

ROSTER OF EQUIPMENT OWNED OR ON LOAN TO C&O HISTORICAL SOCIETY ON DISPLAY OR SCHEDULED FOR DISPLAY AT C&O HERITAGE CENTER, CLIFTON FORGE, VA.

[REVISED 6/1/2019]

Number/ Type/Configuration/Builder/Date/ Notes/Name

LOCOMOTIVES:

C&O No. 614 Greenbrier type 4-8-4 Steam Locomotive; Lima Locomotive Works, 1948; Restored; repainted as "Greenbrier Express." On loan from Ross Rowland *et. al.* [Theme 6] [On Public Display.]

C&O GP7 Diesel locomotive, No. 6858, EMD, 1952; Restored. On long-term loan from Virginia Museum of Transportation. [Theme 6] [On Public Display.]

C&O SD40 No. 7534 - Built Electro-Motive Division, GM; Feb., 1971; 3,000-hp freight locomotive; Fully restored by CSX Huntington Shops. [On Public Display.]

E9 EMD passenger diesel currently painted New York Central. To become faux-C&O E8 No. 4031. E8/9 EMD Originally used for *Train of Tomorrow*, then used by Union Pacific. To be repainted C&O using one number after last "real" C&O E8. [Theme 6]

PASSENGER CARS:

C&O Lightweight Streamlined Business Car No. Chessie 29 - Built Pullman-Standard, 1950 as C&O 2504, New River Club, rebuilt 1951 to C&O Business Car No. Chessie 29, assigned to C&O President W. J. Tuohy; retired 1971; in private hands until donated to C&OHS 2019. Use for U. S. President Eisenhower's trip to Greenbrier Hotel in 1956. [Theme 1] --- - *Awaiting Arrival at Clifton Forge.*

C&O No. 965, *Gadsby's Tavern*, Heavyweight Diner (40-seats) Pullman Co., 1922. Restored and on display. [Theme 4] [On Public Display.]

C&O No. 458, Heavyweight combination car (18-Seats); Bethlehem Steel, 1926; Restored to 1950 appearance. Has "Jim Crow" section. [Theme 4] [On Public Display.]

C&O No. 2655 Lightweight Pullman sleeping car (10-roomette/6-double bedroom) Pullman-Standard Car Mfg. Co., 1950 (Original name *City of Athens*, renamed *City of Petoskey* Jan., 1951, sold to B&O 1957; used on B&O 1959-1971 as *Shenandoah*; in private service with George Pinns before purchase by C&OHS). Exterior restored to original. Interior in good condition, awaiting minor refurbishments. [Theme 4] [On Public Display.]

C&O No. 1603 Lightweight Coach (originally 44-Seats) Budd Co. Stored. (Originally built for *The Chessie*; sold to Seaboard Air-Line RR, then Amtrak - has Amtrak interior). Awaiting restoration/display. [Theme 4]

C&O No. 1632 Lightweight coach; Pullman-Standard Car Mfg. Co, 1950; Stored. Awaiting restoration. Has original Interior. [Theme 4]

C&O Baggage/Express car; Bethlehem Steel Co.; 1937
Ex-Reading RR baggage car; ex-C&O Work Train Service (Clifton Forge wreck train). Awaiting restoration. [Theme 6]

C&O Heavyweight Full Express Car; ex-Pullman Parlor; formerly Ford Museum display car. Awaiting restoration. [Theme 4]

C&O No. 94031 Troop Sleeper; Pullman-Standard Car Mfg. Co., 1943; Ex-C&O camp car service (Clifton Forge wreck train). Awaiting restoration. [Theme 2A and 6].

CABOOSES:

C&O Wooden Offset-Cupola Caboose No. 90382, originally built for Hocking Valley Ry. in 1881. Restored, but deteriorated; new restoration required. [Theme 6] [On Public Display.]

C&O No. 90219 Caboose American Car & Foundry Co., 1949; Fully restored inside and out to 1949 original appearance. [Theme 6] [On Public Display.]

C&O/Chessie System Caboose No. 903572 (Originally C&O No. 90086 (built Magor Car Co., 1941), rebuilt 4/1969 as C&O 3572, repainted to

Chessie System, 1976.) Ongoing restoration. [Theme 6] [On Public Display.]

C&O No. 3168 Extended vision, wide-cupola Caboose; International Car Co., 1968; Fully restored inside and out. [Theme 6] [On Public Display.]

FREIGHT CARS:

C&O No. 19398 Steel Box Car; American Car & Foundry Co., 1957; Used for storage. Awaiting restoration. [Theme 6]

C&O No. 19426 Steel Box Car American Car & Foundry Co., 1957; Used for storage. Awaiting restoration. [Theme 6]

C&O No. 80435 Flat Car; Bethlehem Steel, 1937; Fully restored. To be used in WWII display with military vehicles on car. [Theme 2] [On Public Display.]

C&O No. 94157 Wooden sheathed box car; ex-C&O work train service (Clifton Forge wreck train). Poor condition; awaiting Restoration. [Theme 6]

FGE Insulated Steel Box Car; Not part of C&OHS formal interpretative collection. Used for archives storage.

OTHER:

C&O TOFC Semi-Trailer; Lettered for C&O ca. 1960; to be used to illustrate "Trailer-on-Flat Car" (TOFC) service. Used for storage. Awaiting cosmetic restoration. [Theme 6]

C&O Handcar Reproduction (1890 design); Operating reproduction of C&O handcar in use into the 1930s. (also known as a lever car or pump car). Operational. [Theme 6] [On Public Display.]

C&O Velocipede, ca. 1900 design, in use until 1960s. Restored and operational. [Theme 6] [On Public Display.]

Commercial quadra-cycle; Restored and operational. [Theme 6] [On Public Display.]

C&O Motor Car; Fairmount Co.; Now being restored as No. M-XXXXX.
Restoration underway. [Theme 6]

Deaccessioned:

C&O No. 1803; Full lounge; Pullman-Standard Car Mfg. Co., *Elk Lake*,
1951 De-accessioned; Pending scrap.

Themes for Interpretation as shown above:

Theme 1 - Eisenhower, C&O, and the Cold War

Theme 2 - C&O and American Railway Fight WWII

Theme 3 - C&O and Coal

Theme 4 - C&O Passenger Service

Theme 5 - George Washington and The Great Connection

Theme 6 - C&O Railway Operations