico, and saw considerable service in the Amtrak fleet. The scattering of these cars would make a story unto itself.

One final observation was that the NKP, B&O, and IC seemed to get their cars first. I do not know how Pullman-Standard worked their delivery schedules and many factors, such as vendors' supplies of

specified components, affected production. But the NKP must have stood in favor with the Pullman-Standard managers. Early delivery was probably an incentive offered by C&O to induce those roads to buy.

Summary

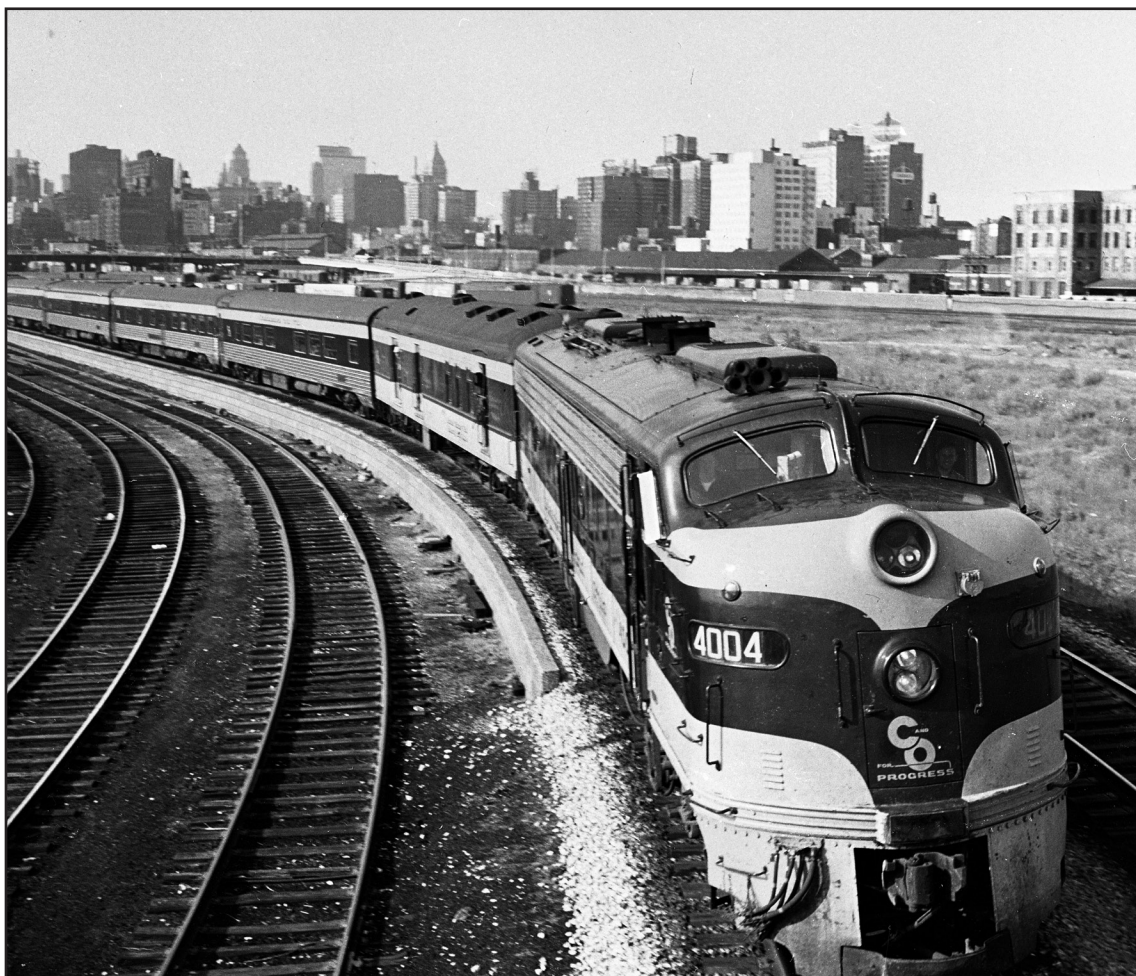
1. Considering the prevailing attitudes and policies of the company at the time of the order, quantities of cars fit what was needed. Too bad their crystal ball was foggy and a disastrous decline in patronage was unforeseen.

2. The only area for justified criticism is the dining car department that went too far when ordering 14 twin-unit sets, 10 Center-Kitchen-Diners, and over 40 other cars with lunch counter and/or buffet facilities. They wanted

their passengers well fed and watered!

3. When the dust finally settled, the C&O came out ahead by selling off both the surplus new lightweights and their well-cared-for heavyweight cars.

4. Criticism aimed at C&O leaders was an attempt to attack Robert R. Young, who had been a burr under the saddle of many in finance and railroading. His attempts to take over the sleeping car business made him few friends. The same with his pulling the C&O out of the AAR and starting his own organization, the Federation For Railway Progress.



E8 No. 4004 leads one of the Pere Marquettes out of Detroit in 1959 with a heavyweight Apartment RPO car and several of the Pullman-Standard lightweight cars. (C&O Ry. photo, C&OHS Collection, CSPR 11902)