

KGT Locomotive and Caboose



Alco 0-6-0 Locomotive #63

Our 0-6-0 locomotive was built in November 1940 by the American Locomotive Company (Alco) of Schenectady, New York for the Alabama State Docks Commission. Number 63 was used to switch cargo at the docks in Mobile, Ala., from 1940 to 1956. This was the fourth and last steam locomotive ordered by the State Docks Commission from Alco.



This photo was taken the day Alco No. 63 came off the assembly floor.

Number 63 is a standard gauge steam locomotive. This switch engine and tender weigh 106 tons, was fired by coal, had a maximum boiler pressure of 200 lbs., and its driving wheels are 51 inches in diameter. It is 67 feet long and can hold 8,000 gallons of water and 10 tons of coal.

A total of about 112 0-6-0 type switch engines with tenders survive in the United States. Typically, they have a brakemen's footboard across the front of the locomotive instead of a pilot, and a similar footboard across the rear of the tender. Generally they featured one of three types of tenders: a standard rectangular tender (like ours), a slope-backed tender, or a Vanderbilt tender with its cylindrical tank. The 0-6-0 was probably the most typical of all switch engines.

In 1957, #63 was sold to the Gulf States Paper Corporation in Holt, Ala. In 1959, it was donated to the Junior Chamber of Commerce of Tuscaloosa, Ala., where it was displayed from 1959-1980 in Jaycee Park. In 1980, the locomotive was donated to the Bluegrass Railroad Museum of Versailles, Ky. The board of trustees of the Kokosing Gap Trail moved Number 63 to Gambier, Ohio in April 2001. It has not been fired since 1959 and there are no plans to make this a functioning locomotive.



Old No. 63 with the primer paint applied

Funds to purchase, move and restore the locomotive were provided by the community. Total cost of the project was \$52,000.

Chesapeake & Ohio Caboose #90776

For more than 100 years, the caboose was a fixture on the end of freight trains. It has been called by many slang names: crummy, shack, shanty and cabin car. The caboose provided a sheltered vantage point from which trainmen could watch the cars ahead, cook and eat their meals and where the conductor could do paperwork.

Chesapeake & Ohio caboose #90776 was built November 1924 and rode the rails until February 1979. It was donated to the City of Mount Vernon, Ohio, in June 1979 and sat for many years in front of the former Pennsylvania Railroad station on South Main Street. In October 1997, it was donated to the Kokosing Gap Trail and moved to Gambier, Ohio.

This caboose was part of an order of 100 wood cabooses built for the railroad by the Standard Steel Car Company of Baltimore, Md. These cars were numbered 90700 to 90799 and cost \$2,728.49 each. The style of this wood caboose was a C&O system standard and other cabooses were built by different manufacturers to this same C&O design. The 90700-series cabooses were unique in that they were built with a center cupola window and also were the last cabooses built for the Chesapeake & Ohio that were delivered riding on archbar trucks.

Unfortunately, this caboose received little maintenance while sitting in Mount Vernon. Windows were broken, the roof leaked and its thin plywood sheeting was rotting. Volunteers removed and threw away the roof, windows, siding, floor and sub-floor. Everything was gone except the steel bracing. What a mess!

Volunteers have constructed, essentially, a new caboose. Installed were a new sub-floor, new oak floor, new double-pane windows and a seamless rubber roof (in place of the old canvas-style roof). The trucks (wheel sets), frame and grab rails were sandblasted and painted. New yellow pine tongue and groove siding was nailed in place on the inside and outside; insulation was added in the walls and ceiling. Carpenters built new bunks and cupola seats, crafted new window shades, and everything got painted in official Chesapeake & Ohio colors. The lettering was generated on a computer to match the original. All the equipment, including locks, stools, lanterns and tools, are authentic Chesapeake & Ohio.

The restoration work was accomplished by volunteers with donations of services, supplies and financial support from the community. Total cost of the project was approximately \$14,000.



Our caboose was in need of repair when we acquired it.



A crane was used to lower the caboose into position.



Thanks to the support of many and the help of volunteers, the restored caboose is on display at the trail.

C&O CABOOSE BOOK AVAILABLE!

The first-ever publication covering the history of Chesapeake & Ohio wood cabooses is now available. Caboose historians Dwight Jones and Phil Samuell have joined forces to produce a 52-page volume covering the detailed history of the C&O 90700 series wood-sheathed cabooses built in 1924. These 100 cars made up the first batch of "modern" wood cabooses for the C&O and set the stage for additional cars that were built to the same C&O system standard design in subsequent years.

This softbound publication covers the history of all 100 cars and includes a full roster listing of each car with final dispositions. Tremendous effort has been devoted to tracking down and photographing each of the cars known to be in existence today - nearly 40 percent of the fleet! Many of these cars were sold by the railroad and you'll be surprised to see just where some of them ended up!

More than 140 photographs illustrate the work. Included are representations of each of the painting and lettering schemes given to various cars of the class as well as photographs showing cars in active service and standard roster views. Color cover and inside front and back color photo coverage show many of the cabs working on the line.

Special coverage is devoted to the step-by-step 1990s rebuilding of caboose 90776, which today is recognized as one of the best-restored C&O wood cabooses in existence. More than \$14,000 has been spent in the restoration effort which includes the acquisition of original C&O artifacts and the replacement of virtually all wood.

This publication is a real treat for C&O modelers and enthusiasts who have never before had access to a comprehensive history of C&O wood cabooses.

ORDER YOUR COPY TODAY! 48 pages plus cover, 144 photographs, seven charts and five drawings. \$20 postpaid. Please make check payable to Kokosing Gap Trail.

Send order to:

**Kokosing Gap Trail
P.O. Box 129
Gambier, Ohio 43022**

