

## 22. Bryan Kidd's Three Favorites



C&O 493 is one of five F-19 Pacifics rebuilt as “streamlined” Hudsons. They were intended to power the Newport News and Louisville sections of never-run “Chessie.” Best suited to a water-level route, they probably didn’t run on the Alleghany Subdivision. My 493 is a beautiful BLI in which I replaced the factory decoder with a Tsunami TSU-2200 Steam-2.

C&O 9052 is a Bachmann “representation” of the C&O’s Gas-Electric cars. Ordered from Brill in 1929, the last one was retired in 1959. As on the C&O, my Gas-Electric runs the Greenbrier Branch (Ronceverte to Durbin). I painted and lettered the car in the as-delivered scheme. The decoder is a Tsunami TSU-1100; of necessity (split gears) it is repowered with NWSL repower kit.

If one locomotive says “C&O” it is the H-8 Allegheny (with an ‘e’). 1630 is one of the first-run models produced by Rivarossi, and one of four on my Alleghany (with an ‘a’) Subdivision. The H-8s are especially remembered for the coal they pulled and shoved (one on the front and one on the rear) up to the railroad’s summit at Alleghany, VA on their journey from Hinton, WVA to Clifton Forge, VA. At Alleghany, the rear engine came off, turned on the turntable and retuned to Hinton to do it again. 1630 is controlled with a Tsunami TSU-2200 Steam decoder. **Bryan Kidd**