

Typical Consists of Train No. 22/2/42, the Eastbound *George Washington* - Dec. 1, 1938 and March 9, 1952



The Louisville section of the George Washington leaving Lexington, Ky circa 1938. (C&OHS Collection, COHS 5796)



J-3 4-8-4 No. 604 is powering No. 4, the eastbound Sportsman at Mechem's River, Va., Aug. 91, 1951. The long consist has a full RPO in the new tri-color paint, an express car in green, a baggage car in tri-color followed by many lightweight cars. When this photo was made, steam had only a few months before being replaced by E8 diesels. Photo by H. Reid. (C&OHS Collection, COHS 31141)



This May 10, 1951 photo shows what is likely No. 4, The Sportsman, near North Mountain, Va., still in steam and boasting a long consist of both new lightweight cars and old green heavyweights. By early 1952 all mainline trains were dieselized. Very quickly the remaining heavyweight cars were repainted to the tri-color lightweight scheme and C&O trains assumed their modern appearance. Bob Collins photo (C&OHS Collection, COHS 35098)

The following pages show diagrams depicting the standard consists for Train No. 2, the *George Washington*, as well as its Virginia (No. 42) and Kentucky (No. 22) sections in 1938 during the height of the pre-war heavyweight car era, and in 1952 just after the lightweight cars had come into operation. This data was taken from two reprints that the C&OHS produces [DS-12-159 *C&O Consist Book, Dec. 1, 1938*, and DS-00-199, *C&O Consist Book as of March 9, 1952*. Order from Chessieshop.com].

These two resources, along with two other dates that we offer (1948 is DS-09-039, and 1965 is DS-08-138), provide

a great look at exactly how trains were made up, where cars originated and terminated, and what cycle they took. Once the car reached a terminal the consist page shows in parentheses the train on which it was next due out of that terminal. When it was necessary for operating personnel to deviate from these instructions they had to notify the passenger department what cars were being substituted, added, or removed.

These consist book pages were constantly updated and old ones destroyed, so very few have come down to us. We're very lucky to have these. We

had none before 1948 until this summer (2012) when Frank Scheer, curator at Railway Mail Service Library, did a presentation at the Alexandria Conference on mail operations and included the 1938 C&O consist book in the handout. This is a great boon to us to have some very precise data on the pre-war trains of the heavyweight era.

The data has been extracted from these books and placed in a diagram on the following pages that we hope will give a quick appreciation of how the trains operated.

CINCINNATI ASHLAND HINTON CHARLOTTESVILLE WASHINGTON

In From St. Louis on
on NYC "Big Four" 116

In From Chicago
on NYC "Big Four" 116

Train No. 2, Standard Consist of the *George Washington* - Effective Dec. 1, 1938 - Continued

Detail of Train No. 22

LOUISVILLE	ASHLAND
Mail & Express (Out on No. 21) (Except Sun AM)	
Combine (Out on No. 21)	
Divided Coach (Out on No. 21) (Sat & Sun Only)	
Imperial Salon Coach	
Sleeper (12-1)	On No. 2 To Washington
Sleeper (8-1-3)	On No. 2 To Washington
Lounge Diner (Out on 21)	On No. 2 To New York

Detail of Train No. 42

CHARLOTTESVILLE	RICHMOND	PHOEBUS
<i>From Cincinnati (On No. 2)</i>	Mail Storage (Out on No. 42)	
	Postal, Baggage, and Mail (Out on No. 41)	
	Divided Salon (Out on No. 41)	
	Imperial Salon (Out on No. 41)	
<i>From Cincinnati (On No. 2)</i>	Sleeper (12-1) (Out on No. 41)	
<i>From Huntington (On No. 6)</i>	Sleeper (12-1) (Out on No. 47)	
	Club Diner (Out on No. 47)	
<i>From Chicago (On No. 6)</i>	Express (Sun only) (Out on 48)	
		Mail Storage (Out on No. 41)
		Express (Out on No. 41) (Except Sun)

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Train No. 2, Standard Consist of the *George Washington* - Effective Mar. 9, 1952 - Continued

Detail of Train No. 42

CHARLOTTESVILLE	RICHMOND	PHOEBUS
<i>From Detroit (On No. 1)</i>	Express (Sun AM only) (Out on No. 46)	
<i>From Cincinnati (On No. 2)</i>	Mail & Express (Out on No. 41) (Except Sun AM)	
<i>From Cincinnati (On No. 2)</i>	Mail Storage (Out on No. 41)	Mail Storage (Out on No. 41)
<i>From Cincinnati (On No. 2)</i>	Baggage (Out on No. 41)	
<i>From Cincinnati (On No. 2)</i>	Coach (Out on No. 41)	
<i>From Cincinnati (On No. 2)</i>	Coach (Out on No. 43)	
<i>From Hinton (On No. 6)</i>	Diner (Out on No. 47)	
<i>From Lexington (On No. 2)</i>	10/6 Sleeper (Out on No. 41)	
<i>From Cincinnati (On No. 2)</i>	10/6 Sleeper (Out on No. 41)	
<i>From Cincinnati (On No. 2)</i>	10/6 Sleeper (Out on No. 41)	
<i>From Cincinnati (On No. 2)</i>	5 DBR Sleeper (Out on No. 41)	

Detail of Train No. 22

LOUISVILLE	ASHLAND
Mail & Express (Out on No. 21)	
Baggage (Out on No. 21) (Except Sun)	
Coach (Out on No. 21)	
Coach (Out on No. 21)	
Coach (Out on No. 2)	
10/6 Sleeper (Out on No. 2)	
10/6 Sleeper (Out on No. 2)	
10/6 Sleeper (Out on No. 2)	
Diner (Out on No. 21)	

To Washington
To Washington
To New York
To Richmond