

(2019 re-type of article: May 28-June 5, 2019)

CAPITOL LIMITED (B&O)

Trip date: September 8, 1969

This article originally written: Jan. 2, 1972

“C&O / B&O Want Passengers? You Bet!!” cried the sign adorning the upper level of the building. We were approaching the entry to Grand Central Station in Chicago. I glanced up the extra-high clock tower of the soon-to-be-closed station. The clock still worked. A jet plane moved into view high above, in the distant background ... like a raven circling the doomed.

□



We had selected the CAPITOL LIMITED for our trip from Chicago to Washington (D.C.) for one overriding reason: the timetable indicated a “Strata-Dome Lounge (May 27 to Sept. 8).”

Reasoning that domes were a *rara avis* in the eastern part of the country, our decision was simple.

[Also we considered the relative fares: similar accommodations via Penn Central to Washington would have been \$4.30 less expensive, but would have included a change of trains -- at 6AM -- in Harrisburg (PA), and would *not* have included a dome car nor the meals (dinner & breakfast) which were complimentary on B&O tickets for 1st class passengers in the sleeper.]

● EQUIPMENT AND SERVICES

* CAPITOL LIMITED

B&O 5 and 6

Chessie Starlight Sleeper (Roomettes, Double Bedrooms, Bedroom Suites—

Complimentary Meals)

Washington and Chicago

Reclining Seat Coaches (Lounge Rooms)

Washington and Chicago

(Attendant Service)

Baltimore and Washington

Connecting bus service between

Fostoria-Toledo-Detroit.

CAPITOL LIMITED SERVICES

Chessie Tavern

Table d'Hôte and A La Carte Meal Service

Complimentary Meals for Chessie Starlight Sleeper passengers.

Iron Horse Tavern

Snacks and Beverages

Capitol Club

Lounge and Beverage Service—Magazine Library and Tobacco Supplies

Strata-Dome Lounge

(May 27 to September 8, 1969)

Complimentary, souvenir pillows for overnight coach passengers.

In fact, judging by the equipment list, the CAPITOL sounded like a totally civilized train, and we couldn't wait for evening and a quiet chat in the Capitol Club lounge, with its magazine library and all.

Our trip on the CAPITOL had actually started two weeks previously, with a phone call from Los Angeles to Chicago to set up up our travel plans. It would have taken days (they claimed) for the C&O / B&O offices in Los Angeles to make the arrangements, days we didn't have. Thus, to make our plans we had to "spend our nickel" to make long distance phone calls. There were to be three in our party. "You're in luck!" came the voice from Chicago, "I have just three roomettes left!" I asked to be put on the waiting list for a bedroom. Additionally, they would not hold the space without my money up front, so I had to write a confirming letter, with payment enclosed. (Was I a devoted traveler, or what?!?)

Now inside the Chicago station we checked in with the ticket counter and I enquired about the prospects of being assigned one of those bedrooms. Our name was there, still on the waiting



list - behind three other names. No Bedroom for us. And how many others had sought Bedrooms this day but not wanted to bother with the insecurities of the waiting list?

With extra time before boarding the train, we looked around the dark, cavernous station. There was a gift shop (of sorts), all closed up. Its stock still hung inside the

iron-grilled windows. I saw some large shopping bag-like thing proclaiming the thrill of the on-board movies, offered in bygone days on the B&O.

About 20 people were already at the entry gates, milling about outside of a big sign that said, "CAPITOL Akron-Youngstown-Pittsburgh-Washington-Baltimore; Leaves 3:40pm." About 20 minutes prior to departure, the gates were opened for boarding.



The sign had also indicated 4 coaches, 2 sleeping cars, and a diner. We actually only found 3 coaches and 1 sleeper, plus the dining car. The summer travel season was done, it seems.



B&O "Capitol Limited" at Chicago GCT, late 1969 (internet photo)

The boarding tracks of Grand Central Station were under a huge domed rain shed, like an overgrown Quonset Hut. One of the drawbacks of this design was its inherent attractiveness (not to mention accessibility) to the local pigeon population. One of the "residents" took the opportunity, as we walked toward our car, to vent his frustration on our traveling companion, providing a singularly inauspicious beginning to our trip.

As we boarded our ["Chessie Starlight"*] sleeper, I noted words painted on the trucks of the car, "Lub. Chi. 8-29-69." This sleeping car was recently serviced, it appeared, and seemed to promise a pleasant comfortable ride, at least.

WESTBOUND—Read Down					EASTBOUND—Read Up					
Diplomat	Capitol Limited	ML			Gate-way	Capitol Limited	Shenandoah	ALL TRAINS DAILY		
B & O 7	B & O 5				B & O 10	B & O 8	B & O 9	TABLE A		
PM	AM	Penn Central Connecting Service			PM	AM				
5.45	11.00	0	LA	New York—(Penn. Sta.)	EST	AM	7.50	10.15		
7.24	12.36	01	LA	Philadelphia (30th St. Sta.)	EST	AM	12.09	8.19		
7.52	1.06	118	LA	Wilmington	EST	AM	11.41	7.51		
8.52	2.04	187	LA	Baltimore (P-C Station)	EST	AM	10.40	6.41		
9.10	2.50	222	LA	Washington	EST	AM	10.00	6.00		
7.30	0	0	LA	Baltimore, Md. (Camden Sta.)	EST	AM	10.15	6.12		
4.15	0	19	LA	Laurel	EST	AM	9.20	6.15		
11.18	4.45	0	LA	Washington, D.C.	EST	AM	9.15	5.20		
11.25	5.00	7	LA	Silver Spring, Md.	EST	AM	8.45	4.53		
12.15		49	LA	Brunswick, Md.	EST	AM				
12.26	15.51	55	LA	Harpers Ferry, W. Va.	EST	AM	17.52	4.00		
12.59	6.16	73	LA	Martinsburg	EST	AM	7.27	3.25		
		126	LA	Hancock (Berkeley Springs)	EST	AM		12.55		
		129	LA	Paw Paw, W. Va.	EST	AM		12.25		
2.30	7.45	146	LA	Cumberland, Md.	EST	AM	6.00	1.55		
2.40	8.05	148	LA	Cumberland, Md.	EST	AM	5.50	1.45		
13.50	19.00	183	LA	Meyersdale, Pa.	EST	AM	12.44	12.25		
		195	LA	Rockwood	EST	AM		11.50		
		211	LA	Confluence	EST	AM				
5.00	10.24	238	LA	Connellsville	EST	AM	3.33	11.20		
19.23		263	LA	West Newton	EST	AM		10.36		
6.00	11.22	281	LA	McKeesport (Note 1)	EST	AM	10.31	10.13		
6.30	11.55	296	LA	Braddock (Note 1 P&LE)	EST	AM	10.02	9.45		
		296	LA	Pittsburgh (Note 1) P&LE	EST	AM	2.05			
7.00	12.20	296	LA	Pittsburgh, P&LE	EST	AM	9.55	1.55		
10.47		337	LA	Warren (Ellwood City) P&LE	EST	AM	10.08			
8.11	1.31	363	LA	New Castle, Pa.	EST	AM	8.43	12.41		
8.37	1.57	362	LA	Youngstown, Ohio	EST	AM	8.10	12.18		
19.12		395	LA	Ravenna	EST	AM	17.21			
19.19		403	LA	Kent	EST	AM	17.13			
9.40	3.00	415	LA	Akron (Un. Sta.) (Note 2)	EST	AM	6.55	11.16		
10.00	3.00	415	LA	Akron (Un. Sta.) (Note 2)	EST	AM	6.40	11.16		
11.24		422	LA	Barberton	EST	AM	16.24			
11.20	4.20	437	LA	Rittman	EST	AM	16.06			
11.30	4.30	489	LA	Willard	EST	AM	9.16	10.01	BUS	
11.56	4.54	513	LA	Willard	EST	AM	5.06	9.51		
12.11	5.08	526	LA	Tiffin	EST	AM	4.57	9.24		
12.11	5.08	526	LA	Fostoria	EST	AM	4.20	5.09		
		526	LA	Fostoria	EST	AM	4.20	5.09		
		540	LA	North Baltimore	EST	AM	13.58	9.09	A-55	
		540	LA	Bowling Green	EST	AM		8.00		
12.48		552	LA	Deshler	EST	AM	8.35			
12.48		552	LA	Deshler	EST	AM	8.35			
1.32		589	LA	Deshler	EST	AM	1.32			
2.30		640	LA	Toledo, Ohio	EST	AM	12.50		y7-25	
12.48		640	LA	Plymouth, Mich.	MLT	LA	12.48			
1.32		671	LA	Detroit, Mich. (Fort St. Sta.)	MLT	LA	1.32		yD7-15	
1.32		671	LA	Detroit, Mich. (Fort St. Sta.)	MLT	LA	1.32		yD7-15	
1.32		671	LA	Deshler, Ohio	EST	AM	3.35			
1.32		671	LA	Defiance	EST	AM	3.06		8-20	
1.32		671	LA	Hicksville, Ohio	EST	AM	2.41			
1.32		671	LA	Garrett, Ind.	EST	AM	2.18		7-25	
1.32		671	LA	Albion	EST	AM	1.52			
1.32		671	LA	Syracuse	EST	AM	1.30		16-59	
1.32		671	LA	Nappanee	EST	AM	1.18			
1.32		671	LA	Bremen	EST	AM	1.08			
1.32		671	LA	La Paz	EST	AM	1.09		5-31	
1.32		671	LA	Gary, Ind.	EST	AM	1.10		4-00	
1.32		671	LA	South Chicago, Ill.	EST	AM	10.10			
1.32		671	LA	53rd St., Chicago	EST	AM	10.10		4-00	
1.32		671	LA	Chicago, Ill. (Grand Cent. Sta.)	EST	AM	10.10		3-00	

My wife & I had Roomettes #1 and #2, directly over the wheels. Our companion had Roomette #9, at the extreme opposite end of the car. (The bedrooms of this sleeper occupied the central part of the car, with the 10 Roomettes divided between the two ends of the car.)

The sleeper had a most inviting interior appearance. There was a bright red rug along the corridor floor, and a light paint scheme to the interior walls, livening the often-drab sleeper visage. It gave the impression of a luxury hotel.

Departure was on time, and we set out for the dome car to watch the cityscape meld into farmlands. There was an iron gate across the access to the dome itself, and the Conductor promptly told us that we couldn't go up there until he had all the tickets. "Where are you sitting, anyway?" he demanded. I explained that we were from the sleeping car; now he relented slightly, but still insisted that we wait at the base of the stairs until he had all the tickets.

So we waited, missing any views of the Chicago skyline. Eventually, a Brakeman came and allowed us to go on up.

The "dome" car was one of the major disappointments of this trip: it was a low-profile thing, with a maximum super-elevation of only about 1 foot over an average coach roofline. It was a real curiosity piece to me, having only experienced Budd-built "Vista Domes" on western railroads, and was clearly designed to meet height restrictions of tunnels, bridges and/or eastern electric catenary.



Unfortunately, I couldn't stand full upright even when standing in the center aisle.



Interior of B&O "Strata-Dome" observation car, circa 1969 (internet photo)

The large flat windows were dirty, too. They hadn't been washed in three or four days. Because of the design, we were obliged to sit hunched over in the seats in order to see out the tiny side windows of the dome. The dome was uncrowded.

We couldn't quarrel too much, though, for where else would one find *any* dome through Indiana, Ohio, and Pennsylvania?

We ate dinner at a fashionably late hour. The menu was limited to four entrées, but of adequate variety to please most appetites. Roast Sirloin of Beef, au jus, listed at \$3.95, inclusive. Also available were Deluxe Maryland Crab Cakes, tartar sauce (\$3.75) and Roast Young Turkey, cranberry sauce (\$2.75). A combination Ham and Turkey sandwich, classified also as a dinner (with appetizer, dessert, and beverage) was \$2.35. I didn't see anything listed for lesser *a la carte* service.

The dinner was served "in the C&O / B&O tradition." Whatever that was, we found our Roast Beef to be tender, succulent, subtly spiced. It tasted fine but was not very hot, worse luck. There was no choice of vegetables; the "snowflake potatoes" tasted like instant, and neither they nor the green beans were hot, either.

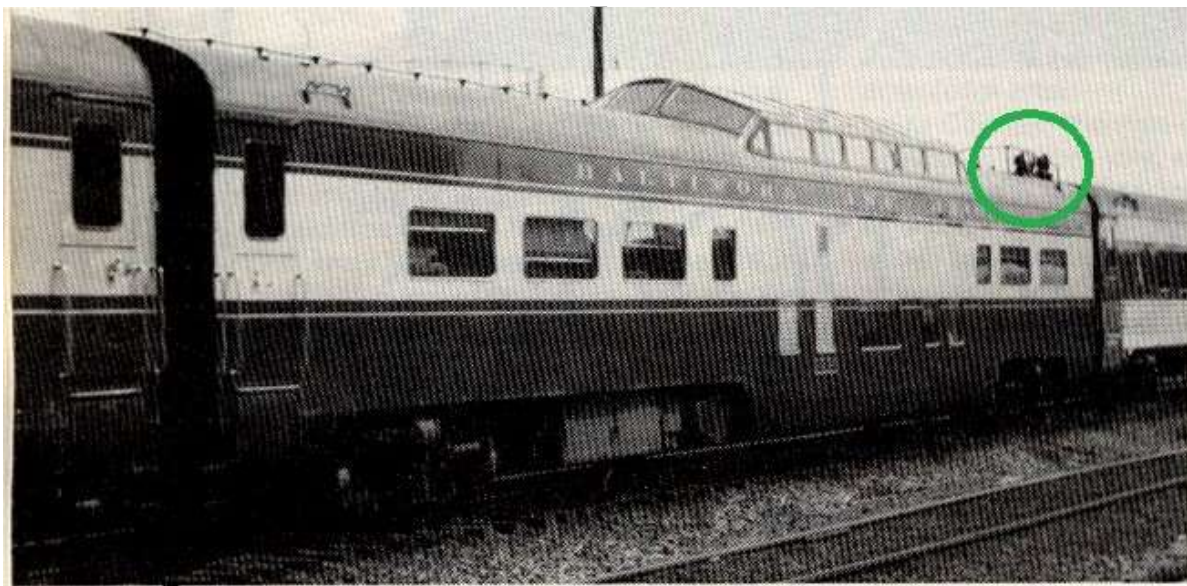


The B&O dining cars were sometimes known by a nickname "Iron Horse Taverns" and their most distinctive mark was their china serving ware. A motif of "progressive motive power" around the rim of the plate depicted in blue on white drawings various engines from the history of the B&O, including (among others) the Tom Thumb (1830), the Mogul (1875), and their first real diesel-electric (1937).

The central areas of the plates were also illustrated, as well, with various scenes from the B&O system. The design made the plates reminiscent of, perhaps, Delft china, or maybe "Blue Willow" patterns, with a railroad motif. It was quite an experience to have a meal served from this place setting. (These plates may be purchased even today [1970 - ed.] by writing the B&O Transportation Museum, Baltimore, MD, 21223.)

After dinner we returned to the dome for more viewing. It was dark by this time and I was surprised to see that the several “lumps” I had observed earlier on the roof toward the forward portion of the dome car, and which resembled lights, actually *were* lights – and they worked! They were turned on, facing outwards from the car, making an effort to light up the outside night. It was mostly a feeble effort, but it was the thought that counted.

□



B&O “Strata-Dome” lounge car with the electric “illumination lights” (note green circle) (internet photo)

Another disappointment of the CAPITOL LIMITED was the sort of overstatement of the services. The timetable promised a “Chessie Tavern”, and the “Iron Horse Tavern”, and the “Capitol Club.” In reality, these were all integrated into the one dining car. I never did see any

magazines, and the drinks were served from the kitchen, based on a listing inside the dinner menu.

My final disappointment of the trip was our sleeping car. Despite that recent lubrication job I'd previously noted, it was noisy as all getout. Every time the train would venture around a curve, a long, slow *s-c-r-r-e-e-e-a-k* would emanate from directly beneath our beds as the wheels shifted, maintaining alignment with the tracks. I had noticed the noise from the first, when leaving Chicago, but reassured myself that use would warm it up while traveling and it would correct itself. It did not, and the noise effectively dispatched any vestigial chances of sleep that night. Over the wheels is bumpy to begin with, and that noise was the last straw.

In the wee hours, I sat in my roomette and watched as we sped along the Beaver, and then the Ohio Rivers. Tiny lights across the river marked homes, factories, towns. I kept wondering where we were, and when would we get to Pittsburgh? And around Pittsburgh, I watched for flames shooting skyward from steel manufacturing plants, but it was a quiet night for pyrotechnics.

I must have rested *some* during the night, but when morning arrived I felt a bit droopy.

While preparing for the new day we were passing through the deep backwoods of western Maryland nor northern West Virginal. Tall trees chopped the early morning sun into a golden strobe light, and we twisted and turned along a stream passing sleepy hamlet and tiny town in our rush to the big city. It was hard to believe that in under two hours the landscape would make a transition from these mountain country shacks to the buildings of our nation's Capitol.



GOOD MORNING BREAKFAST



Table D' Hoté



Kindly Write Your Order on Check, Employees Are Forbidden To Accept Oral Orders

We were impressed with the scenic beauty outside, but our breakfast(s) would be a more substantial way to get set for arrival in Washington. The food was ample and hot - and served on that blue china again. Prices (for those in coach) ran from \$1.60 (two eggs) to \$2.00 (two eggs with ham.) Prices included juice, toast, and beverage. Hot or cold cereal was available *a la carte*.

(CHOICE OF)
Chilled Melon *Stewed Prunes*
Orange, Grapefruit, Tomato or Prune Juice

GRILLED HAM AND EGGS—2.00
SUGAR CURED BACON AND EGGS—1.90
GRIDDLE CAKES WITH BACON—1.90
CORNED BEEF HASH, POACHED EGG—1.90
FLUFFY OMELET WITH DICED HAM OR CHEESE—1.80
EGGS, BOILED, FRIED OR SCRAMBLED—1.60

Corn Muffins

Toast

Jelly

Apple Butter

Marmalade

Coffee

Tea

Milk

Sanka

MINUTE SAVER		
1.00*		
Large Glass Orange Juice		
Toast or Corn Muffins		
Jelly		
Coffee	Tea	Milk
* with Cereal 1.35		

A LA CARTE

<i>Preserved Figs</i> .35	<i>Stewed Prunes</i> .35	<i>Chilled Melon</i> .40
<i>Chilled Orange, Grapefruit, Tomato or Prune Juice</i> .35		
<i>Toast or Muffins</i> .25	<i>Milk Toast</i> .30	<i>Cream Toast</i> .60
<i>Griddle Cakes (4)</i> .75		<i>with Bacon</i> 1.50
<i>Cereal with Cream</i> .35	<i>French Toast, Maple Syrup</i> .75	
<i>Eggs (2), Fried, Scrambled or Boiled</i> .80		
<i>Omelet, Plain</i> .85	<i>Bacon (4) Strips</i> .80	<i>Broiled Ham</i> 1.00
<i>Bacon (4) Strips with Two Eggs</i> 1.40	<i>Poached Eggs on Toast</i> .50	
<i>Broiled Ham with Two Eggs</i> 1.50		
<i>Coffee (Pot)</i> .35	<i>Tea (Pot)</i> .35	<i>Milk, Individual</i> .25
<i>Sanka or Cocoa, (Pot)</i> .35		



Car in Charge of

J. B. Martin,
Manager, Dining Car and
Catering Department
Baltimore & Ohio R.R.
Baltimore 1, Maryland
1-7-9-11-12-45

The diner was somewhat more crowded this morning, commuter coffee-drinking types riding in from Martinsburg and Harpers Ferry. There had been about 50 “long haul” passengers.

Approaching Washington was quite impressive: looking forward from out the side of the vestibule door [we had given up on the dome!] you could see that we were headed directly toward the Capitol Building. We arrived right on time at 9:15am.

I would grade the track “C-”, and the general attitude of the crew as “fair”.

Interestingly, we apparently rode the final regular run of a dome car on the CAPITOL LIMITED. It was the last run for the summer season (as per the timetable), but we assumed it would reappear in the summer consists of 1970. It never did.

===== end =====

*The distinction between C&O trademarks and B&O trademarks had become somewhat blurred with their latter-day joint operations.

Children's Menu from the B&O dining car

□



LUNCHEON \$1.10 CHILLED FRUIT JUICE PEANUT BUTTER and JELLY SANDWICH ICE CREAM MILK or COCOA	DINNER \$1.25 CUP OF SOUP SLICED CHICKEN SANDWICH ON TOAST POTATO CHIPS ICE CREAM M&A or COCOA
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A LA CARTE FRUIT or FRUIT JUICE .25 COOKED or DRY CEREAL WITH CREAM .35 CUP OF SOUP .30 POACHED EGG ON TOAST .40 COLD SLICED CHICKEN SANDWICH .60 HOT ROLLS, BUTTER AND JELLY .25 MASHED POTATO WITH GRAVY or GREEN VEGETABLE .30 ICE CREAM or PIE .30 COCOA or MILK .25

*Happy To Serve You.
Glad To Have You Aboard.*

J. S. Martin, Manager
Dining Car and Catering Department
Baltimore, Maryland



BALTIMORE & OHIO
DINING CAR SERVICE



© 1934 B. & O.

"Fares" page from joint C&O / B&O timetable dated April 27, 1969 (Author's collection)

C&O B&O FARES	One-Way Railroad Fares		CHESSE STARLIGHT SLEEPER Room Charges to be added to regular one-way Blue Day Coach Fare for occupancy of Chessie Starlight Sleeper. Complimentary meals en route where applicable (Gratuities not included).	
	Yellow Coach	Blue Coach	Roomette One Person	Bedroom One or Two Persons
Between				
Akron, Ohio, & Chicago, Ill.	\$14.50	\$16.50	\$22.00	\$35.00
Detroit, Mich.	8.75	9.75	—	—
Toledo, Ohio	6.50	7.25	—	—
Washington, D. C.	16.75	19.25	22.00	35.00
Ashland, Ky., & Cincinnati, Ohio	6.25	7.00	g6.00	—
Detroit, Mich.	12.50	14.25	—	—
St. Louis, Mo.	19.75	22.75	—	—
Toledo, Ohio	10.25	11.75	—	—
Washington, D. C.	18.25	21.00	22.00	35.00
a Baltimore, Md., & Akron, Ohio	16.75	19.25	22.00	35.00
Charleston, W. Va.	17.25	19.75	22.00	35.00
Cincinnati, Ohio	22.50	25.75	35.00	50.00
Clarksburg, W. Va.	12.50	14.25	—	—
Cumberland, Md.	7.75	8.75	22.00	35.00
Detroit, Mich.	23.75	27.25	—	—
Huntington, W. Va.	19.25	22.00	22.00	35.00
Louisville, Ky.	26.00	30.00	35.00	50.00
Parkersburg, W. Va.	15.75	18.00	—	—
Pittsburgh, Pa.	12.25	14.00	22.00	35.00
St. Louis, Mo.	35.00	40.25	—	—
Toledo, Ohio	22.25	25.50	—	—
Washington, D. C.	—	2.00	—	—
Charleston, W. Va., & Cincinnati, Ohio	9.00	10.00	22.00	35.00
Detroit, Mich.	15.00	17.25	—	—
Louisville, Ky.	11.50	13.00	22.00	35.00
Norfolk, Va.	18.25	21.00	b22.00	b35.00
Richmond, Va.	15.00	17.25	22.00	35.00
St. Louis, Mo.	22.50	25.75	—	—
Toledo, Ohio	12.75	14.50	—	—
Washington, D. C.	15.50	17.75	22.00	35.00
Chicago, Ill., & Akron, Ohio	14.50	16.50	22.00	35.00
Baltimore, Md.	30.00	34.50	a35.00	a50.00
Benton Harbor, Mich.	—	5.00	—	—
Cumberland, Md.	24.50	28.25	35.00	50.00
Grand Rapids, Mich.	—	8.75	—	—
Holland, Mich.	—	7.75	—	—
Muskegon, Mich.	—	9.25	—	—
Pittsburgh, Pa.	19.00	21.75	22.00	35.00
Silver Spring, Md.	29.75	34.25	35.00	50.00
Washington, D. C.	30.00	34.50	35.00	50.00
Youngstown, Ohio	16.50	18.75	22.00	35.00
Cincinnati, Ohio, & Ashland, Ky.	6.25	7.00	g6.00	—
Athens, Ohio	6.75	7.50	—	—
Charleston, W. Va.	9.00	10.00	22.00	35.00
Dayton, Ohio	—	3.00	—	—
Detroit, Mich.	10.50	12.00	—	—
Hot Springs, Va.	16.25	18.50	22.00	35.00
Huntington, W. Va.	7.00	7.75	22.00	35.00
Lima, Ohio	5.50	6.00	—	—
Norfolk, Va.	25.50	29.25	b35.00	b50.00
Parkersburg, W. Va.	8.75	9.75	—	—
Parkersburg, W. Va.	22.75	26.25	35.00	50.00
Richmond, Va.	14.25	16.25	—	—
St. Louis, Mo.	18.25	21.25	—	—
Toledo, Ohio	8.25	9.25	—	—
Washington, D. C.	22.25	25.50	35.00	50.00
White Sulphur Springs, W. Va.	14.50	16.50	22.00	35.00
Detroit, Mich., & Columbus, Ohio	7.75	8.75	—	—
Dayton, Ohio	8.50	9.50	—	—
Lansing, Mich.	—	4.50	—	—
Norfolk, Va.	26.75	30.75	—	—
Pittsburgh, Pa.	12.25	14.00	c22.00	35.00
Richmond, Va.	26.50	30.50	—	—
Huntington, W. Va., & Cincinnati, Ohio	7.00	7.75	22.00	35.00
Columbus, Ohio	5.00	6.75	—	—
Detroit, Mich.	13.25	15.00	—	—
Louisville, Ky.	9.50	10.75	22.00	35.00
St. Louis, Mo.	20.50	23.50	—	—
Toledo, Ohio	10.75	12.25	—	—
Washington, D. C.	17.75	20.25	22.00	35.00

Minimum of 1/4 adult rail tickets required for occupancy of bedroom.

C&O B&O FARES	One-Way Railroad Fares		CHESSE STARLIGHT SLEEPER Room Charges to be added to regular one-way Blue Day Coach Fare for occupancy of Chessie Starlight Sleeper. Complimentary meals en route where applicable (Gratuities not included).	
	Yellow Coach	Blue Coach	Roomette One Person	Bedroom One or Two Persons
Between				
Lexington, Ky., & Norfolk, Va.	25.50	29.25	—	—
Richmond, Va.	22.50	25.75	—	—
Washington, D. C.	22.25	25.50	35.00	50.00
Louisville, Ky., & Hot Springs, Va.	18.75	21.50	22.00	35.00
Norfolk, Va.	28.50	32.75	—	—
Richmond, Va.	25.50	29.25	—	—
Washington, D. C.	24.50	28.25	35.00	50.00
White Sulphur Springs, W. Va.	16.75	19.25	22.00	35.00
Newport News, Va., & Charleston, W. Va.	18.00	20.50	22.00	35.00
Cincinnati, Ohio	25.50	29.25	35.00	50.00
Detroit, Mich.	26.75	30.75	—	—
Huntington, W. Va.	19.75	22.75	22.00	35.00
St. Louis, Mo.	39.00	45.00	—	—
Toledo, Ohio	24.50	28.25	—	—
b Norfolk, Va., & Charleston, W. Va.	18.25	21.00	22.00	35.00
Cincinnati, Ohio	25.50	29.25	35.00	50.00
Hot Springs, Va.	13.00	14.75	22.00	35.00
Huntington, W. Va.	20.25	23.25	35.00	50.00
St. Louis, Mo.	39.00	45.00	—	—
White Sulphur Springs, W. Va.	12.75	14.50	22.00	35.00
Richmond, Va., & Ashland, Ky.	17.50	20.00	22.00	35.00
Charleston, W. Va.	15.00	17.25	22.00	35.00
Charlottesville, Va.	4.50	5.00	g6.00	—
Cincinnati, Ohio	22.75	26.25	35.00	50.00
Hot Springs, Va.	9.75	11.00	22.00	35.00
Huntington, W. Va.	17.00	19.50	22.00	35.00
Louisville, Ky.	25.50	29.25	—	—
Newport News, Va.	—	3.75	g6.00	—
St. Louis, Mo.	36.50	42.00	—	—
White Sulphur Springs, W. Va.	9.75	10.75	22.00	35.00
Toledo, Ohio, & Cincinnati, Ohio	8.25	9.25	—	—
Pittsburgh, Pa.	10.50	12.00	c22.00	c35.00
Norfolk, Va.	24.50	28.25	—	—
Richmond, Va.	24.25	28.00	—	—
Washington, D. C.	22.25	25.50	c22.00	c35.00
Washington, D. C., & Akron, Ohio	16.75	19.25	22.00	35.00
Ashland, Ky.	18.25	21.00	22.00	35.00
Charleston, W. Va.	15.50	17.75	22.00	35.00
Charlottesville, Va.	5.00	5.50	g6.00	—
Chicago, Ill.	30.00	34.50	35.00	50.00
Cincinnati, Ohio	22.25	25.50	35.00	50.00
Clarksburg, W. Va.	11.25	12.75	—	—
Connellsville, Pa.	10.00	11.75	22.00	35.00
Cumberland, Md.	6.50	7.25	g6.00	—
Detroit, Mich.	23.75	27.25	c35.00	c50.00
Harpers Ferry, W. Va.	—	2.75	g6.00	—
Hot Springs, Va.	10.25	11.75	22.00	35.00
Huntington, W. Va.	17.75	20.25	22.00	35.00
Lexington, Ky.	22.25	25.50	35.00	50.00
Louisville, Ky.	24.50	28.25	35.00	50.00
Martinsburg, W. Va.	—	1.50	g6.00	—
Parkersburg, W. Va.	14.50	16.50	—	—
Pittsburgh, Pa.	12.25	14.00	22.00	35.00
St. Louis, Mo.	35.00	40.25	—	—
Toledo, Ohio	22.25	25.50	c22.00	c35.00
White Sulphur Springs, W. Va.	10.25	11.50	22.00	35.00
Youngstown, Ohio	14.75	16.75	22.00	35.00

Minimum of 1/4 adult rail tickets required for occupancy of bedroom.

EXPLANATION OF REFERENCE MARKS

- a Chessie Sleeper from or to Washington only.
- b Chessie Sleeper from or to Newport News.
- c Chessie Sleeper service east of Fostoria, Ohio only.
- g Seat in Chessie Sleeper. No complimentary meal.

Additional relevant graphics that I didn't insert into the article, wanting to avoid overloading the article with too many images in the text portion... (from Author's collection)

CHESSIE
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SAMPLE CHESSIE STARLIGHT FARES (all inclusive)

Between	Roomette One Person	Bedroom One Person	Bedroom Two Persons
WASHINGTON & CHICAGO	\$69.50	\$93.15	\$119.00
LOUISVILLE	63.25	85.35	106.50
CINCINNATI & RICHMOND	61.25	82.85	102.50
NEWPORT NEWS	64.25	86.60	108.50
CHARLESTON & WASHINGTON	39.75	57.20	70.50

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