



The George Washington

THE MOST WONDERFUL TRAIN
IN THE WORLD ... *CREATED BY THE*
CHESAPEAKE AND OHIO

to Celebrate the
TWO HUNDREDTH BIRTHDAY ANNIVERSARY *of*
THE FATHER OF TRANSPORTATION IN AMERICA

1732
1932





REACHING boldly into the future, THE GEORGE WASHINGTON materializes a vision of The Transportation of Tomorrow. Other trains are going to be something like it in time.

THE GEORGE WASHINGTON is the world's first air-cooled and conditioned sleeping car train. It employs the scientific principles of cooling and purifying air, found in modern public buildings and in the finest homes. There is always the perfect temperature winter and summer. There is a minimum of noise and an absence of dust, dirt, smoke or cinders. It is the first long distance train with every car kept healthfully cool and clean by this modern magic—including cars for passengers who do not desire Pullman accommodations. Its delightfully refreshing restaurant cars, serving good meals at moderate prices, are the answer to a Traveler's Prayer.

Between St. Louis, Indianapolis, Chicago, Cincinnati, Lexington, Louisville, on the West, and Washington, Baltimore, Philadelphia, Richmond, Norfolk, New York, on the East, THE GEORGE WASHINGTON turns summer's most sultry day into spring's balmy morning. Sleepless, sweltering nights have passed to yesterday.

It is eminently proper that this greatest of all forward steps in travel should be taken as we celebrate the Two Hundredth Anniversary of the Birth of The Father of Transportation in America. It is equally fitting that The Most Wonderful Train in the World should be named THE GEORGE WASHINGTON. History clearly indicates the compelling appropriateness of this tribute.



GEORGE WASHINGTON was born, lived, won the independence of the United States, and died along the route and in the territory served by the Chesapeake and Ohio—the territory in which more American history has been made than in any other comparable area in our country.

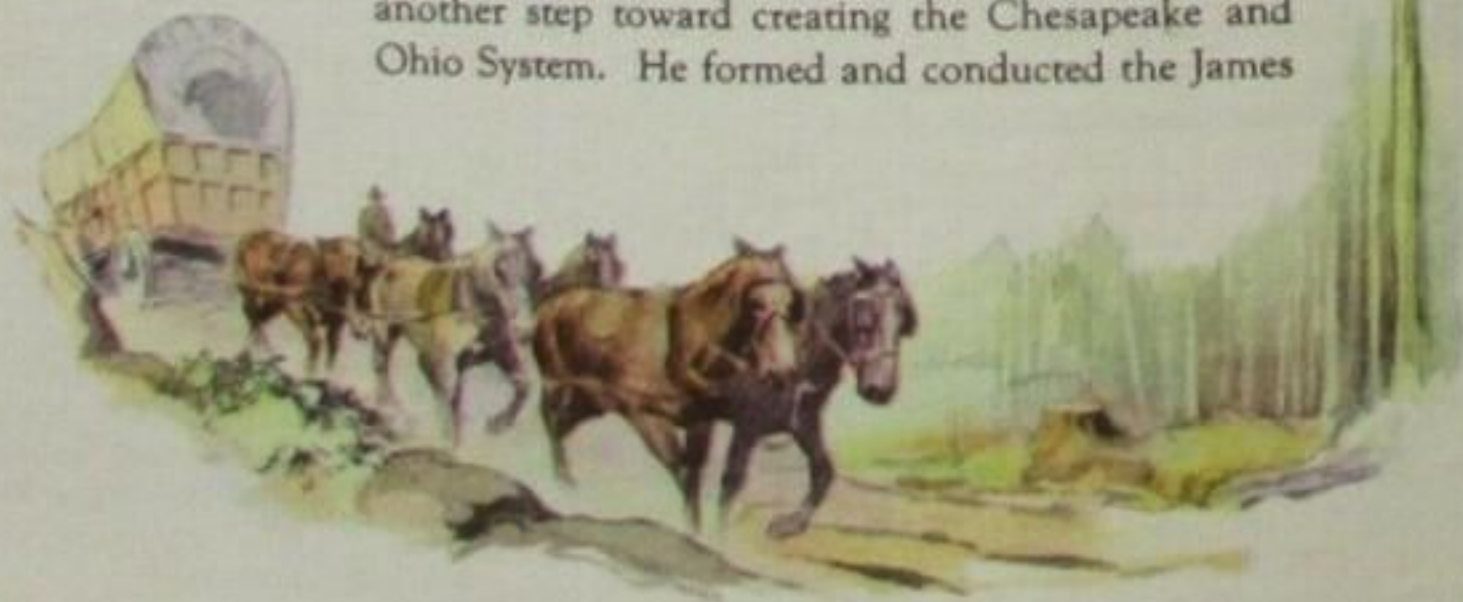
George Washington selected the route of the Chesapeake and Ohio, although steam locomotives and railroads did not appear until more than a hundred years later. Little did he dream that he was planning the route of a great railroad system. This is how it came about.

The Thirteen Colonies lay along the Atlantic Seaboard. To the uncharted and little explored West were frontier outposts coveted by France and Spain. Washington foresaw that, unless there were a bond between the Colonies in the East and the outposts to the West, the great fertile valleys beyond the mountains would surely slip away to foreign powers. That bond, Washington realized, must be Transportation and Communication.

So, as the first step, Washington surveyed and set afoot construction of the Midland Trail. It was a rough wagon road winding from the lowlands of the Virginia Colonies along the steep slopes of the Blue Ridge Mountains, through the precipitous passes of the Alleghenies, and finally down into the verdant fields of the Ohio River basin. Over its rutted path the course of the Empire began moving Westward, and the rich new lands of the hardy pioneers were connected with the seat of government in the East.

Time and men have made the Midland Trail a great improved highway. You can see it mile after mile as THE GEORGE WASHINGTON skims along beside it. The route of the Midland Trail laid out by George Washington is the route of the main line of the Chesapeake and Ohio.

Then Washington, unknowing of course, took another step toward creating the Chesapeake and Ohio System. He formed and conducted the James



River Company for building a system of canals and roads to strengthen that indispensable bond of Transportation and Communication between East and West. He was one of the original stockholders of that company and its first president. Had the idea of a railroad yet sprung from the mind of man, Washington undoubtedly would have been the world's first railroad builder.

Providentially enough, the James River Company had a great deal to do with the formation of the United States Government. Historians agree that when the

great controversy over the adoption of the Constitution arose among the states, its acceptance by both Maryland and Virginia, which was necessary to its adoption, was assured through the common interest of those two states in the successful operation of the James River Company. Except for that, the Constitution might never have been adopted.

Time marched onward and the steam locomotive revolutionized the art of transportation. The properties and rights of way of the James River Company passed in their entirety to the Richmond and Allegheny Railroad Company. The wheel of progress made another turn, and the Richmond and Allegheny Railroad Company and its properties passed on to the Chesapeake and Ohio System. The route and properties of the James River Company are now the James River Division of the Chesapeake and Ohio, and its trains, laden with their precious burdens of the material wealth of our country, speed on their way over the route which Washington laid out.

And so we feel we have the right to say that George Washington was one of our founders, and that the Chesapeake and Ohio System is carrying on his work of providing Transportation and Communication between East and West. In creating THE GEORGE WASHINGTON, we have done more than name a train. We have carried forward an idea.



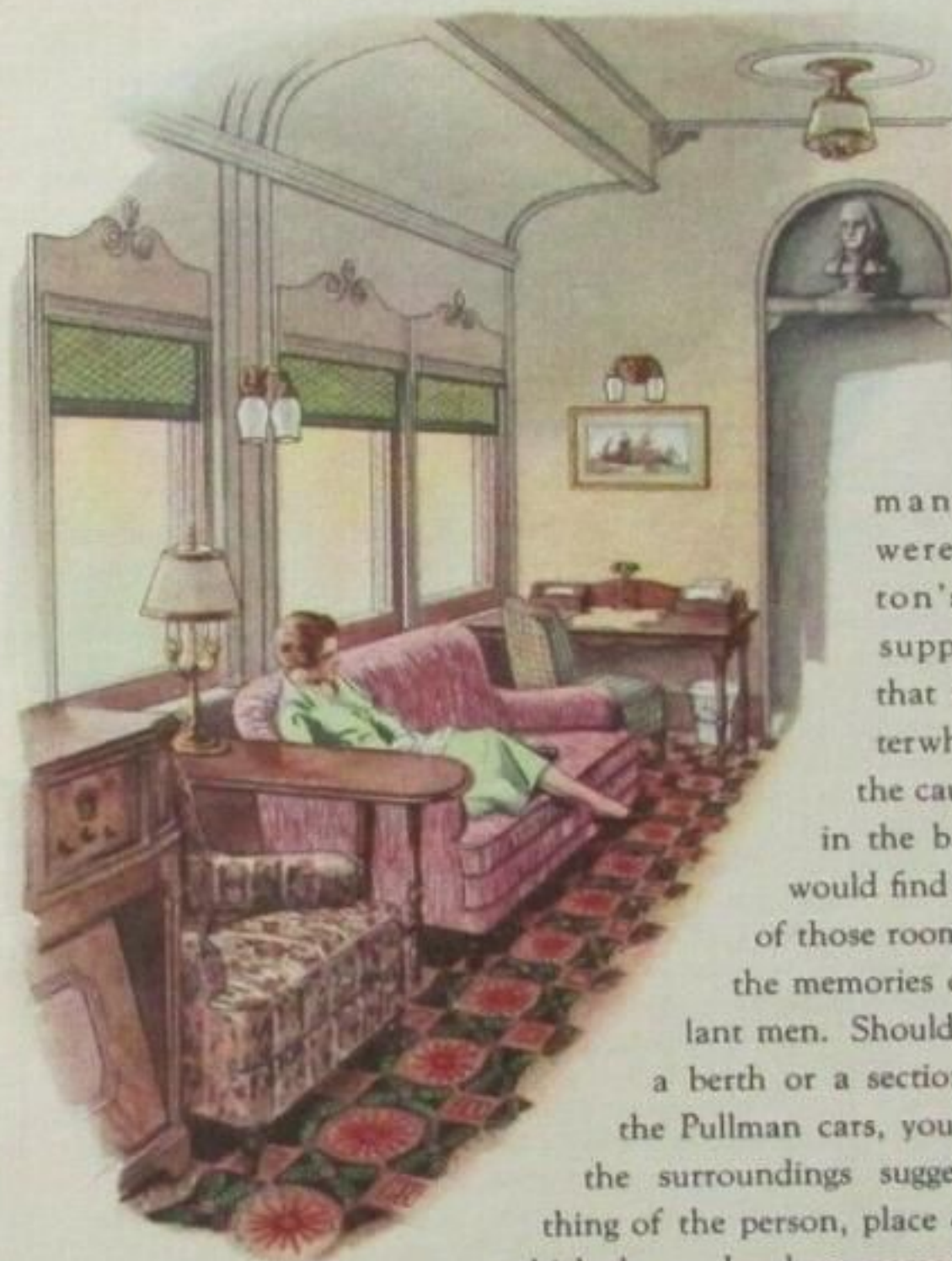
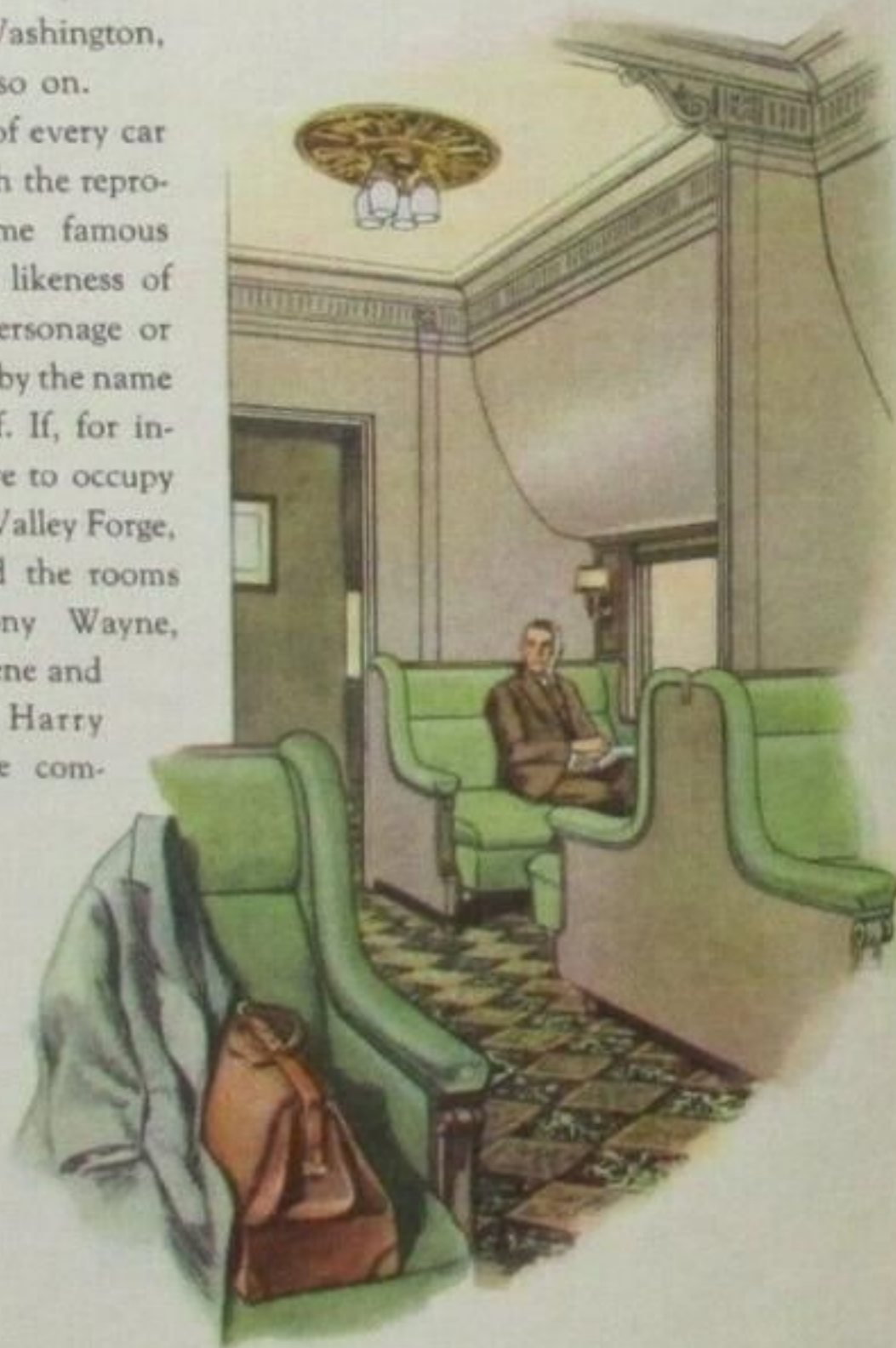


THE SLEEPING CARS

Every car on THE GEORGE WASHINGTON bears a name related to some point, person or place in George Washington's part in the making of the United States. They are named Yorktown, Valley Forge, First Citizen, Potomac, Mount Vernon, Williamsburg, Von Steuben, Fairfax, Rochambeau, Lafayette, Cornwallis, Ferry Farm, Pohick

Church, Monmouth, Monticello, Mary Washington, Wakefield, and so on.

The interior of every car is decorated with the reproduction of some famous painting, or the likeness of an historical personage or event suggested by the name of the car itself. If, for instance, you were to occupy a room in the Valley Forge, you would find the rooms named Anthony Wayne, Nathaniel Greene and Light Horse Harry Lee, the three com-



manders who were Washington's stay and support during that terrible winter when success of the cause trembled in the balance. You would find the interiors of those rooms suggesting the memories of those gallant men. Should you occupy a berth or a section in any of the Pullman cars, you would find the surroundings suggesting something of the person, place or event for which the car has been named.

LIBRARY OBSERVATION LOUNGE CARS

The Library Observation Lounge Cars have been named Commander-in-Chief and American Revolution. You will see there Leutze's immortal picture, Washington Crossing the Delaware, and the historically famous Signing of the Declaration of Independence.



You will see also a bust of Washington, a replica of one of the famous works of art, presented by the George Washington Bicentennial Commission. The furnishings and decorations are different from anything you ever have seen in a Pullman car. They suggest the atmosphere of the period, but supply the luxury of today—buffet, valet service, magazines, daily papers, telephone, and a fine radio to entertain you as you speed swiftly to your destination.

THE RESTAURANT CARS

You will be surprised at the restaurant cars, specially air-cooled and conditioned for THE GEORGE WASHINGTON. Their practical aspects are that they are always cool, refreshing and comfortable. Heat and odors from the kitchen never reach the dining room. You might imagine yourself dining on a cool seaside veranda.

We have made it inexpensive to eat on the Chesapeake and Ohio. There is a wholesome and inviting meal for as little as seventy-five cents. The food is the best that can be bought in any market. It is tastefully cooked and attractively served.

You will find the atmosphere of the restaurant cars in harmony with the idea of THE GEORGE WASHINGTON. They are named after three celebrated Colonial taverns—Gadsby's Tavern, Raleigh Tavern and Michie's

Tavern—each a patriot rendezvous in the pre-Revolutionary day and thereafter. Washington and his compatriots wined, dined and planned in all of them. We have made these restaurant cars as much like Colonial taverns as it was practical to do. You will note a complete absence of the stereotyped things you have learned to expect in a dining car. You will notice many things to carry your mind away to the tavern days of Washington. The carpets suggest old Colonial rugs on a tavern floor. The chairs are a copy of a famous design by Duncan Phyfe who made some of the furniture for Mount Vernon. The tableware is delicate and dainty—a breath from an old time gentleman's table. Each of the taverns has its walls illuminated by a series of old Colonial color prints. Many, which would be prized by a collector, are very old and possibly may have adorned the walls of the very taverns for which the cars have been named.





THE IMPERIAL SALON CARS

We are proud of the Imperial Salon Cars on THE GEORGE WASHINGTON. Designed for those who do not desire Pullman accommodations, they exemplify the Chesapeake and Ohio policy of supplying the finest kind of

transportation for only the price of a railroad ticket. There is nothing like them on any other railroad. When the Chesapeake and Ohio originated them a little more than a year ago they were a sensation. Now, air cooled and conditioned, they are superb.

The air-cooled and conditioned Imperial Salon Car is just as large as any car, but the space has been arranged to seat only forty-five persons. You may have an individual seat, all to yourself in complete privacy if you wish—a big, roomy, deep-cushioned easy



chair which you may move round at will. There is a deep pile carpet on the floor as fine as any in your home. There is an individual reading light for your

chair. If you wish to write or play games the attendant will bring you a table. The lavatory facilities are as perfect as in any home or hotel. A woman who wishes to smoke, rest or make a toilette will find a commodious room set apart for her. It has a real davenport with pillows, plenty of mirrors and clean white washroom fixtures. Women with children especially appreciate these thoughtful provisions. There is no extra charge whatever for any of these travel comforts.



CONNECTIONS WITH OTHER LINES

At Washington, D. C., THE GEORGE WASHINGTON has connections for Baltimore, Philadelphia, New York and the East; at Louisville and Lexington, connections to the South; and at Cincinnati, connections for Chicago, Indianapolis, St. Louis and the West and Southwest, designed to afford maximum convenience for travel. The schedules fix departures and arrivals at logical times in the day's routine. Connections at the rail gateways to other sections of the country have been arranged for a minimum of waiting, and

for use of the most desirable trains of connecting lines. All sleeping cars, which THE GEORGE WASHINGTON receives from connecting lines or delivers to them, are air-cooled and conditioned. When the train is made up at its terminals it is in complete uniformity.

THE AIR-COOLING AND CONDITIONING SYSTEM

The air-cooling and conditioning system, perfected by The Pullman Company, differs in many important respects from the first cooling systems which were largely experimental. The Pullman system is operated by electricity generated by the revolutions of the wheels of the cars which, through their axles, are connected to motor generators. When the train is not in motion, as when standing at terminals, or when sleeping cars are parked for occupancy by passengers, the cooling and conditioning system is operated by supplying its mechanism with commercial electricity. Thus the system operates at all times. Cars are never permitted to heat up.

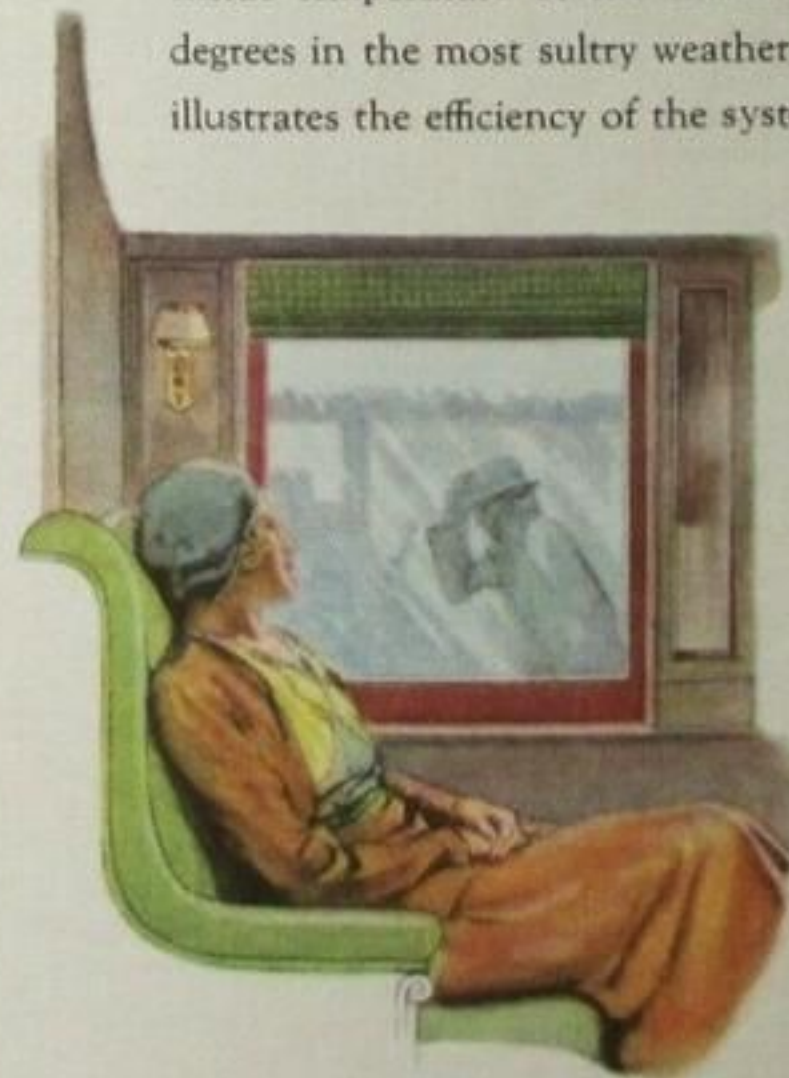
The electrical system uses no buzzing or popping supplementary power generating devices. There is no vibration and no noise. No dangerous or irritating chemicals are used. The cooling agent is non-corrosive, odorless, and harmless.

The interior of a car on THE GEORGE WASHINGTON is as dustless and as spotless as a room in a finely kept home. All fresh air taken into the cars is scientifically cleaned and conditioned. All dirt, dust and cinders are excluded. The usual train noises are very much subdued. Passengers can carry on a conversation across the aisle in a normal tone of voice.



On the most sultry dog days you can enjoy the balmy air of spring.

Temperature and humidity are regulated automatically. The inside temperature of the cars can be held as low as sixty-five degrees in the most sultry weather. While this is not desirable, it illustrates the efficiency of the system.



When the blizzards rage without you have warmed fresh air at exactly the right temperature.

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WESTWARD		
1	NEW YORK (Penna. RR.) (Eastern Standard Time).....	12:30 PM
	(Hudson Terminal).....	12:20 PM
2	Newark.....	12:52 PM
3	Trenton.....	1:44 PM
4	North Philadelphia.....	2:14 PM
5	West Philadelphia.....	2:25 PM
6	Wilmington.....	2:57 PM
7	Baltimore.....	4:10 PM
8	WASHINGTON (C&O Ry.).....	6:01 PM

Virginia Section		
Lv.	Norfolk	2:20 PM
	Old Point Comfort	2:35 PM
	Newport News	3:17 PM
	Richmond	5:15 PM
	CHARLOTTESVILLE	8:35 PM
	Staunton	9:38 PM
	Charleston	* 3:52 AM
	Huntington	* 5:00 AM
Ar.	CINCINNATI	8:45 AM

Kentucky Section	
Ar. Lexington (Central Standard Time).....	8:24 AM
LOUISVILLE	10:59 AM
INDIANAPOLIS (Big Four Ry.)	10:40 AM
CHICAGO	3:00 PM
ST. LOUIS	4:15 PM

LY. ST. LOUIS (Big Four Ry.) (Central Standard Time)	9:04 AM
" CHICAGO	10:05 AM
" INDIANAPOLIS	2:05 PM

Kentucky Section		
Lv.	LOUISVILLE (C&O Ry.)	1:00 PM
	Lexington	3:40 PM
"	CINCINNATI (Eastern Standard Time)	5:45 PM
"	Huntington	9:22 PM
"	Charleston	10:28 PM
"	Staunton	4:30 AM
Ar.	CHARLOTTESVILLE	5:40 AM

Virginia Section		
Ar.	Richmond	8:25 AM
"	Newport News	10:32 AM
"	Old Point Comfort	11:20 AM
"	Norfolk	11:30 AM
"	WASHINGTON	8:30 AM
"	Baltimore (Penna. RR.)	9:50 AM
"	Wilmington	11:05 AM
"	West Philadelphia	11:36 AM
"	North Philadelphia	11:46 AM
"	Trenton	12:16 PM
"	Newark	1:08 PM
"	NEW YORK (Penna. Station)	1:30 PM
Ar.	(Hudson Terminal)	1:31 PM

*Sleeping cars occupied until 8:AM

