



INTERPRETIVE ROSTER OF RAIL EQUIPMENT NORTH CAROLINA TRANSPORTATION MUSEUM

STEAM LOCOMOTIVES

Graham County Railroad #1925--- The locomotive was built by the Lima Locomotive Works in February 1925. This Shay type of locomotive, named after the inventor, was designed for the steep grades, sharp curves and bad track conditions found on logging railroads. The Shay locomotives were different in that pistons were vertically mounted on the engineer's side of the boiler, using connecting shafts and gears to turn the wheels. The 1925 was used by the Graham County RR to haul logs out of the Snowbird Mountains to the Bemis Lumber Company mill in Robbinsville, NC. The logging portion closed in 1948, but the railroad continued to carry general freight between Robbinsville and Topton, NC, where an interchange was made with the Southern Railway. Due to dropping freight levels and track conditions, the Graham County ceased operations in 1970. In 1974, a tourist operation, the Bear Creek Scenic Railroad, tried to re-open the line to Robbinsville, but also ceased operation within a few years. The 1925 was donated to the NCTHC in 1988, and restored to operation in 1998 to pull the on-site train ride.

Spencer #604 --- The locomotive was built by the Baldwin Locomotive Works in September 1926. This 2-8-0 Consolidation type locomotive was built for the National Railway of Mexico as oil burner number 200, but never delivered. Instead, it was converted to coal firing and sold to the Buffalo Creek and Gauley Railroad in West Virginia as number 4. In 1964, the locomotive was sold to the Quakertown and Eastern, a tourist line in Pennsylvania. They later sold the number 4 to the Southwest Virginia Scenic Railroad in Hilton, VA. The NCTHC bought the locomotive in 1978, which was restored to operating condition in 1987 by retired Southern Railway employees who volunteered at the museum. The 604 was numbered after similar class locomotives on the Southern, and is used to pull the on-site train ride.

Atlantic Coast Line #1031--- The locomotive was built by the Baldwin Locomotive works in June, 1913. This 4-6-0 Ten Wheeler was one of 25 ordered at that time by the ACL. These class of locomotives earned the nickname "Copperhead" because of the bright copper rings around the tops of the smokestacks. The ACL used them for freight and passenger service around Fayetteville, Rocky Mount and Wilmington in NC, and many places from Richmond, VA to Jacksonville, FL. The Atlantic Coast Line had their corporate headquarters in Wilmington, NC from 1900 until 1960, when it moved to Jacksonville, FL. It was the only Class 1 railroad to be headquartered in this state. As dieselization occurred, many of these locomotives found use on smaller subsidiary lines of the ACL. The 1031 was used on the East Carolina Railway in Tarboro, NC during the mid-1950s and the Virginia & Carolina Southern in Lumberton, NC during the later part of the decade. In 1959 it was placed on display in Florence, SC behind the passenger station adjacent to the rail yards. The City of Florence donated the 1031 to the NCTHC in 1994, resulting in a cosmetic restoration to a 1940s appearance in 1996 for display in the Robert Julian Roundhouse.

Carolina Power and Light #3--- The locomotive was built by the H.K. Porter Locomotive Company in February 1937. This 0-4-0 switcher is a "fireless steam-storage" locomotive. There is an insulated tank instead of a firebox and boiler. It could be charged (filled with steam) in about 15 minutes and would run for two to five hours, depending on working

conditions. These locomotives were used in power plants, lumberyards, textile mills and other areas where a large, ready supply of steam was available or burning cinders were dangerous. The number 3 arrived at the CP&L Lumberton Plant (known as the Weatherspoon Plant after 1958) in 1949 and used until March, 1980. The locomotive was donated in August 1980 to the State of North Carolina and is currently on display in Stall 13 in the Robert Julian Roundhouse.

Duke Power Company #111--- The locomotive was built by the American Locomotive Company around 1922, sold to the Stewart-Jones Company of Great Falls, SC in February 1922 and the Wateree Power Company (later Duke Power Company) on July 7, 1924. This locomotive is similar to the Bonsal #7, except the water tank rides atop the boiler, giving locomotive the nickname "saddle-tank." Duke Power used the locomotive at their Mt. Holly and Cliffside plants along with the Buck Steam Plant on the Yadkin River north of Spencer. Not much is known of its service before 1942 or after 1953. The locomotive was donated to the NCTHC in the late 1970s, and is currently on display in Stall 13 in the Robert Julian Roundhouse.

Seaboard Air Line #544--- The locomotive was built by the American Locomotive Company in March 1918. This 2-10-0 Decapod was built for the Russian State Railroad, but never delivered due to the Revolution of 1917. Before the locomotive could be used in the U.S, wider tires had to be installed since the Russian Railroads used 5-foot gauge, instead of 4 feet 8 ½ inches. It then became the property of the United States Railroad Administration, begun in 1917 to control the shipment of vital war supplies during World War I. Decapods were employed on branch lines throughout the Seaboard system, being based in North Carolina at Hamlet and Raleigh. During the 1950s these decapods were transferred to the Gainesville Midland, a Seaboard subsidiary in Georgia. The 544 was placed on display in Atlanta in 1965 and later sold to the North Carolina Railroad Company in 1980, which donated the locomotive to the State of North Carolina. The 544 was cosmetically restored in 1996 for display in the Robert Julian Roundhouse.

Southern Railway #542--- The locomotive was built by the Baldwin Locomotive Works in 1903. This 2-8-0 Consolidation operated in North Carolina on the Southern Railway around Statesville and Winston-Salem. Repairs were performed at Spencer Shops. Similar class 2-8-0 locomotives were extensively used by the Southern for local freight trains throughout the entire system. In North Carolina they were found from Raleigh to Asheville. Southern owned only 90 of this rare J class locomotive, and the 542 is the sole remaining example. In 1954 the Southern donated the locomotive to Tanglewood Park, near Clemmons, NC. A trade was made in 1991 using the ex-Illinois Central 0-8-0 1894 to obtain the 542 for the museum. It is now stored awaiting restoration.

W. R. Bonsal Company #7--- The locomotive was built by the H.K. Porter locomotive Company in 1943. The US Army as number 5012 used this 0-6-0 switcher for several years until purchased by the W.R. Bonsal Company, a gravel operation in Lilesville, NC in 1947. The locomotive does not have a tender, instead a water tank sits on each side of the boiler and a coal bunker is located behind the cab. These type of locomotives were designed to switch yards or pull very short distance trains. The Bonsal Company donated the locomotive to the State of North Carolina in February 1978. It is now stored awaiting restoration.

DIESEL LOCOMOTIVES

Atlantic Coast Line #501 --- This locomotive was built by the Electro-Motive Division of General Motors in November 1939. Beginning in the late 1930s, EMD developed a passenger

diesel locomotive known as the E series. This E3 was one of the first high production models. The ACL ordered two, numbered 500 and 501, for service on *The Champion* between New York City and Miami, Florida. Each locomotive produces 2,000 horsepower from two 567-A 12-cylinder prime movers. The ACL chose purple and silver to decorate these locomotives, partly due to the long-time use of purple on ACL timetables. The 501 remained in service until 1970, operating over 6 million miles. This distinction made the 501 the most traveled E unit in US history! The NC DOT Rail Division purchased the 501 in 1998, and placed the locomotive on long term loan to the museum.

Beaufort and Morehead #1860 --- This locomotive was built by the Fairbanks Morse Company of Beloit, Wisconsin and is a model H-12-44. FM entered the locomotive business rather late, basing the power from their opposed-piston marine engines used in diesel submarines used during World War II. This locomotive was originally purchased by the US Army in the 1950s and used at the Sunny Point Military Ocean Terminal before being used to switch the B&M and based in the Morehead City State Ports. The NC Transportation Museum acquired the locomotive in 2004 after disposition from the State Ports.

Duke Power Company #5951 --- This locomotive was built by General Electric in 1953. The 25-ton switcher was used until its retirement by the Duke Power Company, which used the locomotive at the Buck Steam Plant, north of Spencer. General Electric developed this type of locomotive during the 1940s for industrial plants and small yards to move freight cars through the plants. Duke Power donated the locomotive to NCTHC in 1992, and it is used when an 85-foot passenger car is moved on the turntable.

Norfolk & Western #620 --- The locomotive was built by the Electro-Motive Division of General Motors in 1958. The Norfolk & Western Railway was one of the last Class 1 railroads to dieselize, starting in 1959. Part of their main traffic was coal from West Virginia to the Tidewater section of Virginia, and the railroad kept using steam power to show its continued usefulness. The GP-9 locomotive developed 1750 horsepower from its 567-C prime mover. The N&W used GP-9s for both freight and passenger trains, the later painted in a Tuscan Red and Gold scheme. Freight units wore basic black. The 620 continued in service, working from Roanoke, VA to Ohio until being retired in 1985, when it was donated by Norfolk Southern Corporation to the NCTHC. Volunteers, using money given by NS Corporation, painted the locomotive in the passenger scheme for use on the site train ride. It receives more use than the others, due to favoritism of the crews.

Southern Railway #2601--- The locomotive was built by the Electro-Motive Division of General Motors in 1963. The GP-30 diesel was produced from 1961 to 1963, selling 948 units to railroads throughout the United States. All GP-30s were equipped with 567-D3 16 cylinder prime movers connected to turbochargers generating 2250 horsepower. Many railroads, including Southern, used 4-5 GP-30s together to pull fast time limited freight trains. Southern continued to use their units until the late 1980s, with most retired off the roster by 1993. Norfolk Southern Corporation donated the locomotive to NCTHC in 1992, and later took the engine to Chattanooga, TN in 1995 for an exterior cosmetic restoration to Southern Railway early 1980s paint scheme. It is used to pull the train ride around the property when needed.

Southern Railway #6133--- The locomotive was built by the Electro-Motive Division of General Motors in 1950. This FP-7, operated by the Southern Railway, was the property of the CNO&TP (Cincinnati, New Orleans & Texas Pacific). The FP designation meant the locomotive could be used for passenger or freight trains, using a 567-B 16 cylinder prime mover, generating 1500 horsepower. These were F-7 freight locomotives with a steam generator placed at the rear of

the locomotive, increasing body length by four feet. FP-7 locomotives were used on small branch-line passenger trains throughout the Southern Railway System. By the late 1970s, there were very few FP-7s left on the roster due to Southern eliminating many passenger trains. The 5-8 left were used for excursion trains as part of the Steam Program begun in 1966. The 6133 was donated to the NCTHC in 1980, and restored by the volunteers to its original green/ imitation aluminum paint scheme. It is used to pull the train ride around the property when needed. Another mechanical and paint restoration was performed by the Ohio Central Railroad in 2006.

Southern Railway #6900--- The locomotive was built by Electro-Motive Division of General Motors in 1951. Originally numbered 2923, the E-8 was the first of seventeen units ordered by the Southern Railway. The E-8 had two 567-B 12-cylinder prime movers, developing a total of 2,250 horsepower. The Southern used the E-8s to pull passenger trains, including the *Southerner*, *Crescent*, *Tennessean* and *Royal Palm*. They were first painted green with imitation aluminum striping, changing to black in the late 1950s. In 1972, Southern President W. Graham Claytor had all E-8s painted green and aluminum to reflect history and pride of the railroad, and renumbered 2923 to 6900. The 6900 ended its career on the Southern pulling the *Southern Crescent* from Washington, DC to Atlanta, GA. After Southern Railway ceased passenger service in 1979, the 6900 was donated to the NCTHC the next year. Norfolk Southern Corporation restored the exterior of the locomotive in 1995 at Chattanooga, TN. It is now on display in the Robert Julian Roundhouse.

U. S. Navy #65-00556--- This locomotive was built by the Davenport Locomotive Works in 1953. The 44-ton switcher was built for the United States Armed Services and saw duty with the Army and Navy. It is currently painted for service with the Navy. It was retired in the late 1980s. Congressman Bill Hefner assisted the State of North Carolina in acquiring the locomotive from the Federal Surplus Depot in Maryland in 1990. It is used for switching purposes around the property.

AMTRAK #307 --- This locomotive was built by the Electro-Motive Division of EMD in May of 1979. 200 of these F40 locomotives were designed to pull passenger trains anywhere in the US, usually in multiples of 2-3 per train. By the mid 1970s, many of the older E-unit passenger diesels were 20 plus years old and were developing several mechanical problems with the diesel engines and outdated steam generators. The new design F40, based on a freight GP40, gave AMTRAK a locomotive with more power and equipment like Head-End Power, an all-electric way to heat and air condition the cars. By the mid 1990s they were themselves the old, worn-out locomotives and AMTRAK began replacing with the P42 from General Electric. Most of the F40s were removed from service in 2000, with several being converted into baggage cars by removing their diesel engines and installing side roll-up doors. This locomotive was purchased for \$1.00 and donated to the NCTMF in 2004 for eventual display in the Back Shop.

Norfolk Southern #1616 --- This locomotive was built by the Baldwin Locomotive Works in 1955. The AS-416 is one of several that were ordered by the original Norfolk Southern Railway. The 1616 has electrical components supplied by General Electric. The original NS ran from Charlotte, NC through Raleigh to Norfolk, VA. Early dieselization used Baldwins and General Electric 70-tonners. Later they bought EMD GP-18s. The Southern Railway merged the NS Railway into the system in 1974, and after the N&W merger in 1982, used the name in part for the new corporation. After 1974, Southern sold all the remaining Baldwin locomotives, and the 1616 went to the Peabody Coal Company in Lentzburg, Ill. They donated the engine to the State of North Carolina in 1981, and volunteers restored the locomotive to its late 1950s early 1960s appearance. It is now on display in the Robert Julian Roundhouse.

NC Ports Authority #L-3--- This locomotive was built by General Electric in 1943. The 45-ton switcher was used by the Ports Authority in Wilmington its entire career. These locomotives had only one traction motor per truck, and used side rods to turn the other axles. The Ports Authority switched freight brought into the port for shipment overseas. They also moved and loaded freight brought in by ship. State ports are located in Wilmington and Morehead City, NC. Current plans call for cosmetic restoration and display near the picnic shelters. This locomotive and the Transportation Corps 45-tonner are the oldest diesel locomotives at the museum.

Piedmont and Northern Boxcab 5103 - Built by the General Electric in 1913 as an electric locomotive. Power was supplied either through a 600-volt D.C. trolley pole or a 1500-volt D.C. overhead catenary shoe. The P&N was the only mainline Class 1 railroad in the south to use electric locomotives. They also had a divided right-of-way, with part operating Charlotte to Belmont, NC and the other Spartanburg to Greenwood, SC. The 5103 worked first in SC then ended its service running old trolley tracks in downtown Charlotte in 1958. The 5103 was chosen to be restored by the P&N at their Greenville, SC shops in 1963 and donated to the Atlanta, NRHS Chapter. The NCTHC purchased the locomotive in 1995, to be placed on display in the roundhouse to interpret this unique railroad owned by James Duke.

U.S. Army Transportation Corps #7497--- This locomotive was built by General Electric in 1943. The Armed Forces used these types of locomotives in the US and overseas in rail yards switching cars or powering local, short distance freight trains. The Transportation Corps was authorized in 1943 to move men and material wherever needed around the world, previously managed by the Corps of Engineers. While not in conflict, the Transportation Corps uses these locomotives to switch military posts and supply depots. The 7497 was last assigned to Hill Air Force Base near Salt Lake City, Utah. The Federal Government in 1991 donated it to the State of North Carolina. The locomotive, still in Transportation Corps paint, is serviceable though does not meet FRA guidelines. It is currently displayed in the Robert Julian Roundhouse.

PASSENGER EQUIPMENT

#1292 – “Jack Vail” --- This coach was built by the Standard Steel Car Company in 1922, and used on the Reading Railroad in Pennsylvania. It was later acquired by the Southwest Virginia Scenic Railroad, and sold to the NCTHC in 1978. The seats have been removed, and two wooden benches, running the length of the car, have been installed. It is used mainly in the summer months as an open-air car.

#1295 --- This coach was built by the Standard Steel Car Company in 1922, and used on the Reading Railroad in Pennsylvania. It was later acquired by the Southwest Virginia Scenic Railroad, and sold to the NCTHC in 1978. The volunteers have repainted the car inside and out and recovered the seats.

#1297 --- This coach was built by the Bethlehem Car Company in 1927, and used on the Reading Railroad in Pennsylvania. It was sold in 1964 to the Quakertown and Eastern Railroad, who modified the car by changing a vestibule into an observation platform. The NCTHC acquired the car in 1978. Volunteers have repainted the exterior and recovered the seats.

#1298 --- This coach was built by the Standard Steel Car Company in 1922 and used on the Reading Railroad in Pennsylvania. It was later acquired by the Southwest Virginia Scenic

Railroad, and sold to the NCTHC in 1978. The volunteers have repainted the car inside and out and recovered the seats.

#4953 --- This coach was built by the Canadian Car and Foundry in 1924 and used by Canadian National for intercity passenger service. It was later reassigned to commuter service around Montreal. NCTHC purchased the car in 1992, and has repainted the exterior to match the Reading coaches. It is used during peaks of heavy visitation.

#4955 – “James Bistline” --- This coach was built by the Canadian Car and Foundry in 1924 and used by Canadian National for intercity passenger service. It was later reassigned to commuter service around Montreal. NCTHC purchased the car in 1992, and has repainted the exterior to match the Reading coaches. It is used during peaks of heavy visitation.

Norfolk and Western Combine # 1506 – This combine, class BPd, was built by Harlan & Hollingsworth/Bethlehem Steel in 1917/1918. Original series included the 1500 – 1512, with differences in baggage compartment length and number of seats. All but three (including the 1506) were rebuilt in 1947/1948 with air conditioning and a new roof. Used by N&W for mixed train service and lower traveled routes. This car is used for ADA handicapped service on the museum train ride. Repainted into the N&W tuscan and black paint scheme.

Hampton & Branchville Motor Car #M-200 --- Built by the Edwards Motor Car Company in 1926. The Edwards Company was based in Sanford, NC producing motor cars from 1917 to 1939. The H&B used the car for passenger service between Hampton & Cannadys, SC until 1951. The car is divided in motorman/baggage section, white seating area and colored seating area. The M-200 is currently undergoing restoration and will be displayed in the Robert Julian Roundhouse. This is one of only four known remaining Edwards Cars in the United States of the approximately 100 built. It is the only one in 90 – 100% of its original condition. See the kiosk in the Green Room for photographs and other information.

Norfolk Southern #14 “Royal Arch” --- This sleeping car was built by the Pullman Company in 1949 as the “York River”, a 10 roomette 6 double bedroom sister to the “Catawba River.” The original “Royal Arch” was an observation car that was wrecked in 1974 on the *Southern Crescent* train. The Southern forces at Hayne Shops in Spartanburg, NC took the “York River” and converted it to an 11 double bedroom sleeping car and renamed it “Royal Arch.” Southern used the car in passenger service until 1979, when it was transferred to business and inspection train service. Norfolk Southern Corporation kept the car until 1991, when it was donated to the NCTHC. It is currently stored in the Car Shop yard.

Southern #49 – Railway Post Office --- This car was built by the American Car and Foundry in 1922. Railway Post Office (RPO) cars were first used in the United States on the Chicago and Northwestern Railroad in 1864. Postal employees would receive mail either stopped in a station or on the fly using mail bag poles, be able to sort the mail by towns or cities and deliver the mail at regular station stops. Up to 10 people could work in a single car, though 5 was normally assigned. This car was owned by the Southern Railway, but operated by US Post Office employees only. In the 1960s the decision was made by the Post Office to use air mail and highway trucks to move the mail instead of railroads. The last RPO cars were used on the Illinois Central Railroad in the mid 1970s. The car was sold to the NCTHC in 1978, and is currently on display in the Robert Julian Roundhouse.

Southern Railway #1211 --- This coach was built by the Pullman Car Company in 1928. Southern originally numbered the car in the 1600 series, used for standard heavyweight coaches.

In 1940, the Southern rebuilt the coach into a segregated or “Jim Crow” car, with two 21-seat sections divided by restrooms. One section for whites the other for blacks. These types of coaches were found in the South from 1900 to the 1960s. The North Carolina Railroad Company purchased the car in 1980 and donated it to the State of North Carolina. The exterior was repainted in 1996 for display in the Robert Julian Roundhouse.

Southern Railway #2003 “Catawba River” --- This sleeping car was built by the Pullman Company in 1949. The exterior is stainless steel, and the interior is divided into 10 roomettes and 6 double bedrooms. Southern, like many railroads, named their sleeping cars after geographic features alongside the right-of-way. Southern used rivers to name this series of cars. These sleepers were used on the *Crescent*, *Royal Palm*, *Southerner* and other named trains. The cars are streamlined and lightweight, and were first used by the Southern in 1941. Roomettes were small bedrooms for the single traveler, but the room could sleep two. The double bedrooms offered more space and connecting doors could be opened for families. Showers were located at the end of the hallway. Southern used the car until 1979, when Amtrak took possession of their passenger service. Al Nippert bought the car in 1982, and donated it to the NCTHC in 1991. It is now on display in the Robert Julian Roundhouse.

U.S. Army Hospital Unit Car #89480 --- This car was built by the American Car and Foundry Company in 1945. These types of passenger cars were designed to transport wounded troops from Hospital Ships to Veteran Administration and civilian hospitals across the United States. The interior has a kitchen, receiving area, pharmacy, six trauma patient beds, thirty-six regular beds and quarters for the doctor and nurses. They could be used in solid hospital car consists or as a single car attached to a passenger train. After World War II, some cars were shipped to Korea to be used as transport ships overseas. Photographs show these were also used to exchange wounded prisoners of war. The car was donated to the State of North Carolina in 1978. The exterior has been cosmetically restored while work continues on the interior. It is currently on display in the Robert Julian Roundhouse.

East Tennessee and Western North Carolina Combine #15 – This combine was built in 1917 by the American Car & Foundry - Jackson & Sharp Division. It has three sections – a white passenger area, railway post office with black passenger seats and a baggage section. The ET&WNC was narrow gauge, operating on rails three feet apart instead of the normal standard gauge of 4 feet, 8 ½ inches. The railroad ran from Johnson City, TN through Cranberry, NC to Boone. An iron mine in Cranberry was one of the main industries. The narrow gauge was abandoned in 1950 due to major flooding over part of the line. The car is constructed mainly from wood, including the frame. Pot-bellied stoves heated the car during winter. The NCTM Foundation acquired the car in 1998 from the ET&WNC Historical Society. It is awaiting a complete restoration.

Pullman “Shubert” --- This sleeping car was built by the Pullman Car Company in 1924. It was one of the first compartment-style sleeping cars, using walls instead of curtains to separate berths. There were 6 compartments with toilets and 3 drawing rooms, making it a “6-3” style sleeping car. Air conditioning was added in June 1939. The Schubert was used on several New York – Florida trains through the 1940s, 1950s and 1960s. The car was sold to Darby Wood Products on April 1, 1967. It was donated to the State of North Carolina in 1978.

Southwest Virginia Scenic #1007 --- This coach, possibly built by the Standard Steel Car Company or Bethlehem Car Company in the 1920s, was originally owned by the Central Railroad of New Jersey. NCTHC purchased the car in 1978. Not much historical information is known about this car.

Southern #1077 “Joseph R. Neikirk” --- This coach was built by the Pullman Car Company in 1922. Southern originally numbered the car in the 1600 series, used for standard heavyweight coaches. In 1948, the car was rebuilt as an air-conditioned coach, and renumbered into the proper series. The car is currently in need of a generator to power the air-conditioning to possibly use in the on-site train ride. The car was obtained by NCTHC in 1980.

Southern #2480 “McChesney” --- This sleeping car was built by the Pullman Car Company on March 12, 1925. The car has 12 sleeping berths, covered with curtains, and one drawing room, which was a larger sleeping area. Air conditioning was added in November 1937. The Pullman Company owned and maintained a large fleet of sleeping cars which traveled across the United States on various railroads which leased the cars for long distance trains. The Southern used this car exclusively after 1938, with ownership formally transferred in 1948 after the Pullman Company was sued with antitrust laws. The car continued in service through the late 1960s. The car was acquired by NCTHC from the Atlanta NRHS Chapter in 1979. The car is currently stored in the paint shop awaiting an exterior cosmetic restoration.

PRIVATE CARS

Carolina --- This car was built by the Pullman Company sometime between 1890 and 1900, and used as the “Wisconsin” by the John Wringling. The Norfolk Southern Railroad purchased the car in 1916, who possibly named it “Virginian.” They later sold the car to the Atlantic & East Carolina Railway in 1950, who changed the name once more to “Carolina.” The A&EC kept the car in Morehead City, for use of the executives. In 1957, the Southern Railway leased the A&EC, and began using the “Carolina” as a business car and a fishing camp before donating to the NCTHC in 1990. It is awaiting movement to the Ringling Museum of Art in Sarasota, Florida.

Doris --- This car was built by the Pullman Car Company in 1917 for James Buchanan Duke, founder of the American Tobacco Company and President of the Piedmont and Northern Railroad. Mr. Duke named the car for his only daughter Doris, and used it to travel in the U.S. and Canada researching hydroelectric power plants as well as traveling from Durham to New York City. After his death in 1925, the car was sold to the Western Pacific Railroad who changed the name from “Doris” to “No. 101.” They also upgraded and modernized the car, including installation of air-conditioning. The “Doris” returned to North Carolina in 1980 when the car was donated to the NCTHC from Mr. Fred Rosenberg of California. The car was restored inside and out to as close as possible its look during Mr. Duke’s ownership. The “Doris” was also AMTRAK compatible, and used to promote the Museum at private car conventions or other trips. It is now on display in the Robert Julian Roundhouse.

Loretto --- This car was built by the Pullman Car Company in 1902 for Charles Schwab, first President of United States Steel Company, formed in 1901. He later became President of Bethlehem Steel Company. Mr. Schwab used the car to travel for company business and family vacations. In 1917 he ordered an updated private car from Pullman, and sold the passenger car to Bethlehem Steel. The car is named for the small Pennsylvania town where Mr. Schwab was raised. The second car is named “Loretto II” and is currently at a museum in Pennsylvania. The original “Loretto” was sold to Birmingham Rail and Locomotive Company in 1936, which sold the car to Colonel Elliot Springs, President of Springmaid Mills and the Lancaster and Chester Railroad. He placed the car behind his home and used it as a business office and part-time apartment for his daughter. After his death in the late 1970s, the car was donated to the NCTHC

in 1978. The interior has been restored and the car is now on display in the Robert Julian Roundhouse.

BAGGAGE CARS

Southern #658 --- This car was built by the Pullman Car Company in 1918 as a combination baggage and passenger car. The car was used by the Southern in original configuration until the 1970s, when it was converted for work train service. It is owned by the NCTHC.

Southern #6262 --- This car was built by the Pullman Car Company in 1926 as a Tourist Sleeping Car for the *Crescent Limited* passenger train. Southern rebuilt the car in 1954 into a baggage car at Hayne Shops in Spartanburg, SC. The car now stays in the siding beside the Master Mechanic's Office. The Winston-Salem NRHS Chapter donated it to the NCTHC.

Southern #6454 --- This car was built by the Pullman Car Company in 1927 as 10 section 2 drawing room "E. Cary Walthall." Southern converted the car for baggage in the mid-1950s at Hayne Shops in Spartanburg, SC. The car is awaiting restoration and adaptive usage.

FREIGHT EQUIPMENT (REVENUE)

Atlantic & East Carolina Boxcar #606 --- This boxcar was originally built by an unknown manufacturer in July 1930 for the Seaboard Air Line Railway. The A&EC Railway operated from Goldsboro to Morehead City, NC beginning in 1939, when the tracks of the Atlantic & North Carolina were leased. The 606 was acquired sometime in the 1940s and rebuilt with metal sides and updated brake equipment in 1953. One of the commodities carried by this boxcar was tobacco, very prominent in eastern North Carolina and part of the railroad's slogan, "Tobacco Belt Route." The car was donated by Norfolk Southern in 1981 to the State of North Carolina, restored in 1996 and is currently on display in the Robert Julian Roundhouse.

Cone Mills Boxcar # 16 – This car was built by Pullman at their Bessemer Alabama plant in September of 1937 as Central of Georgia 4485. Cone Mills obtained the car in the early 1970s for movement of textile products at their Greensboro, NC plant. The Greensboro, NRHS Chapter obtained the car in 1983 and donated it to the NCTM Foundation for an exhibit on textiles and associated railroad movement in North Carolina. Will eventually be placed beside FGEX1580 at the MMO platform.

DuPont Tank Car #6826 and Covered Hopper #38069 --- The tank car was built in 1958 by AC&F Industries and the covered hopper in 1962 by the Magor Corporation. The E.I. duPont de Nemours and Company used these cars to help transport raw materials, including petroleum products, dies, plastics and paint to and from plants across the United States. From the 1900s, several private companies have operated their own fleet of railroad cars, helping save the cost of leasing equipment. DuPont still maintains their own cars, these were retired due to their friction bearing trucks. The NCTHC took donation of these cars in 1991, after DuPont had them repainted. The 6826 is on display in the Robert Julian Roundhouse and the 38069 is alongside the picnic shelters behind the L-3.

Fruit Growers Express Mechanically Refrigerated Boxcar #1580 --- This car was built by the American Car & Foundry in 1953. Mechanically refrigerated boxcars first appeared in the early 1950s, using freon to replace blocks of ice to cool the car. FGE was based in Alexandria, Virginia, where their offices and maintenance facility was located. Most yards

around the country had tracks designated for refrigerated boxcars, since much of the cargo was transferred to trucks at destination points. Cargo included fresh produce, beef, milk, poultry or any other item requiring refrigeration. This car was donated to the State of North Carolina in the early 1980s and serves as the slide movie car alongside the Master Mechanics Office.

Fruit Growers Express Refrigerated Boxcar #39650 --- This car, built in 1949, is similar to the 1580 except blocks of ice were used to refrigerate the boxcar. Special icehouses and platforms were constructed alongside rail yards to push blocks of ice through roof hatches into the cars to keep perishables from spoiling. This car was one of the last constructed before mechanical refrigeration cars became widely used. Several companies, including Swift, Armour, Pacific Fruit Express as well as beer manufacturers all owned refrigerated boxcars. FGE was based in Alexandria, Virginia. The car currently fills empty slots in the Robert Julian Roundhouse while awaiting restoration.

Southern Railway Boxcar #262914 --- This car was built by Pullman Standard in the 1950s. It is a fifty foot, single door boxcar, used to carry bulk commodities which need a dry, clean and securable transport. The car was sandblasted, repainted and displayed near the sandblasting tower where all equipment was prepared for the paint shop nearby.

Seaboard System Pulpwood Car #402348 --- This car was made from cast steel in the 1940s. Pulpwood was carried by the railroads to paper mills or other wood products plants on specially designed flatcars. They had a v-shaped floor and reinforced bulkheads to keep the load from shifting in transport. The logs were stacked in two rows running the length of the car. Railroads still use pulpwood cars today, several of which run behind the museum on Norfolk Southern trains. The car was donated to the NCTHC and is awaiting restoration.

Norfolk & Western Coal Hopper #59159 --- This car was built in 1939-1940 as N&W class H-9 coal hopper. The N&W coal traffic accounted for 50 – 65% of all freight on the railroad, resulting in ownership of several thousand hoppers. Coal mined in West Virginia was shipped to the Norfolk, VA for export and to several factories in North Carolina. The N&W operated three branch lines into NC – terminating into Durham, Winston-Salem and North Wilkesboro. In 1963-64 the car was rebuilt and renumbered 64888. In 1980, it was converted to ballast service, keeping the same number. The car will be restored to original appearance with the 59159 number.

Norfolk & Western Gondola #547883
Norfolk & Western Gondola #510383
Southern Railway Boxcar #47506
Southern Railway Boxcar #43731
Southern Railway Boxcar #43969 – located beside Rowan Printing building
Southern Railway Sand Hopper Car #900116
Southern Railway Open Hopper Car #281533
HSS Boxcar #101

MAINTENANCE OF WAY AND NON-REVENUE EQUIPMENT

Carolina, Clinchfield and Ohio Caboose #1048 – This caboose was built by the CC&O at their Erwin Tennessee shops in 1924, following standard caboose plans in use at that time. It was used by the CC&O and later Clinchfield Railroads until the 1960s, when all wooden cabooses were replaced by steel on that railroad. The Samuel Spencer Chapter, NRHS purchased the caboose in the 1987 and began to completely restore from the wheels to the roof, inside and out. Today it is occasionally used for caboose trains around the property and is on loan for display from the Chapter.

Cliffside Railroad Caboose #105 --- This caboose was originally built for the Seaboard Air Line Railroad in the 1920s. The Cliffside was a short-line railroad that ran from just south of Ellenboro to Cliffside, NC. The SAL was their connection to the outside world. As is typical with larger railroads, some of their equipment is passed on to smaller affiliated lines. The Cliffside Railroad obtained the caboose sometime in the 1950s and continued its use until 1978. It was purchased by the Spencer Moose Lodge in 1979 and later donated to the State of North Carolina. It has been repainted and on display in the Robert Julian Roundhouse.

NC DOT Rail Division --- Ex-ICG caboose bought by NC DOT to convert into an exhibit caboose for special events. Currently on loan to the museum and displayed alongside the Cone Mills boxcar beside the MMO platform.

Norfolk & Western Caboose #555012 --- This caboose was built by the International Car Company of Kenton, Ohio as Class C32 in 1976. It is one of the last cabooses made before they were allowed to be removed from freight trains in 1984. As a modern caboose, it has all the conveniences except bunks, which the N&W did not have installed. These cabooses were used in short mileage trips and pool service, meaning they were not assigned to a specific crew. Before the 1960s, cabooses were routinely assigned to a particular conductor, who personalized the inside and exterior as needed. After the 1960s, many cabooses were placed on trains as available, and used throughout the railroad system. This caboose, owned by NCTHC, was repainted inside and out and is displayed and opened in the Robert Julian Roundhouse.

Norfolk Southern Caboose #387 --- This caboose was built from an old boxcar by the NS Railway in their shops in 1937. Some railroads converted their old thirty-six foot boxcars into cabooses for use by the train crew. The sides were stripped to the frame, and in this case new sides and bay windows were fashioned so the crew could watch over the train while in route. Large windows allow easy visibility when going through curves. These cabooses were painted either a boxcar red or gray, depending on the decade. The caboose was donated to the Town of Spencer in 1976 and later to the State of North Carolina in 1986. It has been restored in the last paint scheme of gray with red stripes to match the NS diesel 1616 and is displayed in the Robert Julian Roundhouse.

Seaboard Air Line Caboose #5458 --- This wooden caboose was built by the Seaboard in 1926. Cupola style cabooses allowed the train crew to look over the top of the train while in route. Seaboard continued to use these cabooses into the 1960s, replacing the wood sheath with plywood or steel sides. It represents a caboose in the 1930s, with a coal-fired stove and primitive bunks and ice bunker. It has been restored inside and out and on display in the Robert Julian Roundhouse.

Seaboard Coast Line Caboose #0613 --- This caboose was built by the Atlantic Coast Line Railroad from thirty-six foot boxcars in 1964. The railroad, instead of purchasing new cabooses, had the shops in Waycross, Georgia construct them from old boxcars, reusing the sides and roofs. They had a cupola and four windows per side. They became nicknamed “orange crates” for the color ACL chose to paint them. In 1967, ACL and SAL merged, creating the SCL. The color scheme of the 0613 did not change until 1982, when a gray scheme was created for the Family Lines System. The caboose was donated to the State of North Carolina by CSX Corporation in 1993 and has been restored to SCL 1970s orange and black paint. It is on display in the Robert Julian Roundhouse.

Southern Railway Maintenance- of –Way Ballast Train --- This train was developed by the Southern Railway in the 1960s as a way to clean the ballast along the right-of-way of debris to keep water from pooling around the tracks. The cars in the set are:

#BCC-6W – Ballast Cleaner – This car, nicknamed “Gravel Girdy” has a large wheel that picked up the ballast to start the cleaning process.

#992491 – Flat Car

#992492 – Flat Car

#992453 – Water Car

#992454 – Tank Car

#991488 - 991489 – YCC Hopper Cars

These were donated to NCTHC by Norfolk Southern Corporation in the 1980s and are displayed beside the Paint Shop.

Southern Railway Speeder --- Built by Fairbanks-Morse and displayed in Robert Julian Roundhouse.

Southern Railway Derrick #903006 and Boom Car #910016 --- This 150-ton derrick was built by the Bucyrus Company of Milwaukee, WI in 1921 as steam-powered. The Southern did not convert their derricks to diesel until the 1970s. This derrick was assigned to New Orleans, LA. Work trains had derricks to re-rail freight cars and locomotives. Norfolk Southern Corporation donated the derrick to NCTHC in 1990. It is displayed in the Robert Julian Roundhouse.

Norfolk and Western Caboose # 518675 - This caboose was built by the International Railway Car Company of Kenton, OH in 1969. It has been restored in the as-delivered blue and yellow paint scheme, adopted by the N&W after the merger with the Wabash Railroad in 1964. It will be used for on-site caboose rides. Purchased by the Foundation in the mid-1990s.

Norfolk and Western Caboose # 518641 - This caboose was built by the International Railway Car Company of Kenton, OH in 1970. It is currently painted for the short line VTRX with the number 100. No plans have been made to restore back to N&W paint and letters at this time. Purchased by the Foundation in 1999 for use on caboose trains around property.

Norfolk & Western Caboose #562543 --- Cupola style caboose built in 1942. Originally used on the Wabash Railroad as 2728, became N&W 562728. Used by some of the volunteers as weekend sleeping accommodations, repainted as N&W Class C-17 with incorrect number. Sits outside roundhouse.

Norfolk Southern Bunk Car #911 --- This car was built in 1943 by the Pullman Company as a US Army troop sleeper. Norfolk Southern purchased the car after World War II and used it in maintenance-of-way service for work crews. Norfolk Southern Corporation donated

the car to the State of North Carolina in 1979 and is occasionally used by volunteers working over the weekend.

Southern Railway Caboose #X648 --- This bay window caboose was built by Southern Railway in 1951 and later rebuilt in 1969. It was part of a caboose program begun in the late 1940s to retire the wooden cupola cabooses. Donated by Norfolk Southern to NCTHC.

Winston-Salem Southbound #671 --- This is an ex-ACL M-5 caboose painted and lettered for the WSSB, but is not an actual caboose assigned to that railroad. The M-5 cabooses were built by the ACL starting in 1964. It is not known if 671 was the original number, since the last WSSB caboose was 670. Used for on-site caboose rides.

Track Maintenance Equipment --- Listed below are the pieces used for maintenance at the museum:

ET-71-S Southern Railway Switch Tamper
Norfolk & Western #21462 Tie Handler
Southern Railway #BR123B Ballast Regulator

Other Track Maintenance Equipment---

Southern Railway wooden hand pump car built by museum volunteers
Southern Railway Hi-Railer #234503 – to be used as exhibit in future
Steam Derrick – origin unknown
Scale Test Car #992501 – in scale house
Central of Georgia Speeder – in roundhouse

MISCELLANEOUS EQUIPMENT

40 & 8 Boxcar --- This wooden boxcar was part of the Gratitude Train given to the United States in 1949 by the French Government as a thank you for help in World Wars I & II. Each of the 48 states at that time and the District of Columbia received a car. They were full of gifts and mementos celebrating the victories. The name is derived from its capacity – 40 men or eight horses. It was restored in 1996 to original appearance and is displayed in the Robert Julian Roundhouse. The 40 & 8 Society has loaned the car to the State of North Carolina for display at the museum.

New Orleans Trolley #918 --- This trolley was built at the Perley Thomas Car Works in High Point, NC in 1923. Thomas streetcars were used in North Carolina, South Carolina, Louisiana and Alabama. New Orleans still uses Thomas streetcars for their trolley service around the city. This car was acquired by the High Point Museum, which donated the car to the NCTHC in 1978. It is awaiting restoration.

Southern Railway Safety Car #SA-2 --- Converted from the 10-1-2 Pullman sleeper *Galesburg* (originally built 12-16) sometime in the 1950s. The inside was altered into a classroom with film projector and hands-on area. The car is owned by Historic Salisbury Foundation and will eventually be returned to the Salisbury Depot.

Illinois Central Caboose # 199489