

## **Baggage Express Car Southern Railway 518**

The first exhibit was Thronateeska Heritage Center's first piece of railroad rolling stock in the collection. Donated to the museum in 1977 by Southern Railway, the car was built for SR in 1939 by Bethlehem Steel. The exterior of the car is painted as it was in the early 1940's.

Baggage cars were most often found in passenger trains near the locomotive. Passengers did not ride in baggage cars, but their luggage would be stored there until they arrived at their destination. The interior was outfitted with racks to hold packages, parcels and passenger's luggage. This particular car was used by Railway Express Agency, the FedEx or UPS of its day, to carry special shipment packages from city to city.

On the inside is a large HO scale model train layout. The layout was built beginning in 1995 and continues to be improved by members of the Flint River Model Railroad Club. The layout is open on Saturdays from 12 noon until 4 PM and by appointment for groups 10 or more.

## **Bay Window Caboose Georgia Northern Railway X153**

This type of caboose was typical on several railroads in the southeast, primarily Southern Railway, beginning in the 1940's. The caboose was often assigned to a Conductor, and his caboose would be placed on the end of whatever train he would be in charge of. It was his "home away from home", and frequently would have personal items and decorations. In later years the caboose became just a rolling office where the Conductor could complete his paperwork on each run. In the mid-1980's, cabooses became unnecessary as the railroads and unions agreed to smaller train crews that could all ride in the locomotives.

This car was built in June 1969 by Gantt Manufacturing as Southern Railway X401. It was donated in late 1990 and in 2000-2001 it was restored to look like a similar caboose owned by the Georgia Northern Railway, X153.

## **Steam Locomotive Georgia Northern 107**

GN Ry 107 was built in May 1911 for the Florida East Coast Railway as No.88. Built by American Locomotive Company (ALCO) at their Schenectady, New York plant, the light Pacific (a small engine with a 4-6-2 wheel arrangement) ran on the FEC line

between Jacksonville, Miami, and Key West, FL. It was sold to a scrapping company in September 1930, later being resold to the GN Ry to become No. 107.

No. 107 pulled GN Ry passenger and freight trains between Albany, Moultrie and Boston, GA up until around 1950 when it was retired. No. 107 was donated to the City of Albany in 1957 (the 100<sup>th</sup> anniversary of the first train arriving in Albany) and was placed on exhibit in Tift Park near the old zoo. In 1979 the city gave the locomotive to Thronateeska. It was finally moved to the depot in December 1980.

The locomotive underwent a thorough, non-operating restoration between 2002 and 2008. As restored, No. 107 looks the way it did when first operated on the GN Ry in 1931.

## **Combine Passenger Car Georgia Northern Railway 38**

A "combine" is a passenger car having both a passenger compartment and a baggage compartment, thus a "combination" or "combine." GN Ry 38 was built at the Jackson & Sharp plant of American Car & Foundry in Wilmington, DE in about 1914. It was built for and operated on the Charleston & Western Carolina Railway until sold to the GN Ry in the mid-to-late 1930's. It is quite possible that No. 38 was pulled by No. 107 at some point while in service on the GN Ry.

In the late 1940's No. 38 was sold to the Alton & Southern Railroad in Illinois where it was used in work train service until donated to the Museum of Transportation near St. Louis, Mo in 1968.

MOT donated the car to Thronateeska in late 2002, and in early 2004 it was moved to the Roundhouse Railroad Museum in Savannah, GA for exterior restoration. The restoration began in 2007 and was completed in 2008. It was then moved to Thronateeska to be exhibited with No. 107.

No. 38 is the last known surviving passenger car that was owned by GN Ry, and it is the only revenue passenger car in the collection. Its wood body on a steel frame construction is transitional between the earlier all-wood cars and the later all-steel cars.

## **Railway Post Office Atlantic Coast Line 13**

Railway Post Office cars (RPO's) were a very valuable piece of equipment on the railroads when they held contracts to carry the U.S. Mail. The cars were provided by the railroads, but were staffed by Post Office employees. No one but the workers were allowed inside, and attempts to enter could be met by

a revolver pointed your way since the workers were authorized to carry side arms to protect the mail.

RPO's were called "head-end" cars because of their typical location near the front of a passenger train.

This car was built in 1915 as ACL No. 700, one of four Class F-9 Mail-Baggage cars on the railroad. In 1953 it was rebuilt to its current appearance and renumbered 13. After the Post Office stopped contracts to carry the mail, the car was used in work train service as ACL 70006/SCL 770006 until being retired. It was donated to Thronateeska in about 1979 where it was used for model railroad exhibits.

The exterior of the car is painted as it was when rebuilt in 1953. The main body color of Royal Purple was the corporate color of the Atlantic Coast Line Railroad from its founding in 1900. The new passenger diesel locomotives delivered in 1939 were the first to be delivered wearing the corporate color, but it wasn't until the early 1950's that Royal Purple was applied to some of the older "heavy weight" or "conventional" passenger cars.

## **Boxcar ACL Class O-25 No. 21271**

This is an example of the predominant type of railroad car that moved much of America's freight from the late 19<sup>th</sup> century into the 1970's. Built in January 1942 by Pullman-Standard Company at their Bessemer, AL plant, No. 21271 was one of the last steel-sheathed boxcars to be built following entry of the United States into World War II. Note that it is constructed using steel rivets to hold the side plates together.

Steel soon became a strategic metal, restricted for use in ships, tanks and other machines of war. During this time, new boxcars, gondolas and hoppers reverted in appearance to cars built in the 19<sup>th</sup> century, except for having steel underframes and sidewall supports. The sheathing was wood, not steel. After the war the wood sheathing was replaced by steel plate.

As an all-steel car, 21271 is unusual for its time. It is also unique in that it is the last of 1600 identical cars built for the Atlantic Coast Line in 1941-1942. Almost 200 of the Class O-25 boxcars were rebuilt into ACL Class M-5 cabooses in the 1960's, but 21271 is the last intact boxcar out of the original order of 1600. After retirement from railroad use, the boxcar body was used as a storage shed by Southern Concrete in East Albany. In March 2003 the car body was moved to Thronateeska for restoration, which

involved replacing the entire brake system, trucks (the wheels) and all of the grab irons and steps since all of those devices were not needed on a shed.

It has been restored as it may have looked in late 1946, after the end of World War II and after receiving some much needed shop repairs from its hard service moving materiel and goods during the war.

### **Boxcar**

#### **ACL Class O-27 No. 24290**

Another, more modern example of the "standard" 40-foot boxcar, No. 24290 was built just less than 10 years after ACL 21271, in November 1951. It exhibits welded seam construction compared to the riveted construction of its predecessor, a significant cost saving method of construction.

No. 24290 was one of 500 cars built for Atlantic Coast Line Railroad by American Car & Foundry in 1951-1952. In 1971 a group of 100 of the Class O-27 cars was rebuilt by Seaboard Coast Line Railroad and designated as Class X-7-B. This car was renumbered to SCL 11782. Later sold to scrapper D.J. Joseph, it was resold to Golden Peanut in Camilla, where it and three other identical cars were used to store peanut husks. The four boxcars were donated to Thronateeska by Golden Peanut in 1998 and moved to Albany by the Atlantic & Gulf Railroad (now the Georgia & Florida Railway) late that year.

Car 24290 has been restored to look as it may have appeared in 1960, with the last ACL Gothic font lettering and herald.

### **Tank Car**

#### **GATX 69995**

Tank cars are used to carry liquids, which could include anything from liquefied petroleum gas to corn syrup to molten sulfur. The design of the car determined the type of liquid that could be carried.

This car was built by General American Transportation (GATX) in April 1963. It has a 10,200-gallon, insulated, high pressure tank, capable of handling commodities at pressures up to 150 pounds per square inch.

The inner tank is insulated with fiberglass, which is covered by the outer protective steel shell or "jacket." Tank cars of this design were commonly used to transport ammonium nitrate solution for fertilizer production, a major industry in South Georgia and other agricultural areas of the country.

The tank car was acquired in April 2002.

### **Hours**

Open year-round (except some holidays) on Thursday, Friday and Saturday, 12 Noon – 4:00 p.m.

### **Group Tours**

School and other tour groups of 10 or more by advance reservation, Monday – Friday 8:30 a.m. – 4:30 p.m.

### **Rentals**

Thronateeska offers a unique setting for private events, including concerts, social gatherings, weddings & receptions, business meetings and birthday parties. Please contact the office at 229-432-6955 for more information and to schedule your event in the historic depot restaurant (the Chautauqua Room), on the platform, in one of our select railroad cars, or in the planetarium.

This is a static exhibit of prototype railroad equipment that operated on the railroads of Southwest Georgia. Train rides are not offered. For your safety, we ask that you not climb on any of the exhibits except where ramps are available for this purpose.

Thronateeska Heritage Foundation, Inc. is a 501(c)3 not-for-profit organization located in the former Union Passenger Terminal building and other historic structures Heritage Plaza, the 100 block of West Roosevelt Avenue. Facilities include the Wetherbee Planetarium, Science Museum, History Museum, and the Laney Transportation Museum. Annual Memberships are available. For more information contact the business office at 229-432-6955.

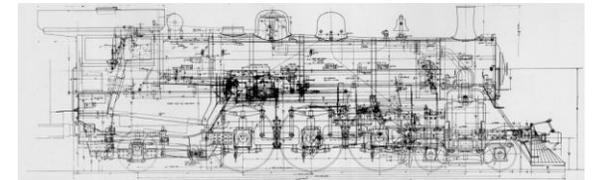
July 2008



## **THRONATEESKA HERITAGE & SCIENCE CENTER**

100 W. ROOSEVELT AVENUE  
ALBANY, GEORGIA 31701

Edwin G. Laney Memorial Transportation Museum  
**Railroad Equipment Collection**  
**Self-Guided Tour**



**THRONATEESKA HERITAGE & SCIENCE CENTER**  
**100 W. ROOSEVELT AVENUE**

**ALBANY, GA 31701**

229-432-6955 (Phone)

229-435-1572 (Fax)

[info@heritagecenter.org](mailto:info@heritagecenter.org)

[www.heritagecenter.org](http://www.heritagecenter.org)