Welcome

This month’s color photo album concentrates on GP7 engines in various settings. When C&O was beginning to dieselize, the mechanical and operational officials involved were being wooed by sales representatives and mechanical engineers from American Locomotive Co. (Alco), Baldwin, and General Motors’ Electro-Motive Division (EMD). After all, C&O was an all-steam holdout and was proclaiming the durability of steam right up to early 1949, when, like a bolt from the blue, it ordered over a hundred switchers, mostly from Alco, but some
from EMD. All this time C&O officials were saying, yes, they’d buy some switcher diesels because they could pay for themselves in five years but by then the coal-fueled gas-turbine locomotive would be ready to replace them and the bigger reciprocating steam. But, as we all know, that didn’t happen, and by 1949, after experience with diesels on the Pere Marquette, C&O ordered EMD F7s, but put them on the Chicago Division, as far from the coal fields as possible.

It was not long, though, because the economies of diesels, even in the short run, became so evident that C&O could not resist, and the ultimate dieselization of the entire system was all but chiseled in stone, even though for at least a year or two public statements still said that there was a place for steam on the mainline trains. C&O’s officials, though wanting to cater to the coal operators, its biggest customers and source of its wealth, did not seem to have the almost religious devotion to steam of neighboring Norfolk & Western.

The big question then was what builder had the best engines for the best price. Numerous studies were done on various aspects of C&O operations, and the financial managers sharpened their pencils to show the economies of diesels. C&O ordered Alco engines because of familiarity with the company, among other things. Although most people might not realize it, Alco and its predecessor companies delivered more steam locomotives to C&O, over time, than any other, seconded by Baldwin. Lima, which made such a splash on C&O in the last 20 years of steam, was a far distant third.

No sooner were the first F7s on the line that EMD delivered its first batch of GP7 models, the “GP” standing for “general purpose.” They were called “road switchers” because they were designed so that they could be used conveniently for switching work or line-haul trains. The first batch was intended for use on the former Pere Marquette lines in Michigan, alongside the abortive EMD BL2 model that had been in Michigan area service since 1948. The new design gave up the pretense of streamlined appearance for pure functionality. Through 1952 and 1953 more GP7s arrived and were assigned to other locations. The hold of reciprocating steam was loosed forever.

EMD replaced the GP7 with the GP9 in 1953. The only major difference was an increase on horsepower from 1,500 to 1,750. These units, built through late 1957, wiped steam away entirely. The GP7s and GP9s were used interchangeably on all
regions of the C&O system in the following decade and were masters of the motive power fleet until second generation units began arriving in 1962. Most remained in use through the 1970s, and many survived through the Chessie System era. None were ever repainted CSX.

Sincerely,
Tom Dixon

We continue to invite submissions of articles for possible publication in this e-newsletter medium and more importantly in our print magazine. If you want to do this and don't know how to start, contact Tom Dixon at 434-610-8959 or tdixon@cohs.org.

We are always interested in new members. They are our lifeblood. Many who receive this free e-newsletter are not regular members. We really want to attract some of you to join as full members. If you do, you get six 48-page magazines each year and discounts on almost everything we sell. You will also receive four free books, a $100 value (see ad below in this newsletter). However, most importantly in the long run, you help us to continue our work in preserving and disseminating C&O history not just within our small group but to the public at large.

- Tom Dixon, Founder/Chief Historian

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Any of the images shown can be purchased as glossy prints sized to your specification, or as high resolution digital downloads, or digital files on CD. For a quote, call 540-862-2210.

Finding More Photos

In these color albums each month we try to give you a look at some of the images in the C&OHS collection. If you want to look at more, go to the cohs.org web site. Once there, click the large Search the Archives button on the homepage. This will give you a space for KEYWORD. Put in here words that you think might have been used to caption the images for which you are looking. Color images all have the word COLOR in their caption.

Let's try an example: Say you want to look at box
cars:
Enter the word BOX and that should produce for
you a listing of every caption with that word. Now,
you will get some that aren't cars (for example
"smokebox"); just ignore them as you scroll
through the listing. But suppose you wanted only
color photos; then enter COLOR BOX and click the
"ALL WORDS" box below the KEYWORD box. You
can try all types of variations because entries were
made over decades by many different people, so
no uniform standard prevails. For example: some
EMD units are cited with a dash and some without.
Therefore, search twice, one with dash and one
without. Example: GP-40, then a second search
using GP40. This sounds a bit complicated, but
after you use it and play around with variations,
you can usually find what you want if we have it.
Geographical locations are usually straight
forward. Enter HINTON and you'll get all or photos
taken at Hinton, and so on. Don't put in things that
could complicate the search, for example DO NOT
use Hinton, WV or Hinton, W. Va. or Hinton W.Va.
etc. You can't presently search by division or
subdivision and expect to get a complete result.
Geographical searches should be made by station
name. If you do not know all the station names on
the C&O, you can purchase our 1948 "Station
Book", catalog number DS-8-142. or click here.

Here's another example: Suppose you want to see
Cushion Underframe Box Cars, just put in the word
CUSHION.

Remember that the thumbnail images shown are
low-resolution. When you order prints or digital
downloads from us you will get the best high-
resolution image we can make for you.

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If you have any problems when searching, please
telephone us at 540-862-2210 weekdays 9-4 and
ask for Michael. I will help you. Be on your
computer, at the site, to take instructions.

-Michael Dixon
-mdixon@cohs.org
E-Newsletter Coordinator
December 28, 1971, found numerous mine shifters ready to leave Raleigh, W. Va.’s coal marshaling yard, two with GP9s on the head and one with GP7 No. 5853. (T. W. Dixon, Jr. photo, C&OHS Collection, COHS 21261)
GP7 No. 5786, delivered in April, 1953, was still wearing the stripes and C&O medallion paint in this photo at Sunfield, Mich. in July, 1979.
(Gene Huddleston photo, C&OHS Collection, COGH 623)
A pair of GP7s take a coal train east on the James River subdivision out of Clifton Forge just past JD Cabin in 1956. At 3,000 horsepower, the two-unit set was comparable or better than the 2-8-2s and 2-8-4s they replaced.

(C&O Ry. photo, C&OHS Collection, CSPR CL618)
No. 5849 powers the eastbound Greenbrier Subdivision local freight with its obligatory two cabooses and a bunch of empty pulpwood bulkhead flats on August 21, 1969 at Alderson, W. Va. By this period the Greenbrier Subdivision local freights originated at Hinton instead of Ronceverte and did switching work at Alderson if needed. (T. W. Dixon, Jr. photo, C&OHS Collection, COHS 10528)

GP7 No. 5828 with the early livery of stripes and Roman lettering was regularly assigned the Hot Springs mixed train and had a specially-built exhaust stack installed to carry fumes from the steam generator back over the cab. This is Train No. 303 with a Pullman, combine 458, and a caboose approaching Hot Springs in
A pair of GP7s, headed by No. 5742, meets passenger train No. 11 at Trubridge, Mich., just east of Lansing, in January 1962. (Gene Huddleston photo, C&OHS Collection, COHS 20421)

No. 5840 must have received the “Big C&O” all blue simplified paint scheme sometime in the 1963-1972 era before the introduction of Chessie System paint in 1972. It is the road unit on this freight near Bremo, Va. on the Rivanna Subdivision. (C. J. Bocklage photo, C&OHS Collection, COHS 23460)
No. 5866 shows off the “Big C&O” paint scheme at Peru, Ind.  (Adrian Hahn photo, C&OHS Collection, COHS 33698)

No. 5893 was one of several GP7s equipped with steam generators. It is switching the five-car Resort Special in this May 5, 1968 scene at White Sulphur Springs, W. Va. (T. W. Dixon, Jr. photo, C&OHS Collection, COHS 36811)
No. 5756 is on the radial tracks at Clifton Forge shop on June 24, 1972 still in its original Futura Demi Bold paint scheme.  
(T. W. Dixon, Jr. photo, C&OHS Collection, COHS 36887)

No. 5878 and four GP9s are on a westbound empty train just out of Mann’s Tunnel at Snowflake, W. Va. The crew is about to cut off the engines and pick up some hoppers loaded with stone from the Acme Limestone quarry on June 22, 1968.  
(T. W. Dixon, Jr. photo, C&OHS Collection, COHS 36939)
Steam-generator GP7 No. 5894 pulls an ex-Great Northern dome coach as Amtrak Train No. 98 arriving at Newport News, Va. on Oct. 1, 1972. The author rode this train several times when Amtrak was running the single dome. Riding in the vestibule on the straight track east of Richmond, it seemed like the train was making 100! (T. W. Dixon, Jr. photo, C&OHS Collection, COHS 38044)

GP7 No. 5834 in Chessie System, paint scheme with a work train at Fort Spring, W. Va. in February, 1976. (T. W. Dixon, Jr. photo, C&OHS Collection, COHS 21788)
On May 2, 2019, the C&O Historical Society hosted a class of 15 students from Washington & Lee University. The instructor held the class at the Heritage Center and the Archives. The students were given a tour of our facilities as well as background material about the Society and the historical development of the C&O.

The purpose of the visit was to acquaint this accounting class with railroad finance and accounting procedures and policies and their historical development using C&O annual reports and similar materials. Students were given projects using annual reports from various periods in an effort to understand railroads not only as America's first "big business," but also how they developed into modern corporations. This is another example of how the COHS collections can be and are being used far beyond what would normally be expected of a railroad society collection. This serves to illustrate the importance of using our historical resources to reach out to the general public, the academic community, and many other aspects of society explaining the importance of railroads in the creation of the modern technological world in which we live.

C&O Historical Society Needs Your Pledge of Support!

Yes, it's me, Tom Dixon, and I'm personally asking you to telephone 540-862-2210 and pledge a dollar-a-day to the C&OHS to help
us with current operations and to ensure our future. – I am hoping to get 400 C&OHS members to sign up with me. How about it?

If we do this there will be no more fall fund drives, and it will give us a steady income stream that will allow us to keep the C&OHS at its present level of operation. It will also allow us to begin work on programs and activities that will be important in keeping the Society viable in the coming years.

My question to you: Are we worth (the price of) a cup of coffee a day? Yes, I believe that we can get 400 of you to say yes. But, I need for you to Telephone 540-862-2210 now!

I have pledged myself as the first in the program (at the Chessie Club level). For details, see below:
New Giving Program Announced by C&OHS!

Some who gave to our fall “CardO” fund raising campaign suggested that we offer an installment plan, which would make it easier for them to support us. So... here it is:

Starting immediately, you may pledge an amount of money for a 12-month period, but you may ask that your pledge be charged to you in quarterly or monthly installments. You simply pledge an amount, give us a card number and forget about it. You can pledge any total amount, BUT,

We would like get 400 of our members (about 1/6th of the membership) to pledge $1 (ONE DOLLAR) per day, to be charged monthly or quarterly. In effect, you’d be giving us $360.00 per year. - - - In other words are we asking you if we are worth the price of a cup of coffee every day to you?

If you will do this, you’ll be considered a C&O Conductor level donor.

For those who want to give larger amounts:

At $361-749 you will be in the C&O History Supporter level.
At $750-1,499 you become an Allegheny Associate.
At $1,500 or more you will be a Chessie Club member.

(These three levels may also be paid by monthly or quarterly installments.)

We wish to express our thanks in person to this program’s givers in two ways:

Members at any of these four giving levels (C&O Conductor, C&O History Supporter, Allegheny Associate, or Chessie Club) will be invited to a special reception at the conference.

Members of the Allegheny Associates and Chessie Club levels will be given a special thank-you dinner aboard Gadsby’s Tavern in Clifton Forge as well as attending the conference reception.

Everyone at all four levels will receive a Certificate of Appreciation and an enameled lapel pin to memorialize your donation.

We hope that many of you who can’t afford the higher giving levels will, nonetheless, believe that the C&OHS is worth the price of a cup of coffee, and give a dollar a day, thus becoming a C&O Conductor. — We need 400 of you!

None of this precludes your giving any amount at any time you wish. Simply go to cohs.org and click on donations.
C&O Advertising
By Thomas W. Dixon, Jr.

Many members probably remember me saying in articles and books over the years that C&O had a superb public relations and advertising department. The railway began advertising itself in a positive and active way early, and this theme runs throughout its history into the 1970s. Much of this advertising was to attract passengers. In the early years, passengers accounted for an
appreciable amount of C&O’s income, but by the 1890s, the massive increase in coal brought the freight side of the balance sheet into heavy counterbalance. By the 1930s passenger revenue amounted for only about 5 percent of total income, yet C&O’s PR department seemed always to be in high energy advertising the line’s passenger trains as well as its freight service.

One of the earliest efforts was to get tourists to ride the mainline through the great scenery of the Blue Ridge and Alleghanies and down the rugged New River Gorge. In the 1880s C&O began calling the New River Gorge “The Grand Canyon of the East” and illustrated its public timetables with scenes of its passenger trains in the depths of the gorge.

Later it adopted a slogan of “Mountain, Springs & Seashore Route,” in recognition of its lines serving the mountain areas, the springs resorts of Virginia and West Virginia, and the Virginia beaches. Then in the early 1900s it began calling itself “The Rhine, the Alps, and the Battlefield Line.” In those days many well-to-do Americans took what was called “the grand tour,” whereby they took an ocean liner to Europe and then toured the ancient classical locales there. C&O’s PR men were trying to say that even a modest income person could get a similar experience simply by taking the C&O: it had the battlefields of the Revolutionary War and the Civil War, mountains aplenty (stand-ins for the Alps), and great rivers including the James, Greenbrier, New, Kanawha, and Ohio (substitutes for the Rhine). It was an interesting ploy that apparently worked well because it was used in brochures and timetables for more than a decade and a half.

By the 1930s C&O’s PR/advertising effort was in high gear and it was employing many methods that later became standard in almost all industries. Lionel C. Probert came to the road in the 1920s when the Van Sweringens installed J. J. Bernet as president. Probert was an ex-newspaper reporter and promoter of the first order. In his time, he created The Sportsman and its new routing, The George Washington, and finally his greatest effort, Chessie, the railroad kitten. He also conceived of calling C&O “George Washington’s Railroad” because of its connection with the James River & Kanawha Canal, of which Washington was the honorary president in 1785.

Chessie was C&O’s great advertising symbol, sales-cat, and icon, along with Peake and the Kittens, through the 1930s-1960s, and she carried on as the name of the whole C&O/B&O/WM agglomeration in 1972—Chessie System. By then railroads no longer served “the public” as “common carriers,” but had become movers of mass freight for a few thousand customers, and Amtrak
had the passengers, so PR took a back seat from then on.

C&OHS has a collection that came from the company’s PR department that apparently includes a copy of every or almost every ad they created or had created by ad agencies from 1930 to the 1980s. It amounts to over 5,000 ads. Unfortunately, most are not yet cataloged.

An 1884 C&O timetable cover featured the New River Gorge, part of the railway’s attempt to show off its scenery for tourists. (C&OHS Collection, AD 227)
A broadside handbill from 1873 touts C&O’s scenery calling it “The Switzerland of America.” (C&OHS Collection, AD 46)

This 1906 brochure, printed in full color at great expense, describes the C&O as
the “Rhine, the Alps, and the Battlefield Line,” a slogan used for more than a
decade before the First World War. (C&OHS Collection, AD 100)

Probert’s PR Department issued hundreds of ads connecting Washington to the
railroad and calling C&O “George Washington’s Railroad.” Many showed him with
surveyor’s instruments. (C&OHS Collection, AD 101)
This 1939 ad placed the whole family in Lower 9 on a C&O Pullman. Chessie and the kittens are asleep as always, in their characteristic pose, while proud dad Peake looks on from his place in the clothes net. (C&OHs Collection, AD 68)
C&O/B&O became CHESSIE SYSTEM in 1972 in a last inspired hurrah of advertising and public relations as it used an outline of the kitten as its herald! It was a master stroke by Hays Watkins. (C&OHS Collection, LOGO 52)

The Steer and the C&O

C&O Chairman Cyrus Eaton, a noted Cleveland industrialist, raised prize cattle on “Pugwash,” his Canadian farm/retreat, including one named P. S. Troubadour. Eaton was not above using his position as C&O chairman in pursuit of his interests and hobbies. These pursuits included not just raising cattle, but international politics. He dabbled in East-West relations often, meeting with East European academics and sponsoring international thinker's retreats at his farm, etc.

In the case of P. S. Troubadour, C&O, on Eaton's behalf, shipped him all over the country to cattle shows and events on C&O trains traveling in a specially fitted express car lettered with the steer's name on the sides. This must have been the only passenger train car ever to bear the name of a steer! Unfortunately, we don't have any good photos of the car, which was apparently painted for Troubadour's big tour in 1957. The following story about him is lifted from the February, 1957 issue of C&O's Tracks magazine. One of the photos shows Troubadour standing next to his car, the only image of it we have.
TRAVELING TROUBADOUR

Champion steer goes on tour.

IT had to be. PS Troubadour, king of all cattledom by virtue of his selection as 1956 International Grand Champion Steer at Chicago, had to make a grand tour of the United States and Canada.

The clamor that he be seen "close up" demanded it.

And so the 995-pound purebred Scotch Shorthorn beauty with the strong C&O connections has embarked on a four-month tour of towns and cities over the map.

The tour, educational in purpose and international in scope, was suggested after PS Troubadour's conquest at the livestock show. The demand for the tour soared after C&O Board Chairman Cyrus Eaton presented the steer on a nationwide

Television show, "Person to Person."

PS Troubadour was bred at Mr. Eaton’s Acadia Farms, Northfield, Ohio, and purchased by Pennsylvania State University when still being carried by a heifer. The university's animal husbandry professors and students groomed and showed Troubadour at Chicago.

After winning the championship rosette, PS Troubadour — the PS stands for Penn State—was bought at the record price of $20.50 a pound by The Greenbrier, famed C&O-owned resort hotel at White Sulphur Springs, W. Va. The total price was $20,397.50.

As befitting a celebrity, the steer will travel on the tour in his own private railroad car. A C&O baggage car was especially outfitted with a portable pen, plywood bulkheads, display panels and feed bins and one end of the car is closed off into a living compartment so that attendants can travel with him.

The tour will cover colleges and universities — so that animal husbandry students can see what constitutes beef cattle perfection — as well as farm shows and cities along the route. Much of the trip is on the railway's line, enabling the many farmer-railroaders in C&O’s family to see the champ.

Troubadour’s victory was remarkable in that, at only fourteen months of age, he was barely old enough to compete at the International. He was regarded as a youngster of great promise and seemed to have a good chance to win in his age group.

Troubadour's Timetable

An international tour for an International Champion, PS Troubadour, was begun last month at the Pennsylvania Farm Show, Harrisburg, Pa., and will continue through May 18. Places already visited include Ithaca, N. Y., East Lansing, Mich., and Guelph, Ridgeway and Toronto, Ontario. Through February, PS Troubadour will be at Columbus, Ohio; Madison, Wis.; Lafayette, Muncie and Centerville, Ind.; and Maysville, Lexington and Louisville, Ky. A full schedule of appearances at 4-H and future Farmers of America Roundups is planned for March in Kentucky, Virginia, West Virginia, Ohio and Michigan. During April the steer will visit Huntington and Morgantown, W. Va.; Richmond, Louisa, Manassas, Leesburg, Staunton and Newport News, Va.; College Park, Md., and University Park, Pa. The April and May schedule calls for appearances at Winchester, Va., and White Sulphur Springs, W. Va., for the Greenbrier Spring Festival, as well as a showing at Acadia Farms, Northfield, Ohio, on May 17 and 18. Dates and information on the appearances will be published in local newspapers.

February, 1957
He did win, and then, after being chosen Champion Senior Calf of All Breeds, was named Grand Champion Shorthorn Steer.

This meant that Troubadour would have the task of upholding the honor of the Shorthorn breed against the best of the Angus and Hereford entries. Young, but plucky, Troubadour showed them all up... and won the accolade of experienced cattle men as the “all-time best, the closest approach to the perfect beef animal ever shown.”

At that, though, Troubadour’s triumph wasn’t just happenstance. He was royally bred. His dam, Acadia Queen of Beauty 2nd, is a queen of the distinguished Acadia Farms herd, inheriting some of the breed’s most notable modern bloodlines from her Scottish sire, Calrossie Sportsman, another Acadia prize-winner. Acadia Queen’s mother, Queen of Beauty 111th, has years of constructive American breeding behind her.

When Dr. Milton Eisenhower, then president of Penn State University, bought Acadia Queen of Beauty 2nd from Acadia Farms on May 21, 1955, the heifer, sired by Calrossie Troubadour, was carrying the to-be world famous Troubadour. Calrossie Troubadour, incidentally, is a prize-winning Shorthorn bull imported from Scotland by Mr.}

Playful PS Troubadour washes face of John Nevin Fought, 5, at Harrisburg, Pa., farm show. Top, champion and his traveling ‘home.’
Prototype Loads

Modelers who may be interested in prototype loads for their trains generally have no problem with coal, but when it comes to gondolas, the variety of possibilities is much wider. We found these interesting photos in the collection.
The first (COHS 52) is of an overhead view of a B-1 2-10-2 with a general freight at Toano, Va. on the Peninsula Subdivision in June, 1951 (J. I. Kelly photo). It has a couple of gondolas loaded with what appears to be gravel or stone. As can be seen, the loads occupy only about one-third of the volume available in the cars, though the weight may have been near what a full load of coal might have been.
This drop-end gondola is loaded with three large pieces of machinery. This is the type of load that one would normally expect to be carried on flat cars. This is on manifest No. 94 at Alderson, W. Va. on Feb. 22, 1970. (T. W. Dixon, Jr. photo, C&OHS Collection, COHS 20867)

In this scene a whole string of PM gondolas is being switched by 0-8-0 No. 1402 at Flint, Mich. Each car has two 1950 Buicks boxed in large crates headed for Europe. (Courtesy General Motors Institute, C&OHS Collection, COHS 23444)
Scrap metal is a frequently found load in gondolas. Here a car is being loaded in a 1940s era scene. (C&OHS Collection, COHS 41487)

Gondola No. 33548 is loaded with containers in April, 1971 near Okemos, Mich. What did they contain? (Gene Huddleston photo, COHS 43607)
A 1954 scene with a gondola filled with what appear to be automobile frames being unloaded from car ferry *Badger* at Ludington, Mich. (C&O Ry. Photo, C&OHS Collection, CSPR 10025-639)

Just some ideas! – TWD

**Some Chessie System Cars**
Builder photo of C&O Chessie System gondola No. 356260 (356000-356499 series), built by Pullman-Standard in August, 1976. (C&OHS Collection, COHS 34842)

C&O Chessie System box car No. 481544. These cars were in the 481500-481599 series. Kits were supplied by Thrall Car Mfg. Co., but the cars were assembled by B&O's DuBois, Pa., car shop in 1966. This car is shown with fairly new Chessie System paint in the early 1980s. Lansing, Mich. (Gene Huddleston photo, C&OHS Collection, COHS 47225)

C&O Center-Flow covered hopper No. 697152 at Peru, Ind., October, 1981. (Adrian Hahn photo, C&OHS Collection, COHS 33957)
ACF builder photo of Covered Hopper No. 604725 new in April, 1979. (C&OHS Collection, C&OHS Collection, COHS 34824)

There wasn't much room for lettering on flat cars. Here is depressed center flat No. 80996 at Peru, Ind. in Dec., 1980 with Chessie System lettering. (Adrian Hahn photo, C&OHS Collection, COHS 33977)
One the first cars repainted to Chessie System scheme, hopper No. 62041, at Huntington shops in 1972. It was built at Raceland in Feb. 1971, so must have been taken out of service and painted specially for displaying the new styling. (T. W. Dixon, Jr. photo, C&OHS Collection, COHS 45025)

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**Back in print!**

*Chesapeake & Ohio Structures*

This standard book on C&O buildings is again available! It was written at the specific request and directly for modelers in our group, and that is most of you! Those purchasing this second printing will receive a free copy of an architectural drawing from our collection.
CHESAPEAKE & OHIO RAILWAY
DEPOTS, TOWERS, AND OTHER STRUCTURES
1860-1950

Thomas W. Dixon, Jr.

The Chesapeake & Ohio Historical Society
Another example of the combination depothouse style was at Fire Creek, W. Va., on the New River Subdivision, pictured about 1905.
(C&OHS Collection, CCHS 529)

The depothouse at Handley, W. Va., in 1952. This is the only photo we have of the rear of a depothouse combined station, indicating that access to the cabin/tower was from outside. (C&OHS Collection, CCHS 12310)

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Shelter or "Flag Stop" Depots/Sheds 1892-1920

In the late 19th and early 20th centuries, many locals with a station name did not have enough business to support a depot building with a staff of agent and workers. At these spots the C&O did one of two things. Sometimes it placed a simple station sign of standard design on a post, and the prospective passenger waited beside the sign. The engineer saw the person standing next to the sign and stopped the train. In other places, those possibly having a few more potential passengers, the company built a 10x16 foot building, usually enclosed on three sides. It provided a little shelter from the weather while waiting for a train. Some of these were fully enclosed on four sides, and a very few had a canopy cover above their short platforms. Even fewer had a small attached room that was used by local freight trains to deposit C&O freight for continuous agent with a room key. This design had decorative elements on its sides and aesthetically meshed very well with the larger depots.
The Chesapeake and Ohio Historical Society’s
50th Annual Conference - Cincinnati, Ohio
July 31-August 4, 2019

The 2019 Cincinnati, COHS 50th Anniversary Conference Committee is continually working on the events which will occur during the conference to be held on July 31-August 4, 2019 at the Marriott North Hotel. For this year’s conference we have several great presentations lined up as part of the event. The schedule of presentations is outlined below and cover various modeling and prototype C&O and related rail topics that I think you will enjoy.

Wednesday July 31, 2019

Evening 1 Presentations 7:00-10:00 p.m.
7:00 p.m.  Tom Dixon  COHS Past, Present and Future
8:00 p.m.  Karen Parker  The Photography of Gene Huddleston
9:00 p.m.  Cliff Clemens  Hocking Valley and C&O South End Lines

Thursday August 1, 2019

Day 2 Presentations 2:00-4:00 p.m.
2:00 p.m.  Al Kresse  Pere Marquett Bridges
3:00 p.m  Dave Oroszi  The C&O of Central Indiana Part I
4:00 p.m.  Dave Oroszi  The C&O of Central Indiana Part 2

Evening 2 Presentations 7:00-10:00 p.m.
7:00 p.m.  Ron Lane  Mann’s Creek Railway
8:00 p.m.  Jim EuDaly  Branchline Wanderings
9:00 p.m.  Lon Eudaly  Mallets & Mines, Shays and Lumber Why I model the NF&G

Friday August 2, 2019

Day 3 Presentations 2:00-4:00 p.m.
2:00 p.m.  Dave Sepos  Building an Accurate C&O GP39 in HO
3:00 p.m.  Charles Bogart  The C&O Southwestern
4:00 p.m.  Allen McClelland  The Art of Model Railroading

Evening 3 Presentations 7:00-10:00 pm - West Chester IV Room
7:00 p.m.  Mike Burgett  The Allegheny Subdivision
8:00 p.m.  Steve Fuchs  History and Evolution of the C&O in Ashland, KY
8:30 p.m.  Mike Bresiel  Cheviot Yard and the C&O of Central Indiana

If you have not already registered be sure to get your hotel room booked and make your conference registration to ensure that you do not miss out on this year’s event. The Committee and I look forward to seeing you in Cincinnati!

Charles W Ford
2019 Convention Chairperson Cford@sbcglobal.net
The Chesapeake and Ohio Historical Society’s
50th Annual Conference - Cincinnati, Ohio
July 31-August 4, 2019
Registration Form

The form below can be filled out and mailed to the Society at Clifton Forge, or you may go to the website at cohs.org and fill out an online registration. Alternatively you may call the office M-F, 8am-4pm at 540-862-2210 to register by phone. I would encourage you to register early this year due to the interest in this year’s 50th anniversary. Signing up early also assists us in planning the event and the related activities. We hope to see you in the Queen City!

Name: ____________________________
    First (as you want on name tag) ___ Initial ___ Last

Mailing Address: ____________________________

City, State, Zip: ____________________________

Daytime Phone: ____________________________ Email: ____________________________

Guest Name attending with you: ___________ (Spouses or guests not attending presentations or events are not required to pay a registration fee.) Enter the year you joined the COHS: ___________

Conference and Payment Information:

☐ Conference Registration Number in your party ___ X $50.00 = $ ______

☐ Thursday Layout Tours (Self-Guided on your own) No charge for registered attendees

☐ Friday Layout Tours (Self-Guided on your own) No charge for registered attendees
   (Please indicate if you will be attending layout tours by checking the box for head count purposes)

☐ Amtrak Shop Tour (Bus Trip w/ Box Lunch) Number in your party ___ X $45.00 = $ ______
   ___ Ham & Cheese ___ Roast Beef & Cheese ___ Turkey & Cheese

☐ Banquet (Includes Buffet and Exclusive Use) Number in your party ___ X $70.00 = $ ______
   Of the Venue EnterTrainment Junction 6:30pm-10:30 pm. Meal will include Beef Brisket/Chicken Breast,
   The buffet line will permit salad, roasted vegetables, and other non-meat choices.
   Check box if you want to take behind the scenes tour of EnterTrainment needed for head count.

☐ Optional Friday CUT Tour during layout tour period Number in your party ___ X $15.00 = $ ______

☐ Business Meeting/Breakfast (Continental Offering) Number in your party ___ X $17.00 = $ ______

☐ Special Meal Required

Total Payment: $ ______

☐ Check Enclosed ______ VISA ______ Mastercard ______ Discover ______ AMEX

Card Number: □□□□□□□□□□□□□□□□□□

Expires: ______ M ______ Y V-Code: □□□□ AMEX: □□□□

Print Cardholder’s Name: ____________________________ Cardholder’s Signature: ____________________________

Please return your registration form along with payment to:
COHS 312 Ridgeway Street Clifton Forge, Virginia 24422 or call 540-862-2210 Fax 540-853-9159 Email cohs@cohso.org. For online go to www.cohs.org.

CINCINNATI MARriott HOTEL NORTH
6159 Muhihauser Road, West Chester, OH 45069 513.874.7335
Call for 2019 COHS rate of $119.00 or go to online link at www.cohs.org

You may register by using the form above, or click on the form and go to our website, or click here.
Special Deal for Non-Members!
Become a New Member Today and Get Free Books

We know that many who received this free newsletter are not C&OHS Members.

But, Chessie Wants You!

- If you are not a C&OHS member or have not been for many years, sign up today and get over $100.00 in FREE BOOKS.

Limited time offer!! Act now!
Virginia Railroads - Vol. 2, C&O
128 pages hardbound

West Virginia Railroads - Vol. 3, B&O
128 pages hardbound

West Virginia Railroads - Vol. 4, Virginian Railway
128 pages hardbound.

C&O Railway at Mid-Centruy
176 pages, hardbound

Gene Huddleston's
Gene Huddleston’s
CHESAPEAKE & OHIO
HIS BEST PHOTOS 1947-1959

Gene Huddleston is widely regarded as the premier photographer of the C&O during its transition from steam to diesels. Gene didn’t simply haunt engine terminals taking portrait shots, as many others did. He explored the entire railroad scene, taking pictures of trains at work, in their surroundings, and frequently, included the people who worked on and around them. Gene also had a great sense of composition and was proficient with the technical ins and outs of taking pictures with a press-type view camera. The results were almost always good photos, and in many cases rose to the level of fine-art photography.

Gene began taking railroad photos in black and white in 1947, at the age of 16, with a press-type camera and sheet film. By 1959 he was making the transition to 35 mm color slides, and his use of black and white declined steeply.

This book collects more than 240 of Gene’s best black and white photos, some quite familiar, and some rarely seen, drawn from the C&O Historical
Society collection. All have been processed to bring out their best, as if each was carefully printed by a master technician in the darkroom. They are presented chronologically, illustrating the evolution of motive power on the railway and Gene's evolution as a photographer.

A map showing the photos' locations, and an index of the photos by location, is provided.

Ready summer!

CLICK HERE and order now (and thus help us with the publication) and get 20% off the list price of $60.00 (you pay $48.00) - If you use a card you will not be billed until the book is ready.

Long-time Society members knew and loved Gene and his work. This book is a tribute to this unique individual who was, in so many ways, responsible for the C&OHS of today! It is a real tribute to his art.

Ever mindful of the dramatic scene, Gene captured all the drama of railroading as K-4 No. 2788 stormed west at Teays, W. Va. in May, 1949.

Gene is at Gordonsville, Va. in October, 1958, as No. 5 exchanges passengers with RDCs on the Chessieliner.
Fun and easy ways to contribute to the C&OHS!

Do you shop on Amazon?

Sign up for AmazonSmile and Choose the Chesapeake and Ohio Historical Society as your organization to support!

Support the Chesapeake & Ohio Historical Society by shopping at AmazonSmile. When you shop at AmazonSmile, Amazon will donate to the Chesapeake & Ohio Historical Society, Inc. Support us every time you shop!.

CLICK HERE TO SIGN UP!

Kroger Community Rewards supports us. And you can help!
Enroll today or re-enroll starting April 1.
Do you shop at Kroger?

For those of you who did not see the ad in the Chesapeake & Ohio Historical Society's magazine, the Kroger Community Rewards Program is a way for non-profits and charitable organizations to make fundraising easy...all you have to do is sign up, shop at Kroger and swipe your Plus Card!

To sign up, you must have an email and a Kroger Plus Card. If you need a Kroger Plus Card, you can ask someone at the service desk at any Kroger store. Next go to https://www.kroger.com/communityrewards, sign in and register. (You may have to click the SIGN UP TODAY button.) Enter your zip code, favorite stores(s), email address and create a password. You should get an email message back; click the link within the body of the email. At the next location, click on MY ACCOUNT and enter zip and email address. Click on EDIT KROGER COMMUNITY AWARDS INFORMATION and put in your Kroger Plus Card number. Then enter NPO Number: (JH657) (This represents the C&OHS.)

IF YOU ARE ENROLLED PLEASE REMEMBER THAT YOU HAVE TO RE-ENROLL YEARLY! RE-ENROLL NOW!

PLEASE NOTE KROGER UPDATED THE C&OHS'S NPO NUMBER BACK IN SEPTEMBER. PLEASE CHECK YOUR ACCOUNT TO SEE IF YOU NEED TO UPDATE THE NUMBER ON YOUR ACCOUNT. THANK YOU!!!!

Are you an avid eBay shopper? Next time you purchase to consider donating to us at eBay Checkout. The smallest donation could help us and our mission of interpreting the American Railway experience using C&O Railway’s history through drawings, documents, and artifacts which the Society collects, preserves, and makes available to as broad an audience as possible.

Since its program launch in 2003, eBay buyers and sellers have donated over $725 million through the eBay for Charity program to social causes around the world. To help us, we invite our community to participate in the eBay for Charity program.

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Add The Chesapeake & Ohio Historical Society, Inc. as your favorite charity on eBay today!

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As your favorite charity on eBay, you can now directly donate to The Chesapeake & Ohio Historical Society, Inc. at checkout when you purchase any item. You can shop for any items on eBay in which the proceeds are donated to our charity. Check out The Chesapeake & Ohio Historical Society, Inc.'s charity shop here:

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You can sell your own items on eBay and donate a percentage of the sale price to
benefit The Chesapeake & Ohio Historical Society, Inc. All of these efforts allow you to easily support our cause. Your donations are tax-deductible and as a charitable seller, eBay rewards your support by offering you a fee credit based on your donation percentage to The Chesapeake & Ohio Historical Society, Inc.

Your generosity makes you an example of why the The Chesapeake & Ohio Historical Society, Inc. community is so special and shows the impact we can have together through individual acts of kindness.