



The Chessie System Historical Society's

# Chessie News

Volume 2, Number 2

April, 1998





The Chessie System Historical Society's  
**Chessie News**

Volume 2, Number 3 July, 1998

**The Chessie System Historical Society**  
 Post Office Box 206 Amesville, Ohio 45711

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The Chessie System Historical Society's **Chessie News** is the Journal of this Society. **All issues are written by Society members and produced by Broken Plate Publishing for the CSHS.** Society members are encouraged to write articles for this journal. If you would like to contribute an article, please contact the Editor. If at all possible, please submit all articles via e-mail or send overland on a 3 1/2" diskette written in MS Publisher, Word or Works (Editor's e-mail address: <chessie@frogn.net>). If you do not have access to a computer, please type your article. —Editor.

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**CSHS Mission Statement** The mission of the Chessie System Historical Society is to study and assist in the preservation of the history of the Chessie System Railroads. In doing so Society members collect and exchange information related to the three railroads that composed the Chessie System during the 1970s and 1980s: The Baltimore and Ohio, The Chesapeake and Ohio and the Western Maryland. It is the society's position that the Chessie System represented the best of North American railroading during the era in which it existed, both in terms of it's dynamic visual appearance and it's strong financial track record.

**Stay in touch with other members.** If you've been a member of the Society for any length of time the membership roster you received when you joined is out of date. Enclosed with this issue is an updated edition of our current membership roster. Please use this roster to contact other members, this is a very important benefit of membership in the Society. Please respect the privacy of your fellow Society members by not sharing this roster with any outside groups and especially commercial interests. None of us want any more junk mail than we already receive! If you note any errors or want to change or add any information on the roster please contact the Secretary. If at anytime you want a current membership roster simply send a #10 self addressed stamped envelope (32 cents) to Allan Munsie, Secretary CSHS, 1325 Middlebury Dr. Aurora, IL 60504.

Please visit our web-site

<<http://trainweb.com/mvmra/cshs.htm>>

**CSHS Web-Master** ————— **Mel Agne**

**On the cover; C&O Chessie System #3301, GE U30C at Riverdale Illinois**

**6 October 1977. Photo by R.P. Cambell, Collection of Bill Folsom.**

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Some CSHS members at the convention

Photo by Greg Stevens

## The Society has a Birthday!

### First CSHS Annual Convention

Following a suggestion by member Charles Bogart, the Society held its very first annual convention in Cincinnati, Ohio on June 19-21 1998.

Friday afternoon we met at Cincinnati's union terminal "Tower A". Built in 1931 in pure Art Deco style it was completely remodeled in the 1980s. Tower A is on the trackside of the building and overlooks the tracks. From the tower one can see the N&S, CSX and Amtrak operations. From here we could see in the distance a Chessie locomotive, so we all jumped in our cars for a closer look. We found GP 38 2011 down by the river, more than a little battered looking, but hey, she's a survivor! This unit was photographed in different locations during the course of the weekend. After dinner we all met back at Tower A and as the evening went by we got down to some serious slide viewing. This went on for hours. Several members had slides of Chessie units, equipment and trains. In the wee hours of the night we had to finally call it quits and we retired to our separate rooms.

Saturday we all met at the parking lot of the terminal and carpoled over to a local Cincinnati police station. Member Linda Kraemer is a Sargent in a nearby suburban police force and used her connections to line up the first event of the day. She arranged for the police to shut down one lane of a busy viaduct so that we could all get out of our cars and take photos of Queensgate yard! Talk about a photo opportunity! Once we all shot as many pics as we wanted we circled the block and stopped on the other lane going the opposite direction for a view of the other side of the yard. The second side was almost right over the intermodal loading/unloading area. From there we left our police escort and proceeded to the CSX cop-shop. There we were met by friendly CSX Police and headed out for a

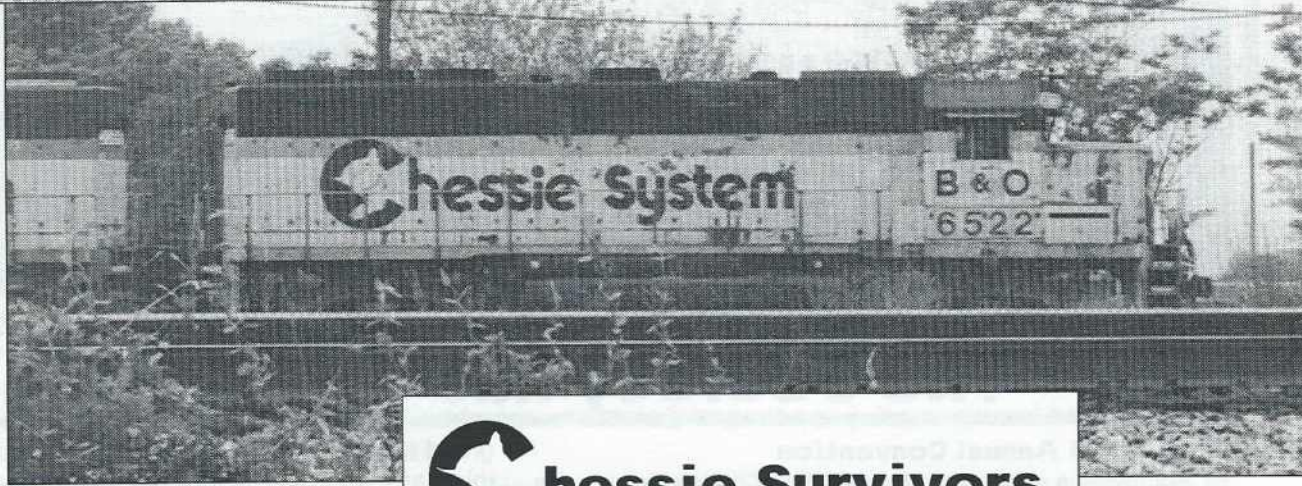
grand tour of the famous Queensgate Yard. In 1980 when this yard was built it was the largest freight yard in the world. With our RR police pals we got into the Loco repair shop, went by the car shops and took a once in a lifetime trip through the famous Hump Tower. We had the process of "humping cars" explained to us and even got a walk outside on the Cat-Walk! Everybody was extremely friendly and talkative. We then went down to the "trim-tower" and hung out with some of the yard workers and drank sodas while some of the others in our group took the yard tour. It was a blistering hot day that Saturday, but spirits were high as I think we all realized what a treat it was for us to be in Queensgate.

After the yard tour some of the group went railfanning towards Hamilton, Ohio. I went with the group that headed down to the Kentucky Railway Exhibition across the river in Ludlow, KY. Member Jim Corbett showed us the treasures of their little private yard. I believe they have somewhere around thirty-five pieces of equipment ranging from an Alco switcher to an old Baldwin diesel. They have several passenger cars, diners, boxcars a speeder and of course some caboose. Jim owns several of these pieces personally including a wonderfully restored C&O wide vision cab. Our small group then went to Jim's favorite local hobby shop. The shelves were pretty bare when we left!

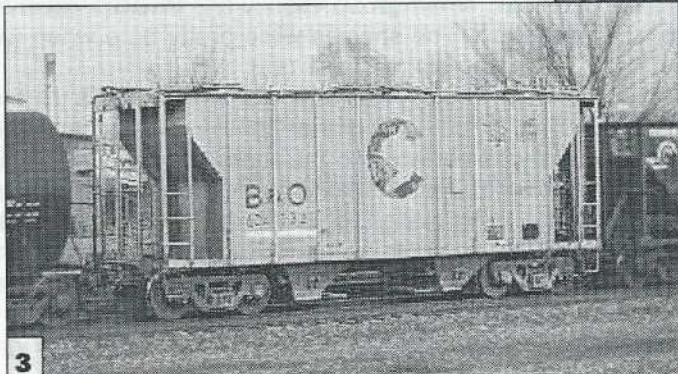
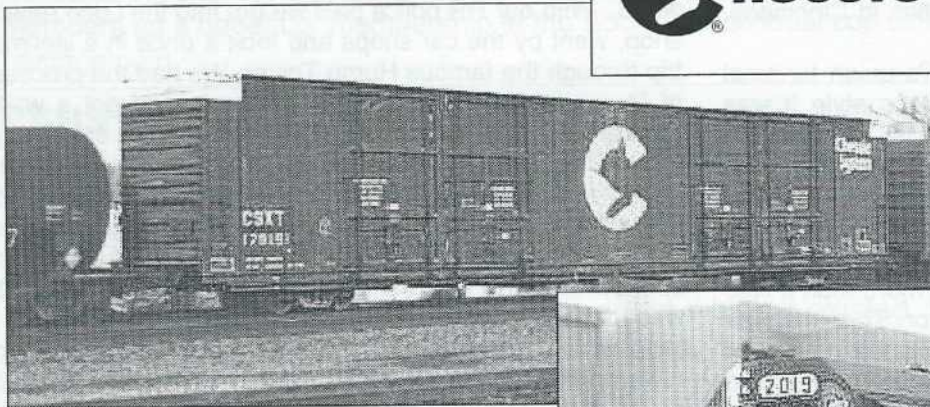
For our Convention Banquet we all met back at the Exhibition for a catered dinner in the dining car. The atmosphere was perfect and the food was first rate. After dinner member Brian Johnstone accepted our invitation to perform one of his songs for us. Brian played the guitar and sang a tune he wrote called "Cumberland". He brought down the house! We then turned our attention to the elections. The current Board of Directors was unopposed and was unanimously elected. *Cont. on page 18* **2**



**Left and below:** Bayview Yard, Baltimore, MD. 3 May 1998. These two units were seen working together recently, still in Chesie livery. **Photos by Gregory Joyce.**



**Chesie Survivors**



**Center and Right:** 96 foot high cube boxcar and rib-side two pocket covered hopper seen on Conrail, Elyria, Ohio March 1998. **Above:** GP 38 at work in Detroit, MI Sept. 1997. **Photos by Tim Leininger**



## **Farewell 3802 (2002), The All American Diesel We will miss you !**

Linda Kraemer lives near Queensgate Yard, Cincinnati, Ohio. She files this report and photo.

**Thursday, May 28, 1998**, started like any other day. On my way to work I decided to stop by Queensgate to see if there were any Chessie engines in the yard. To my delight, there were two!! 2002 (ex B&O 3802) was in the locomotive shop (see fig.2) and 2014 was sitting on the west side of the locomotive shop. I left for work with my day complete because I was able to get some decent photos of both engines.

Later that day, I was visited at work by a friend of mine who is a CSX conductor working on engine relief in the yard. Knowing that 2002 was my favorite engine, he stopped by to tell me that things weren't looking too good for 2002. He said it was shopped because it was breaking ground relay. He further explained that this usually means the main generator has gone out and if that is the case, it would not be repaired.

The next day, I anxiously responded to Queensgate to check on the All American Diesel (refer to Trains 11/82). I saw 2002 (see fig. 2) and 2014 coupled together and sitting on the pit area (located south of the locomotive shop). I went into the hump tower to talk to the Yardmaster. From him I found out that both units were being retired. I was in his office when he made the call to the representative of the B&O Museum to let him know 2002 was on its way.

So this is my story of the last days of 2002. I will miss seeing 2002 on the rails but I am pleased to know it will not be scrapped but will be at the B&O Museum for us to enjoy.

Sadly, I remind you, Chessie's nine lives are quickly dying. When you see a cat on the rails, enjoy it and savor the moment because soon they all will be gone...





## I Smell Toast!

C&O's U30Cs

by John Maugans

In this age of CSX wide-cab diesels one very seldom associates General Electric locomotives with the Chessie System. Yet as most Chessie fans know C&O rostered a sizeable fleet of GE diesels, mostly four-motor units working in coal transport. The engine shops at Clifton Forge, Virginia specialized in the maintenance and repair of General Electric engines; consequently the locomotives were particularly indigenous to C&O lines in eastern West Virginia and Virginia.

An often forgotten GE model in the C&O stable, however, was the six-axle U30C. A mere footnote in the Chessie System fleet at only thirteen units, U30C's were nonetheless quite visible on the Virginia Division during the 1970's and early 80's. They could most often be found in long-haul manifest freight service as a heavy-traction alternative to the EMD SD40 line.

Built in two orders in 1967 and 1968, U30C's were rated at 3,000 horsepower, making them comparable with most other locomotive models of the era in pulling capacity. The book "Chesapeake & Ohio Diesel Locomotives" points out many differences among the railroad's small collection.

The center portion of the roof is raised in the radiator area of the first four engines (3300-3303), and the

radiators are flared, as opposed to units 3304-3312, which more closely match their four-axle sisters, the U30B's. Additionally, units 3300-3307, 3310, and 3312 were equipped with Adirondack trucks, 3308, 3309, and 3311 with the more common General Steel Casting trucks. One unit, whose identity remains a mystery, is even said to have spent some time with an Adirondack truck on one end, and a GSC on the other!

Incidentally, the aforementioned C&O diesel book by Carl W. Shaver is a fantastic book with complete data on all C&O diesels, including those of the Chessie era, most of the information on which applies to similar B&O and WM units. It also contains complete rosters of all Chessie System engines from 1981 and 1986, their subsequent CSX numbers, and several nice black and white Chessie photos. As a modeling resource it's nearly unbeatable and as far as I know is still available from the C&O Historical Society.

As was often the case with early GE locomotives, the U30C's were never as well-received by engineers as their EMD counterparts, hence their small numbers. Among other things, the six-motor brutes made an earthshaking noise at top speed that would make many of today's General Electric units seem timid by comparison. CSHS member John Whitmore tells of a day in the late 70's he followed a manifest through a narrow break in the mountains near Goshen, Virginia known as Panther Gap, in which one locomotive bounced a tremendous, eerie racket about the forested ridges. Although unable to get a look at

the lashup to visually identify a U30C, Whitmore says, "I know that's what it was. Those things never went anywhere else."

Most U30C's were retired and sold for scrap in 1983, but the original four units managed to hang on until late 1985, when they were transferred to Seaboard System and disposed of soon before the merger of the two companies.

For modelers who think a U30C would make an interesting engine to break up the occasional sameness of their GP40-2 fleet, Athearn offers a version in HO scale that most closely matches units 3304-3312, but which, like their U30B, has several shortcomings, including incorrect grille arrangement and unprototypical headlight box mounted on the short hood, as on a B30-7, all of which are fixable with some effort. Additionally, it is not available in Chessie System



**Left:** GE U30C # 3306 in clean Chessie System paint.

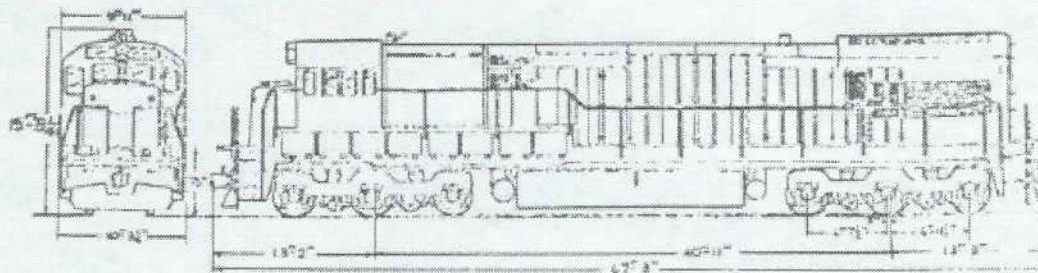
**Above:** Rear oblique photo of grimey Chessie C&O U30C # 3302. The C&O had only 4 units like # 3302 in this early style carbody and rear shots are rare in any scheme. These units are believed to be the only 6-axle GEs the C&O ever owned, the rest were leased.

**Below:** All GE lash-up at C&O's Fulton Yard, Richmond, VA 2 April 1978. Lead unit is C&O U23B # 2314 still in its "as delivered" blue and yellow C&O scheme. All were facing west and probably took a west-bound manifest up the Piedmont Subdivision later on. **John Whitmore**

**Photos by Charlie Curly, John Whitmore collection.  
Prints donated to CSHS Archives.**

paint. To my knowledge 3300 and 3303 were eventually given cat livery, but it is unclear from my sources which others were or were not. Your best bet, as always, is to have a dated photo from the period you are modeling. As a model, a U30C would certainly make an interesting conversation piece, rare enough to add even further interest to the already colorful Chessie System scene, ordinary enough to not seem like a novelty, and an unsung precursor of the post-Chessie six-axle General Electrics so admired by our more CSX-oriented friends!





GENERAL		ELECTRICAL	
Railroad	C&O	Multiple Unit Control	Yes
Builder	GE	Number Trainline Wires	27
Builder Model	U30C	Front Receptacles	Left Side
Road Class	U30C	Rear Receptacles	Right Side
Horsepower	3000	Pin Funct. Not Trainlined Manual Transition(PM)	
No. of Units	9	Pin Funct. Not AAR Stand.	None
Unit Numbers	3304-3312	Dynamic Brakes	Yes/Flat Control
Builder Order Number	380-07700(1956 C60)	Max. Amperage	720
Ownership with Whom	U. S. Leasing Intl., Inc.	Extended Range	Yes
Type Contract	Lease	Field Loop	No
Expiration Date	7-31-83	Potential	Yes
Year Built	1968	Type Grid Motors	Mechanical
Gear Ratio	74:18	Brake Interlock	Type II Non-Reapplying
Max. Miles per Hour	70	Main Generator Type	GE5GTA9H3 Alternator
Loco. Overspeed MPH	70	Traction Motors Type	5GE752E6B
Wheel Diameter	40"	Number of Traction Motors	6
Max. Curve (Munt. Unit)	273' (21 <sup>0</sup> )	Cont. Rating Tract. Motor Amps	1195
Max. Curve (Single Unit)	273' (21 <sup>0</sup> )	" " MPH	9.5
Weight on Drivers	393,000 ± 3000	" " Tractive Effort	90,600
Train Control Schedule	Not Equipped	Auxiliary Generator Type	5GY48C1
Forward, Reverse	Not Equipped	Trac. Motor Blow. Motors Type	41D711528P2
Dual Control	Not Equipped	No. Trac. Motor Blow. Motors	1-Mechanical
Clearance Diag. No.	41R951051	Eng. Cooling Fan Motor Type	Mechanical
Sand Cubic Foot	60	Batteries - No Cells	32
Fuel Gallons	4000	Radio Equipped	Yes
Lube Oil Gallons	380	Remote Control Headlight	YES
Cooling Water Gallons	350	Cu. ft. Air Per T.M. 2600 CFM @ 5.1" H <sub>2</sub> O	
Steam Gen. Type	Not Equipped	Search Harness Applied	No
Water Capacity	Not Equipped	Power Reduction	Yes-Manual
Snow Plows	Not Equipped	Trainlined	No
END Spec'n. No. 3390B		Transition Type	Axle Generator
		Exciter Type	5GY48C1
		Electric Cab Heat	Not Equipped
		Traction Motor Cut-Outs	No

U-30-C  
3304-3312

MECHANICAL		AIR	
Engine Model	7FDD16	Schedule	26L
No. of Cyl.	16	Auto Brake Valve Type	26C
Eng. Speed Idle RPM	400 + 4	Independent Brake Type	SA26
Eng. Speed Full RPM	1025 ± 4	Control Valve Type	26F
Overspeed-Eng. RPM	1130 ± 10	Application Valve Type	P2A
Eng. Start System	Electric	Relay Valve Type	J1.6-16
Governor Type	Woodward 8550305 (PG)	Feed Valve	No
Truck Journal Type	Timken Roller Bearings	B.P. Vent Valve Type	#8
Truck Journal Size	6½" x 12"	Safety Control Type	Pneumatic D-2
Axle Type	Heavy Duty 6-7/8"	Press. Maintaining Feature	Yes
Coupler Limiting Block	No	B.P. Flow Indicator Type	"B"
Bolster Stop	No	Split Red. Feature Type	To be Removed
Align Control Coupler	Yes	M.R. Cut Off Valve	Type C-1
Coupler Type	AAR "E"	B.P. Chg. Cutoff Pilot Valve	A-1
Speed Recorder Type	Chicago Pneumatic	Air Hose Location Diag.	41R971391
Water Cooler Type	Racon 6100	Signal Line	No
Toilet Type	Bogan Retention	Air Compressor Type	WBO 9507 3 Cyl. W/C
Toilet Water Heater	Not Equipped	Capacity Air Compressor	289 CFM @ 1025 RPM
Number of Cab Seats	3	Air Compressor Synchronization	Yes
Wind Deflectors	Salem #652 (F) & #651 (R)	M.R. Drain Valve Type	Electric Salem #880
Bay Windows	Not Equipped	Sanding System	Salem Electric
Automatic Fueling Type	Snyder O.P.W.	Emergency Sand	Electro-Pneumatic
Spark Arrestor Type	No (Turbocharged)	Horn Type	Leslie SL-3L-R
Draft Gear Type	National Malleable M-381	Number of Horn Chimes	3
Fuel Heater	Yes	Bell Type	Prime BR-108 Bell Ringer
		Bell Location	Left Side Carbody
		Aux. Air Filter	Salem #818
		Brake Sys. Air Filter	Salem #824
		Location	Outside Carbody
		Blowdown	Salem #872 Elect. Timer
		Brake Shoe Arrangement	Single
		Handbrake	Yes-Wheel
		Brake Shoe Type	High Friction Comp. (16")
		Cylinder Size	12" x 4"

The locomotive diagrams shown on these two pages are from a 1978 diagram set in the collection of the Editor. Diagram sets were issued periodically by the Mechanical Department located in Huntington, West Virginia. Such sets were sent to the various shops on line that needed this information in order to be able to classify and do repair work on the railroad's locomotives.

-Editor



## Chessie System Piggyback Service

Text by Gary Betz

**Chessie System and Piggyback**, to many people those terms don't go together, but the Chessie System operated several piggyback trains primarily along two corridors: Chicago-Baltimore-Philadelphia and St. Louis-Philadelphia.

From Chicago, Chessie operated two pairs of trains. Eastbound Chicago-Philadelphia Trailer Train symbolled CPTT (later called the Philadelphia Trailer Train or PHTT) and the Baltimore Trailer Train symbolled BLTT. From the east, Chicago received the Baltimore-Chicago Trailer Train symbolled BCTT and the Chicago Trailer Train from Philadelphia symbolled CHTT.

St. Louis and Philadelphia were served by the St. Louis and Philadelphia Trailer Trains symbolled SLTT and PHTT respectively. In later years the Northeast Trailer Train replaced the PHTT using the symbol NETT.

CPTT departed Chessie's Forest Hill piggyback terminal seven days a week with trailers for Philadelphia. The 888 mile trip was

scheduled for 28 1/2 hours in 1983 with a 10:30 PM departure in Chicago and a 4:00 arrival in Philadelphia. By 1986 the run was 4 miles and an hour longer with a 5:00 arrival and included a set out at Brunswick. The 1986 train also carried a Philadelphia perishable block and had been re-named the Philadelphia Trailer Train.

In 1983 the BLTT was a Monday through Saturday train departing Forest Hill at 11:00 PM on a 29 hour 45 minute schedule covering 801 miles. BLTT departed Chicago with trailers for Toledo, Lordstown, Baltimore and Port Covington. The Toledos were set off at Fostoria Ohio with additional Lordstowns picked up. At Lordstown, trailers set off were replaced with a Philadelphia block. Any Sunday traffic was handled by CPTT. By 1986 BLTT ran seven days a week departing Chicago at 2:30 am covering a 4 mile shorter route in only 27 hours 15 minutes. The train carried only Baltimore trailers and no intermediate work was performed. Westbound, CHTT departed Philadelphia seven nights a week at 11:00 PM with a Toledo block in addition to the Chicago

block. More trailers were picked up in Baltimore. The Toledo's were set off at Attica Jct Ohio. Arrival in Chicago was 32 hours later at 6:00 am. The only difference in 1986 was the Toledo block was set off at Kellar Ohio.

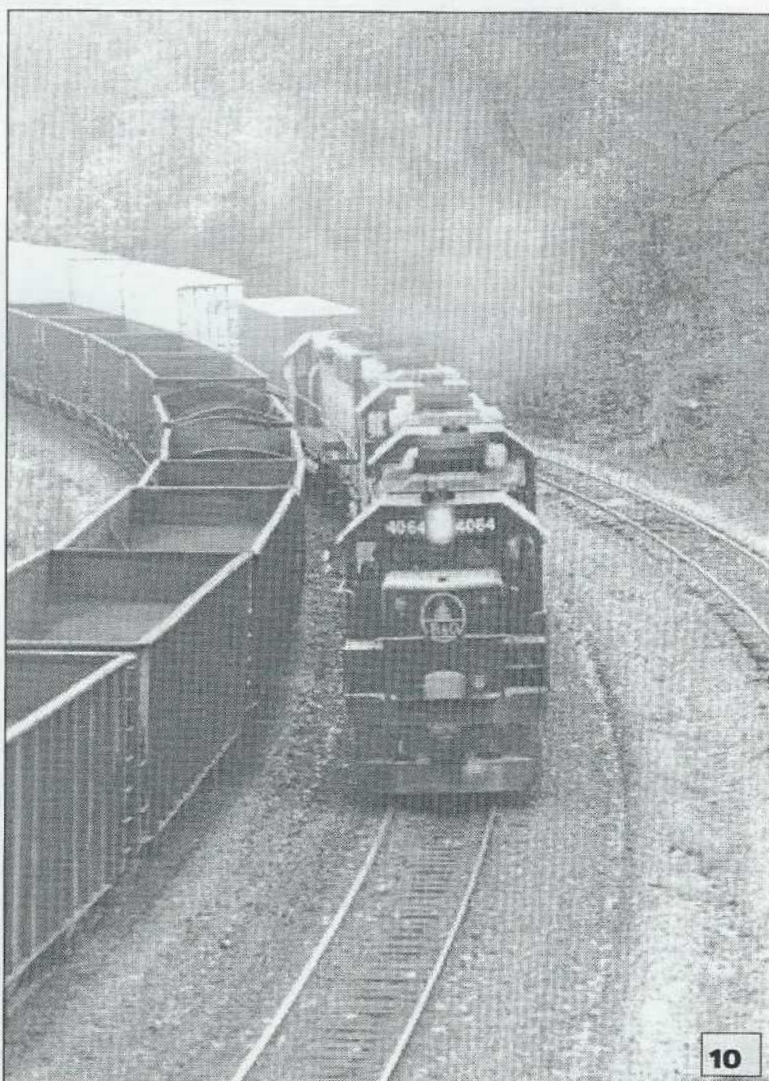
BCTT ran only Tuesday-Wednesday-Thursday in 1983 departing Baltimore's Carrol Yard at 20 minutes past midnight. The Train carried blocks for Toledo and Chicago. An additional pickup was made at Lordstown with the Toledo block set-off at Attica Jct. The train was scheduled into Chicago in a little over 28 hours at 3:30 am. The 1986 version was scheduled 40 minutes longer and operated Tuesday through Saturday departing at 3:10 am. Arrival was 7:00 am. There was no Lordstown pickup and the Toledo block was set off at Kellar.

From St. Louis, PHTT later named the Northeast Trailer Train symbolled NETT, carried blocks for Toledo, Cincinnati, Baltimore and Philadelphia. Daily except Sunday, the train left East St. Louis Lower Yard on it's 36 hour trip along a 1002 mile route using the Parkersburg Branch. The Toledo and Cincinnati blocks were set off at Storrs Yard in Cincinnati. The Baltimore block was dropped off at Mt. Clare Yard. The 1983 edition departed East St. Louis at 8:00 PM arriving Philadelphia at 9:00 am the second morning. By 1986 the train traversed a longer 1181 mile route necessitated by the downgrading and severing of the Parkerburg Branch. The 1986 NETT traveled via Deshler and Willard leaving East St. Louis at 7:30 PM with arrival

in Philadelphia at 1:30 the second afternoon.

The Toledo blocks from Attica Jct. or Kellar were forwarded to their destination by the Detroit Steel Special symbolled DSSO. Cars set out at Fostoria arrived Toledo on TL49 from Baltimore. The Toledo block set out at Cincinnati was forwarded north on TL92.

In June 1982 Chessie instituted Toledo-Lima intermodal trains TLTT and LTTT to carry piggyback traffic between Cincinnati, Fostoria and Toledo. These trains were gone by March 1984. Other intermodal trains operated by Chessie System at various times included Chessie System Trailer Train (CSTT), Orange Blossom Specials, both north and south (OBSN and OSSS), Wilmington Trailer Train (WLTT), Seaboard Trailer Train (SBTT) and Cincinnati Trailer Train (CNTT). Trailer blocks were also handled on several general merchandise trains to connect with the dedicated trains.



**Opposite-** GP40-2s 4125, 4334 and GP38 4812 pull a piggyback train through Pinto, Maryland a few minutes from Cumberland on July 9, 1982.

**Right-** Of course not all Chessie locomotives were painted in the full Chessie System scheme. Many continued to wear predecessor colors well into the 1980s (and beyond). GP40s C&O 4075 in blue and B&O 3793 in Chessie paint Pause at the lead of their piggyback train to wait for helpers at Hyndman, PA in August 1981.

Photos by John C. Durant



**Above:** C&O GP 40 # 4075 and B&O GP 40 # 3793 accelerate their train through Hyndman, PA after stopping to add rear end helpers. August 1981. **Below:** B&O GP 38 # 3802 (“The All-American Locomotive”), WM GP 40-2 # 4318 and B&O GP40-2 # 4102 power a Trailer-Jet out of Crothers tunnel on the Magnolia Cut-off at Paw Paw, WV. 30 October 1980. **Photos and captions John C. Durant**





Above: B&O GP 9 # 6556 and B&O GP 40 # 3750 lead the Chicago Jet into Relay, MD on the Washington Sub-Division. 13 September 1980. **Below:** B&O GP 9 # 6487, WM GP 35 # 3580, GP 30 # 6914 and GP 40 # 3705 power the St. Louis Jet into Cumberland, MD at Mexico Farms. 29 October 1980.

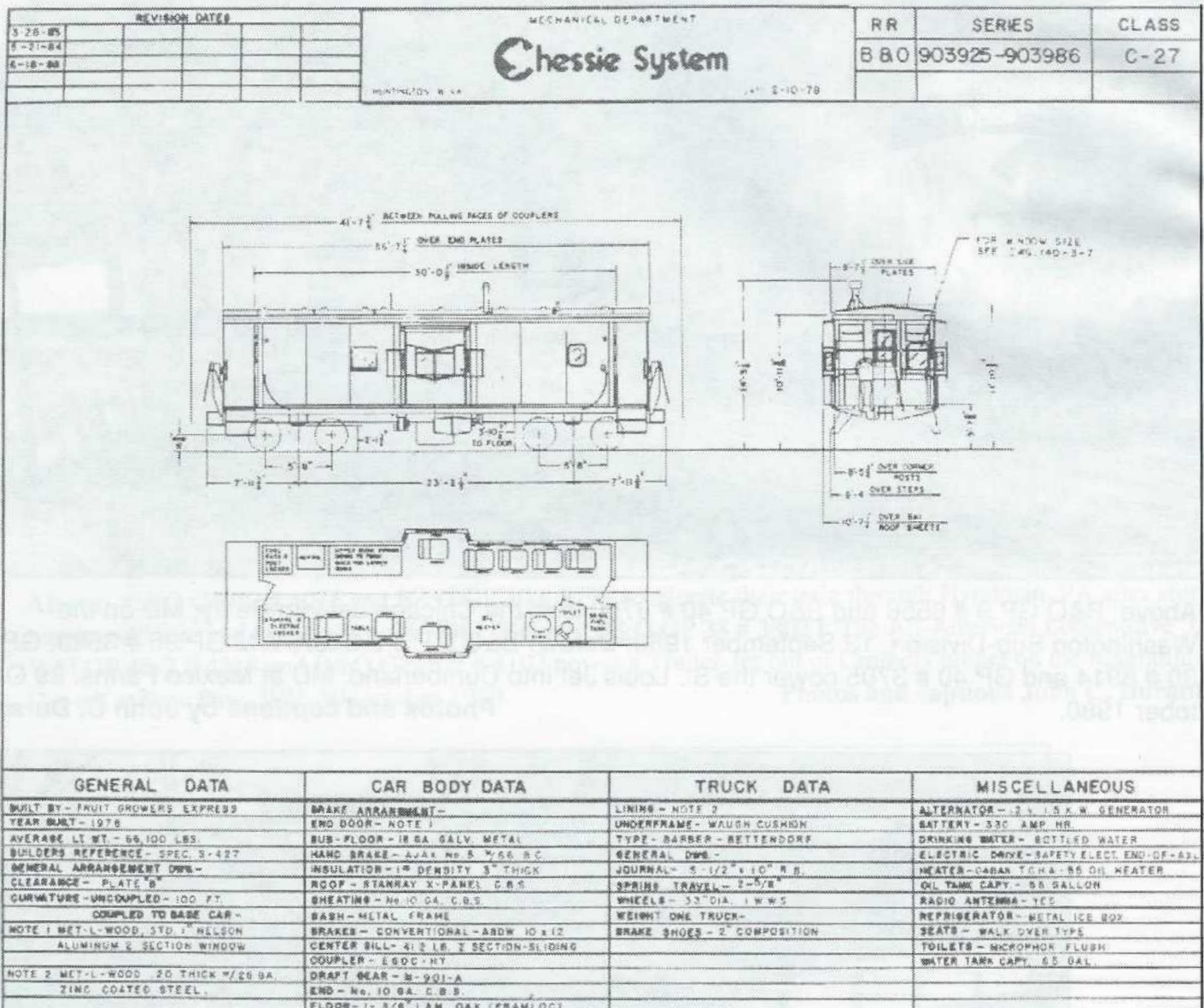
**Photos and captions by John C. Durant**



# Class & Sub-Class: C-27 and C-27A

## THE CABOOSE MATURES

by Randall K. Fields



### C-27 Series B&O 903925-903986

### C-27A Series B&O 904000-904093

### and C&O 904094-904159

by Randall K. Fields

Virtually identical to the earlier class C-26 and C-26A, the C-27 and C-27A differed largely in being built by a different car builder. The 26s and 26A were built by International the 27s and 27A were built by Fruit Growers Express, a company partially owned by the Chessie System Railroads. In 1978 the B&O took delivery of series 903925-903986. The C-27As arrived in 1980.

The C-27 classes had Waugh underframes and rode on Barber-Bettendorf trucks. They had the same basic dimensions as the 26s and also had the same style of Stanray X-panel roofs. In differentiating between the 27s and the 26s there is one major spotting difference and one

minor.

As a major difference the C-27s came painted in the "Green Cross for Safety" scheme. On one side the Cat was moved to the left and a Safety Cross was applied to the right. On the other side of the cab a Ches-C logo was used to replace the C in Chessie System (motive power style). Though they carried the green cross they did not have the safety slogans of the earlier "Safety Caboose" of 1973-'74.

The other (minor) spotting feature is the shape of the end bay windows. On the C-27s are rounded rectangles, the 26s had square corners.

Built in 1980, the C-27A class was identical in every detail to the C-27s. These were the final order placed for new cabooses by the Chessie System Railroads. In their last order for cabooses the C&O finally bought their first (and

**Below:** Looking worn but serviceable, B&O class C-27 # 903963 was photographed at Lynchburg, VA on 9 Aug. 1997.

**Photo by John Whitmore**



#### **Waugh underframe at work**

The modern caboose could take a lot of abuse, as witnessed by the "fender bender" this cab's been involved in.. In this case the cushioning effect of the Waugh underframe saved this cab from more serious collision damage. We only hope nobody on board was injured. This cab also burned, but it is not known if this happened at the time of the ramming or was a later act of vandalism.

**Photos by Randall K. Fields at Parkersburg, WV. December 1995.**

only) bay window cabooses. All other C&O cabs during the Chessie era were the cupola style.

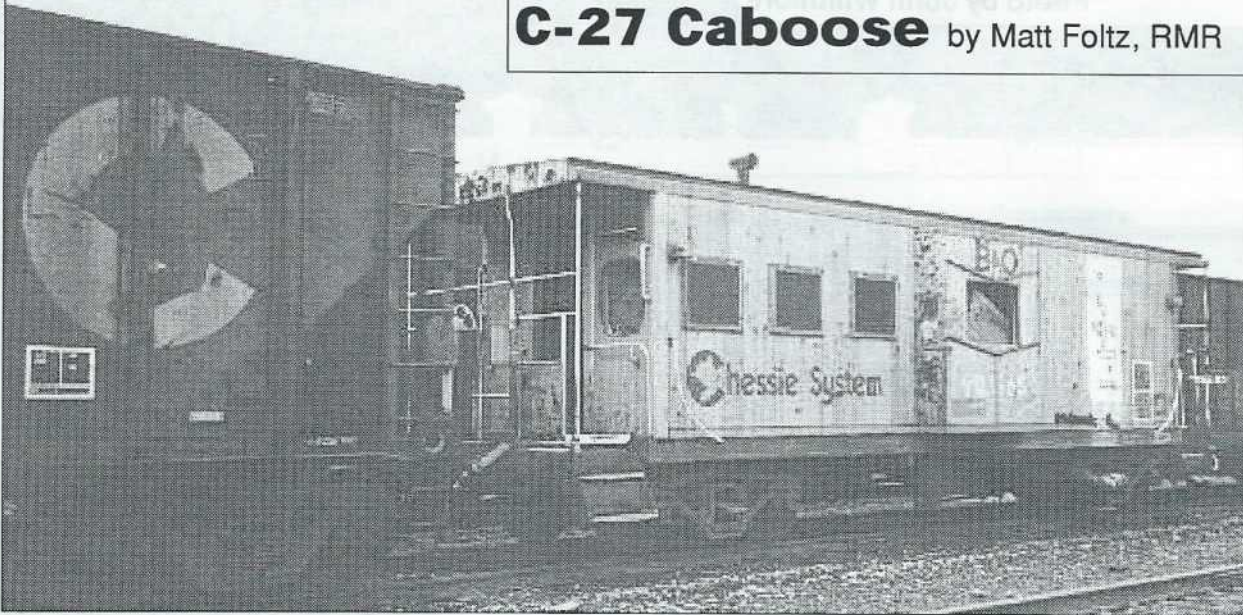
Though the B&O did have some cupolas, as a general rule we associate the two sister roads with these two different styles of cabooses.

The C-26 through C-27A classes of near identical modern bay window cabooses totaled 447 cabs of this type on the Chessie roster in 1980. As such they were the largest group of one type of caboose on the Chessie Railroads. These bay window cabs were the biggest, most comfortable and safest cabooses ever to ride American rails. Not unlike the steam engine of three decades before, they came into adulthood on their deathbed. They were obsolete almost as quickly as they were being built. They were replaced by more modern communication systems, changing labor agreements and radically different railroad operating procedures.



# Modeling a Chessie System C-27 Caboose

by Matt Foltz, RMR



A few years back, I purchased two brass Chessie System cabooses. After seeing these run around my layout, the plain old stock Athearn Chessie cabooses just didn't look the same. So...I did a little research and found out, with a little work, Athearn's bay window caboose can be made into a good looking Chessie System caboose. As with any modeling project it is important to have pictures of what you are modeling.

## BODY MODIFICATIONS

Because each side of this caboose is different, I've included a window placement diagram in the article. Hopefully, this will make things easier. Modeling a C-27 requires the use of two caboose bodies. The Athearn wide-vision body is needed to get two windows for use on the bay-window body.

Start by removing the roof walk and from the Athearn bay window caboose. The smoke stack hole on the roof will need to be filled and sanded smooth also.

Next, using the cast-on grabs as a guide drill holes for all the Detail Associates grab irons using a #78 bit. I like to drill all of the holes first to get this step out of the way. If any holes get filled in with putty, it's just as easy to come back and knock any putty out with the drill bit.

Now the fun starts. You'll notice on the diagram, that I've labeled one side of the caboose "A" and the other side "B". Instead of filling in the single window on Side A, the window will be used to make the third window. This is done by cutting around the window about 1/8" from the window edge. Once the window is out, center it between the other two windows and cut an opening for it. Brace with styrene on the inside, and cement in place. Fill the hole that was made from cutting the window out with styrene. Fill any gaps with putty and sand smooth.

Along the bottom sill of the Athearn body there are tabs that hide the underframe. There is also a battery box casting. These will need to be cut off so styrene can be

added here to make the sill straight. Once these are cut off, use a piece of .040" x .080" strip styrene to make the new sill. Fill in any gaps with putty and sand smooth.

Now for side B. The small rounded window that is needed for this side comes from the side of the wide-vision body. Cut the window off of the wide-vision body, position the window on side B and mark for opening to be cut. Consult photos for location. I couldn't find any measurements on the diagram for this window placement. Cement window in place, bracing the back of the window with styrene. Fill any gaps with putty and sand smooth. Fill the other two windows on side B that get filled with styrene and putty.

The bottom sill on side B is done the same way as on side A. However, save the battery box cover casting from this side. This will be used for the front of a new battery box to be fashioned out of styrene. I just used scraps for this.

Now for the ends. The rounded window for end 1 is an end window from the wide-vision body. The window on end 2 gets filled in. Shave the bars off of the window before you fill the opening. You'll notice the roof ends of the Athearn body form a "V". This needs to be filled in. Cut a piece of .015" sheet styrene close to the shape needed, use CA to attach the styrene to the roof ends. Once the CA sets up, shape the styrene to the final contour with sand paper. Use putty to fill any gaps.

Since the battery box castings were removed from the body, the box-like castings on the floor of the caboose will need to be cut off. Attach the brake equipment to the floor. Drill holes on the roof for the smoke stack and the toilet vent. These should be towards side B. Consult photos for location. The toilet vent was made from "parts box" scraps. The toilet vent can be attached at this time since it will be painted the same color as the roof. Leave the smoke stack off since it is black.

At this time, add all the grabs except the ones on the side of the caboose. These interfere with masking for the

orange stripe along the bottom edge of caboose. Attach the grabs with CA.

#### **PAINTING AND DECALING**

Once you're satisfied with the putty and sanding job. The caboose is ready for the paint shop. This is one project where good putty (i.e. Nitro-Stan's or Bondo) that doesn't shrink is a necessity. Trust me, I found out the hard way. My caboose sat for a month before I got around to painting it. I had to go back and do a good bit of touching up.

Before painting, I shot everything with Floquil primer. For paint I used Accu-Paint Chessie Yellow, Chessie Blue and ICG Orange. Consult photos for paint separations and decal placement. The body of the caboose is yellow. Also, the roof ends are yellow. The brake stands are yellow with white brake wheels. All the grab irons are white. The top orange stripe comes down from the top of the side to the first rivet line. The top of the bay-window protrusion is orange. The bottom orange stripe comes up to the rivet

from The Microscale 87-700 Western Maryland Caboose 1936-1980 set. I used white decal stripes for the safety striping on the steps. I've found this method much easier than trying to paint them. Once the decaling is done, spray the caboose with Dullcote.

#### **FINAL ASSEMBLY**

Install the grabs on the sides and paint white. Paint the ends of the porches yellow. Assemble the underframe and floor assembly. Install couplers. Add the trucks. I used 33" Jay-bee wheels on my caboose. Snap the caboose body onto the underframe. Add the new battery box assembly. This goes on the "A" side of the caboose and is centered under the bay-window protrusion. The smoke stack can be added at this time.

I made new end railings from .015 brass wire. The safety screens are Precision Scale brass mesh. The safety screen guides on the bay window were made from .015" x .030" strip styrene. The safety screen brackets on



line at the bottom of the body. To paint the blue stripe mask a straight line along the bottom of the sides so that when the blue is applied only the bottom of the bay-window protrusion gets painted blue. There should be NO blue on the side of the bay-window protrusion. The underframe, steps, floor and trucks are also blue. Don't forget to paint the new battery box blue.

To paint the roof I used Accu-Paint Aluminum. Also the windows have aluminum frames. I painted these by masking them off and spraying them.

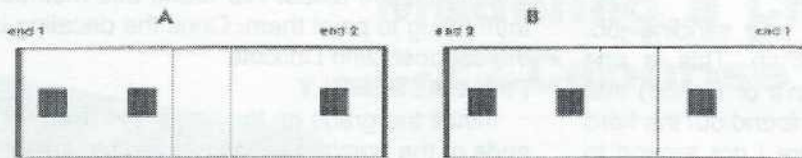
This is one of those projects where more than one set of decals are needed. Most of the decals are from Champ's HC-506 Chessie Caboose set. The "Safety Cross", Chessie System on the "A" side come from Microscale's 87-790 Chessie System - Western Maryland Safety Caboose set. The orange stripe on the roof ends comes

the sides of the bay windows were made from .010" x .030" brass bar. These were bent to the desired shape and placed into holes drilled into the caboose body. I attached them using CA. I painted the safety screens aluminum. I've found out that the screens really look better if they are dry brushed with Grimy Black after the Aluminum has dried. To put "glass" in the windows. I used Microscale's Micro Kristal Klear.

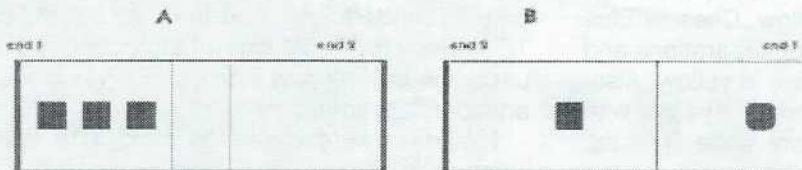
For a final touch, I gave my C-27 a light dusting of Floquil Grimy Black and Rust. Chessie didn't let her cabs get too hogged up before they got a bath.

**Diagrams for window placement**

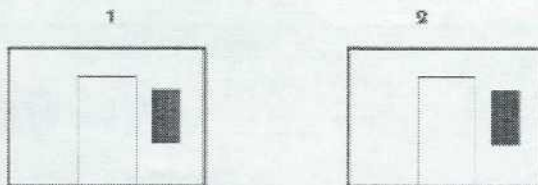
**Stock Athearn Sides**



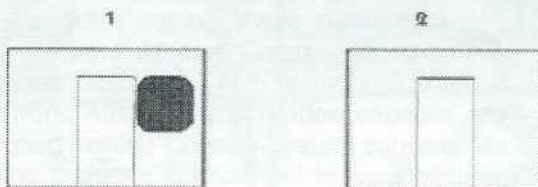
**Finished Sides**



**Stock Athearn Ends**



**Finished Ends**



**PARTS LIST**

**Athearn**

- 140-1255 bay window caboose (undecorated)
- 140-5360 wide vision caboose (undecorated)

**Champ**

- HC-506 Chessie System Cabooses

**Detail Associates**

- 2505 .015 brass wire
- 2524 .010" x .030" brass bar
- 6210 straight grabs
- 6503 end grabs
- 6504 end grabs

**Evergreen**

- .015" sheet styrene
- .040" x .080" strip styrene
- .015" x .030" strip styrene

**Floquil**

- 110009 Primer
- 110077 Reefer White
- 110013 Grimy Black
- 110073 Rust

**Jay-bee**

- 33" wheels

**Microscale**

- 87-124-1 1" and 2" white stripes
- 87-700 WM Cabooses 1936-80
- 87-790 Chessie System - Western Maryland Safety Cabooses

**Precision Scale**

- 48262 Brass mesh

**SMP Industries (Accu-Paint)**

- AP-40 Aluminum
- AP-71 ICG Orange
- AP-73 Chessie Yellow
- AP-74 Chessie Blue

## Research Requests

Working together we can expand our knowledge

**Needed:** Good quality U23B photos for upcoming articles in the Chessie News. Contact **Randall Fields**. P.O.Box 206 Amesville, Ohio 45711. Phone: 740-448-2321, e-mail <chessie@frognet.net>

**Needed:** The Society needs information on Chessie System MOW equipment. We specifically need a roster that covers this subject. Please contact **Randall Fields**.

## The Cat Patrol

**Kevin L. Hammond** has been monitoring the CSX engines that remain in Chessie System paint schemes and has once again compiled a list of Chessie survivors. Since the last report the last Chessie GP40-2 (6045) has been painted in CSX colors. As of 12 June 1998 these cats remain:

**GP 38:** 2002\*, 2011, 2012, 2014\*, 2019, 2021, 2040, 2045, 2065, 2068, 2082, 2086, 2111, 2117, 2123.

**GP 40:** 6506, 6522, 6528, 6533, 6542, 6561, 6565, 6602, 6605, 6608, 6615, 6627, 6629, 6635, 6639, 6854.

**SD 40:** 4618

**Hugh J. Hales II** reports from Michigan in June that Chessie System caboose B&O 903897 has showed up at Rougemere yard. It appears to have been through the Rougemere car shop sometime in the recent past. B&O 903897 was seen coupled to C&O 904111 and C&O 904139.

Chessie System/CSX GP38 road numbers 2002, 2019 and 2021 were seen working the Rougemere yard. 2002 and 2019 have been there for quite some time now.

\* 2002, formerly 3802, is the famous Trains magazine "All-American Locomotive". Rumor has it that this unit will be donated to the B&O Museum in Baltimore at some point in the future (\*see related story page 4).

-Editor

## Convention continued from page 2

We then went into a discussion about Linda Kraemer's work on incorporation for the CSHS. This is moving right along. She, Greg Stevens and Jim Corbett offered to serve as trustees of the corporation. After this little hurdle is cleared we will then move on to seek not-for-profit status. These things take time...

At 10:30 we had to leave the diner, so we all headed back to tower A to continue the meeting. Many ideas were kicked around about directions for the Society. I was left with the impression that our members are very pleased with the way things are going and very optimistic about our future. One member approached me on the side and suggested that we plan to have a full color calendar available for the millenium. We have talked about this before within the Board, but our finances have not allowed it. In a couple more years I hope we can pull this one off. I also had a good talk with Greg Stevens about the need for a "company computer". This too will take time of course... Around 11:30 or midnight we got back into the slide show. We looked at slide until 1:30 (and could have gone on most of the night!) and headed back to our rooms.

Sunday morning most of the group went their separate ways, but a few of us went to see some guy's layout in the suburbs. His was a non-era-specific layout, but was really quite nice. He made up special Chessie System trains for our entertainment. This was a very cool layout with very good scenery. 15 years in the making it took up about 1/2 of his basement. From my vantagepoint living in a 125-year-old victorian farmhouse his suburban basement made me Chessie "Maintenance of Way green" with envy...

After this layout tour we all headed our separate ways. I worked my way across Kentucky to see the Raceland Car Shops and the small yard at Russell. Others took different routes home.

To sum up, the first annual convention of the CSHS was a smashing success. This will be a hard act to follow!

**I would like to thank the hard working Cincinnati Convention Committee for the many hours of time and effort they put into making our first convention such an outstanding event. Thank you: Charles Bogart, Jim Corbett, Linda Kraemer and Greg Stevens.**

Next year's CSHS convention is scheduled to be held in Baltimore, Maryland. The good folks at the B&O Museum (the Museum is a CSHS member) have offered to host. Matt Foltz will be heading up this committee. Greg Stevens has offered to serve in order to help with continuity from this year's event. Denny Fisher and Andy Statler volunteered at this year's convention to help with the next. Member John Teichmoeller of Baltimore has also offered to serve. If there are other members from that area who would like to pitch in please give Matt a call. Guys you've got your work cut out for ya! We're all looking forward to next year. *Randall K. Fields - President CSHS*

# Death of a Trackman

By Charles H. Bogart

Working for the railroad has always been and still is a highly dangerous job. Those who violate the safety rules sooner or later pay for it in blood. Yet it is not just violation of the obvious that can lead to death and injury. Rules like: always watch out for moving cars, never step on a coupler and always face the direction of the train movement while riding on the side of a car are obvious rules. It is a violation of Rule H that often gets one in trouble. This is also an obvious rule but it covers so many things, which are not obvious except in hind site. Workers unfortunately also often consider this rule a cop out by the railroad to remove itself from responsibility for a worker's actions. More people violate it on more days than all other rules are violated together. Rule H reads: *"It is the duty of every employee to use personal judgement and exercise care to avoid injury to themselves or others. No job is so urgent that sufficient time cannot be allowed to perform all work safely."*

Michael Reed was a 22 year old trackman working for the Chessie on the C&O line from Lexington to Ashland, Kentucky. Mr. Reed would die for what the National Transportation Safety Board would consider a violation of Rule H. I however must admit, and I think all who read this account

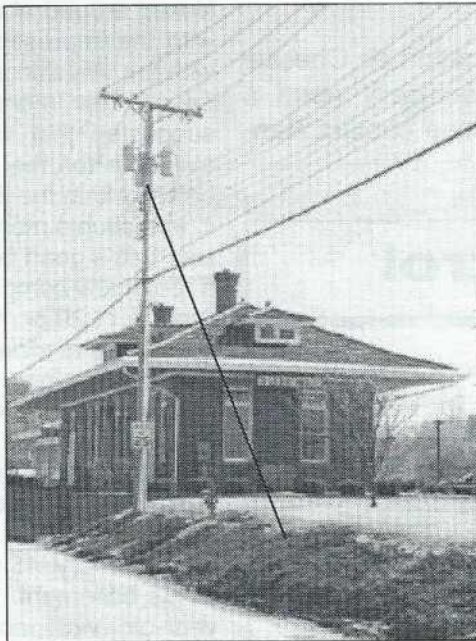
would walk into the same trap Mr. Reed did. Even today knowing how he died, most of us without thinking would repeat the actions that led to Reed's death.

Michael Reed from Mt. Sterling, Kentucky was a worker who followed the safety rule book and who performed his tasks in a safe and conscientious way. This day he was repeating a task he had done before without the least indication of danger. This time it was to be different.

Trackmen are not only responsible for the repair of track but for the maintenance of the right of way and trackside structures. In 1980 this included the passenger stations along the line. The last passenger train over the Lexington-Ashland line had been the George Washington in 1971. Gone with the passengers were the LCL shipments. The stations at Olive Hill, Morehead and Mt. Sterling stood empty. No longer was their station agent at the depot to keep the grass cut and the trash picked up. This job was now the job of the roving trackman.

On August 29, 1980 Reed prepared to do maintenance work around the Olive Hill train station. Being conscientious, Reed observed the proper safety guidelines in preparing his equipment to cut the grass around the station. He even took the time to look over the ground to insure that there were no foreign objects that the lawn mower might hit. The majority of the grass to be cut laid to the west of the station on a flat piece of ground. A small

portion of this area however sloped down to Railroad Street at a 45-degree angle for a distance of 6 feet. Running overhead in line with the crest of this small slope was one of the City of Olive Hill's main commercial electric lines. A number of poles, running along the south side of Railroad Street held these lines above the surrounding area. One of these poles was located 20 feet west of the station just below the crest of the slope. Located near the top of the pole were three step down transformers served by two 2,400-volt lines. Extending out and westward from the pole was a guy wire to support the pole in its upright position.



The Olive Hill station as it appeared in 1997 in use as a bank (the guy wire has been computer enhanced for visibility in this photo -Ed.).

Reed arrived at the station about 8 AM and started his preparations to cut the grass. Around 8:50 AM he was working on cutting the grass on the slope working towards the electric pole. On nearing the pole Reed did something he had done before, while pushing and pulling the lawn mower up and down the slope from the top of the crest he grasped the guy wire to brace himself. We can do no better to tell what happened then to quote from the official report: *"As the employee (Reed) pushed the mower down the slope near the service pole, he braced himself by placing one hand on the cable wire to control the mower. The pressure on the guy wire caused it to touch the transformer's primary lead below the insulator. He was immobilized by the current flow and was unable to release his hold on the guy*

*wire. The fused "cut-out" blew and he fell to the ground."*

Among the first on the scene were Olive Hill residents Charles Branham and Bill Grills, who began CPR. Calls had gone immediately to 911 and an ambulance from the Carter County Emergency service was at the scene by 8:55. Unable to detect any vital signs it was decided to transport Reed to the St. Clair Medical Center in Morehead some 20 miles to the west. Here Reed was pronounced dead by Jim Baker the County Coroner.

The question then was why did the guy wire come into contact with the transformer's electrical lead lines. The cause seems to have been the result of work done recently on the pole. During this work the transformer's high voltage lines had either been moved, the guy wire slackened or a combination of the two. The report was unclear if part of the problem was inadequate and improperly placed insulators in the guy line. One gets the impression that there was only one insulator on the guide wire and it was above the hot wire instead of below it.

No songs have been sung about the death of Michael Reed, no poems written. Yet another railroader had died. Who among us would not have used the guy wire to steady ourselves in that same situation? Danger does not always carry a highly visible warning sign.