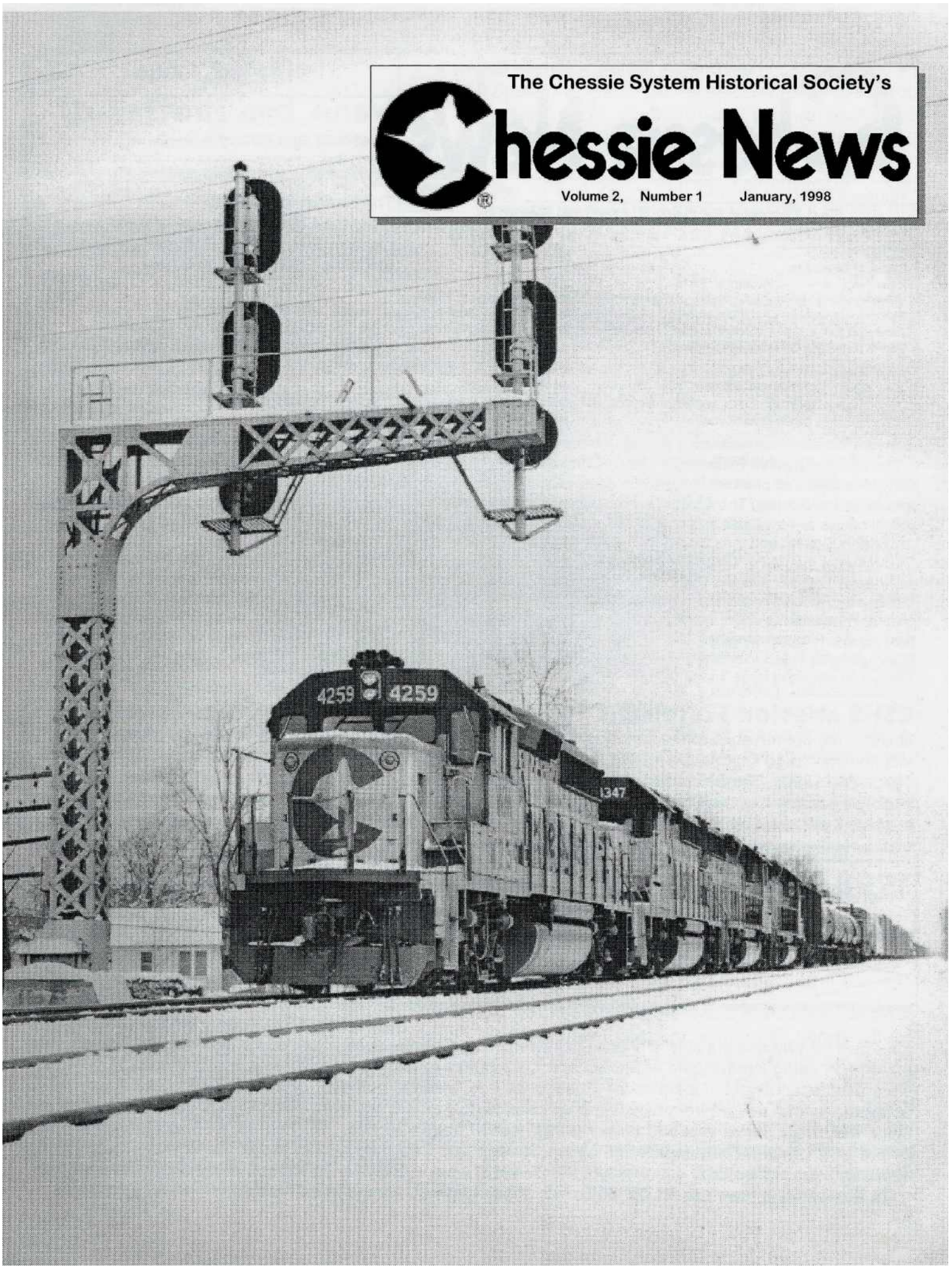

The Chessie System Historical Society's

Chessie News

Volume 2, Number 1 January, 1998

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

Please visit our *New Improved* web-site
<http://members.aol.com/mvmra/mvmra/cshs.htm>
CSHS Web-Master———————Mel Agne

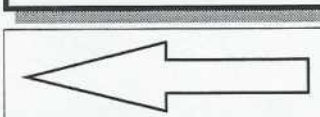
In This Issue

This issue of the CSHS **Chessie News** was composed using a Dell Dimension XPS computer (IBM compatible) using Microsoft Publisher and MS Photo Editor. Photo and graphic scanning was done with a Microtec E 3 scanner and manipulated with Adobe PhotoShop in a Macintosh computer. All scans were then converted to IBM type files. Contributors may be interested to know these little facts and bear them in mind when submitting material for possible inclusion in future issues. Please submit all articles via e-mail (Editor's e-mail address: <chessie@frognet.net>) or send overland on a 3 1/2" diskette in MS Publisher, Word or Works if at all possible. This will save me from having to do a lot of retyping. Please do not send large image files via e-mail without telling me first. -Editor.

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.

1998 CSHS Convention June 19-21 Cincinnati, Ohio.

Full details will follows in the next edition.



On the cover;
Text and Photo by **Jay Potter**

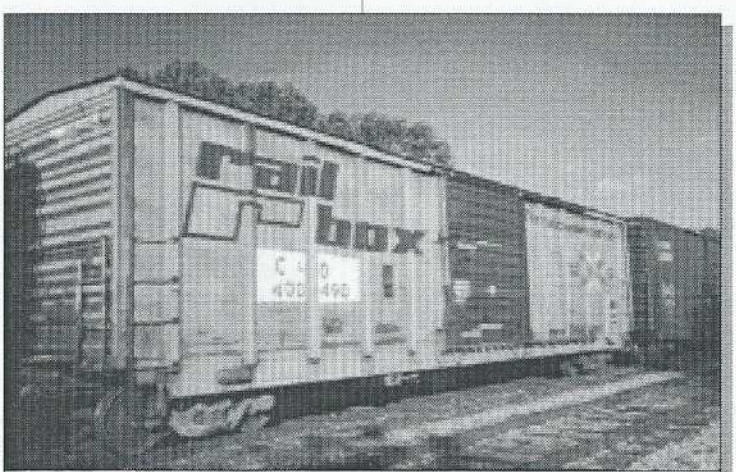
Of the 348 Chessie System GP40-2s, only 35 were Western Maryland units (4257-61, 43l2-21, 4352-71). Built between Feb. l977 and Feb. l979, these were the final locomotives built for WM and the only WM units delivered in the Chessie paint scheme. By the time they arrived, WM power was being intermingled with B&O and C&O power throughout the Chessie System; and the GP40-2s were used accordingly. Operated by Chessie as true "general purpose" diesels, the GP40-2s appeared in assignments that ranged from passenger specials to coal drags; however, being high-horsepower four-motor units, they were particularly well suited to high-speed freight service. On Feb. l5, l986, only three months before CSXT began operationally combining Chessie and Seaboard power, two of the WM GP40-2s (4259, 4258) and two of their B&O counterparts (4347, 4247) were in a typical fast-freight assignment heading Train 9l, a westbound manifest, on the C&O main line through St. Albans, West Virginia.

Chessie Questions and Answers

Conducted by Randall K. Fields

All questions in this column come from the membership. Names have been withheld so that members will not be embarrassed to ask questions.

Q. *I just bought an undecorated Athearn 50' Railbox style DD boxcar in HO scale and I would like to know whether or not these cars were ever painted in Chessie System paint.*



Typical ex-Railbox boxcar purchased from Railbox in 1983.

A. As far as I know, the CS did not own any cars that would fit the prototype the undec model you bought represents. Now, that being said, Athearn makes a Railbox single door car. If you get one of these you can make a reasonable model. Classes and builders were B-132 ACF, B-132A PS, B-132B FMC and finally B-132C PC&F.

Starting with an undecorated Athearn "Railbox" SINGLE door boxcar kit (which was based on an ACF prototype) you can make an acceptable model of CS class B-132, series numbers; C&O 400000-400304. These were the ACF cars purchased from Railbox in 1983. They should be decorated as typical Railbox cars and then relettered for the C&O.

The undercarriage is incorrect (unless you're entering a modeling contest, this is of small concern) and the truck centers were a foot shorter than they should have been, but these are pretty small points for a boxcar model as far as I'm concerned. The above information (about the Athearn model) is from a product review of the Athearn Railbox kit found in the December 1976 issue of Railroad Model Craftsman (RMC).

After you have the car decorated for Railbox

Q. *What were the reasons why certain Chessie System engines had slotted battery boxes and others not? Is there any way to determine whether or not they had them without a photo?*

A. The slotted battery compartment doors (covers) were a C&O thing. They did it so that the battery terminals could be easily washed. Not all C&O units had them, but many did. This practice slowly spread to the other Chessie System railroads, but still not all orders were delivered this way. As the years went by many Chessie units had "Mail-Slot" covers retrofitted to units that did not originally come so equipped. The only way to BE SURE a unit had these doors in the time frame that you are modeling is to have a photo, at least a photo of a unit from the same production run. CSX seems to have picked up on this and many non-Chessie older EMD units now have them. This means that this is NOT a reliable spotting feature of ex-Chessie/now CSX EMD locos. Instead, look at the headlight placement. By the way, Cannon and Company does make "Mail-Slot" battery covers as a detail part part number SB-1204...very cool (HO). I've done them the hard way and it's a pain! Well worth a buck!

Q. *I have two Con Cor 60 foot boxcars painted in the Chessie System scheme. The car's numbers are: B&O 489922 and 489943. Are these correct numbers?*

A. B&O 489922 and 489943 are correct for class B-79B 60 foot boxcars with single doors. These cars were built (probably from kits) at the B&O's DuBois car shop in 1967. This car was identical to the class 79 and sub-class 79A in outward appearance. The only external difference between these classes was that the 79 received bolster reinforcements while the sub-classes A and B did not. All B-79s came equipped with 20

inch travel cushioned style draft gears, A.O.Smith on some, Keystones on others. They all had single 10 foot wide Youngstown doors. Some were later equipped with Slidewell type door openers. All cars in these classes were delivered with 33 inch wheels riding in Barber roller bearing trucks.

Q. *I have heard that the Chessie System had removable "hoods" that could be used to cover coal hoppers to make them into "covered hoppers". Is this true?*

A. The December 1980 issue of the Chessie News (the employee magazine of the Chessie System) announced the introduction of this new concept. Fiberglass hoods could be fitted to the tops of 100 ton triple hoppers in Chessie yards at the rate of 15-30 cars a day. This rapid transformation allowed ordinary hoppers to serve multiple duties in grain, bauxite, magnesite, various minerals and raw material service. The protection from the elements offered by these plastic hoods allowed the railroad to have large numbers of " covered hoppers " available during the winter months, a difficult season for moving bulk commodities. In competition with the inland shipping industry Chessie claimed " Pop-Top hoppers go in winter, when waterways are frozen over ". As needed these cars could just as easily be converted back for regular coal hauling again.

Members are urged to submit question via e-mail or post.. All answers will be given via the media on which they are received. Questions and answers are repeated in this column for the benefit of other members. *-Editor*

From the internet-

A car that I think most of us would love to have in our collection is a Chessie System Auto Rack. Unfortunately, they are not produced by any manufacturer but one can purchase a Walthers undecorated autorack (HO) and paint and decal it with decals made by Islington Station.
The Chessie autorack set is # 351-073 and sells for $2 Their address is:

Islington Station
P.O. BOX 843
Islington Station, MA 022090

It would make a nice winter modeling project.
Happy modeling! -Joe Schiavo

continued on page 6

The Cat Patrol

CSHS member **Kevin L. Hammond** has been monitoring the CSX engines that remain in Chessie System paint schemes and has compiled this list. As of 6 November 1997 only these 33 Cats survive;

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.
GP 40-2: 6045
SD 40: 4618

Though we are all saddened by the inevitable loss of Chessie locomotives from the railroad scene, there is some good news...at least for modelers in HO scale. Athearn has released Chessie System GP 40-2s in one road number each for B&O, C&O and WM. The bad news is the WM number they choose is for a phase II GP 40-2. Their model is of a Phase I. Athearn has also released, as a special edition, their GP 40-2 decorated as the famous GM 50. This is a mixed blessing in that some CSHS members report that Athearn omitted the unique GM 50 emblem from the rear hood end on their model. It has also been reported that the lettering chosen for this unit is such a dark blue that it appears to be almost black.

Kevin Hammond lists Athearn stock numbers for these models as:
B&O #4712
C&O #4713
WM #4714
GM50 #2220

At this point I would like to thank Athearn for releasing these models. I would also like to go on to ask them to please do a little more homework in the future. For those who think I'm being too critical, I would like to point out that we are an historical society. If we don't wave red flags at inaccuracies, who will? -Editor.

The Search for the Cat

by Joe Schiavo, CSHS PR Director

"Here kitty, kitty, kitty! C'mon I wanna see some Cats today..." I mutter to myself as I begin yet another day of the eternal quest to find that now elusive cat. It seems that the only pieces of Chessie equipment that I see now are ones that used to be Chessies. "Ooh, look a CSX GP40-2 #6236! That's an ex-Chessie," I say to my friend Steve. CSX GP40-2 #6236, ex-B&O #4236, which according to the June 1992 issue of The Bull Sheet was still in Chessie colors then- she isn't anymore when I saw her on the lead with a pair of Dash 8s pulling a trailer train this past spring coming up off the Jersey Line into Conrail's Selkirk Yard near Albany, New York.

It just seems that I see them whenever I can't get a picture; at 2 in the morning or just as I finished my last picture of that roll and cannot reload my camera quick enough or that I'm out of film- GRRRR!!! But when that moment comes, you embrace it and just for the sight of that one car or engine- everything is great and the perils of waiting, bad weather, poor lighting and cold coffee vanish away. This is what it's all about- standing there, grinning ear to ear, reveling in that moment.

Here is a short list of some of the Cats I've captured:

Location: Alexandria, VA. Amtrak Station
Sightings: Chessie System B&O gondola class G-43 #357108 Chess-C barely visible
CSXT gondola class G-30 #707097 ex -B&O #706167-707257 full Chess-C, lettering barely visible
Ex-Chessie System ACF 3-bay covered hopper with all logos and lettering blackened out- but Chess-C can be seen at the right angle. This was my last shot... Then came, about three cars later, a Chessie System 6-bay cylindrical hopper still with original B&O reporting marks and number coupled to another 3-bay ACF covered hopper with Chessie lettering, Chess-C but a CSX number- ARRRGH!

continued next page

Location: Selkirk, NY
Sighting: Chessie 3-bay ACF covered hopper CSXT #254665 class HC-47, ex-B&O #606440-606739 on SECN-1 departing Conrail's Selkirk Yard west on the Chicago Line on October 11, 1997.

Location: Voorheesville, NY
Sighting: Chessie System 50' single door outside braced boxcar still in Chessie System livery but reporting marks changed to NOKL 8799 on July 11, 1997.

Location: Richmond, Virginia
Sighting: CSXT GP38 2056, ex-C&O 3856 on Rivanna Junction. It was my first visit to the famed "Triple Crossing" in Richmond, Virginia and it was well worth the trip just to see this baby. My girlfriend and I were just sitting around when I heard the rumble of diesel engine coming towards us. I look up and there is a Chessie System engine! Needless to say, I was excited- I was actually jumping up and down, hooting and hollering and waving to the engineer. He obliged back and waved and tooted "Hello" and just rolled on. I turn to my girlfriend and say; "Did you see that?" "See what?" she replies.... I just roll my eyes and bask in the glory of the moment...

Well, its time to start up the search again, "Here kitty, kitty, kitty!"

Good luck on your searches everyone!

If you have any sightings to report, send them to me at:

Joe Schiavo
5850 Cameron Run Terrace Apt 501
Alexandria, Va. 22303
E-mail: chessi3802@aol.com

Chessie Steam

At "Plug 'N' Play" N Scale East '97 N-TRAK Model Railroad Convention in West Chester, PA in November CSHS member Nancy Morris' N scale version of The Chessie Safety Express took to the rails. C&O 614 as head end power was the first train of the convention to run the "Red Line Route", which is the only line to run through the entire N-TRAK (modular) layout. We hope to be able to run photos in a future issue. To see digital images of this train contact Nancy at: <dnmrr@njsurfnet.net> -Editor

From the internet- continued from page 4

I finally got one of the 86ft boxcars that Athearn has been advertising for centuries it seems. The car is the 8 door version. Looks pretty good. The white high cube markers are done the Athearn way instead of the Chessie way as expected. The car is lettered for the B&O with 492375 as the road number. HO scale.

-Greg McCartney

For those of you who do N Scale modelling, there is a company who does the Chessie Safety cabooses. It is a four pack and they are in WM but as they are a custom Company, they can change the # and roadnames.

I sent them some info awhile ago re: the correct # and roadnames of 4 of them that I have photos of and they said that they were planning to correct it but I don't know if they did. The photo on their website is still of the WM ones. It is Als Kustom Kars (the spelling is correct) and their URL is: http://www.erols.com/alskustm/

-Nancy Morris

I haven't been doing much modeling lately, so I'm not really up on what's available. I recently ran into a "new to me" Chessie model that I thought I'd tell you about. Walthers has released (I don't know when) model # PS-2 CD 4427. It's numbered for WM Chessie # 4686 which is correct for class HC 39. Though I don't seem to have a photo of this class in my collection, this number is correct. I paid $9 for mine. It's a good rendition of the blue on yellow standard Chessie CS covered hopper scheme. Other than the typical Walthers laughable illegal "cast iron" ribbed-back wheels, it's a pretty good lookin' model. Paint and lettering are crisp and clean. Unlike the "lemon" yellow previously used on their Chessie "airslide" covered hoppers, the yellow they used for this model is much closer to "Chessie reality". HO scale.

-Randall Fields

Index of Chessie System and Chessie-Related Articles in Railpace Magazine 1982-1996

Railpace magazine has recently introduced a feature on their webpage <http://www.railpace.com>. It is the entire index of articles that has appeared in Railpace from 1982-1996. In order to help us find articles on Chessie System, its predecessor roads, CSX and other pertinent Chessie related information, I have indexed all of these entries. These articles can be extremely helpful in acquiring sources for modeling and to gain a better understanding of how prototype looked and operated. Since Railpace didn't give a brief synopsis of the articles, I can't say for sure whether or not they can suit your needs.

Back issues of Railpace can usually be found at your local hobby shop ,at train shows or you could contact Railpace about acquiring them at Railpace Company Inc. PO BOX 927 Piscataway, NJ 08855.

Here is the list:

B&O

Apple Blossom Special (The)	July '84	p. 19
Big Apple's Little Diesel	July '84	p. 20
El Cap in Pittsburgh (The)	Dec. '83	p. 32
Farewell to HX Tower	Jan. '86	p. 26
Magnolia's Other Railfans	May '90	p. 11
Railfanning Sand Patch Part 1	Oct. '86	p. 14
Part 2: The West Slope	Nov. '86	p. 14
Royal Blue Route's Eastern Con.	March '84	p. 26
West End Weekend	March '91	p. 14
B&O Fantrip Memories	Feb. '84	p. 31
B&O Philadelphia Subdivision		
Part One	July '86	p. 31
Part Two	Aug. '86	p. 32

C&O

614T Saga (The)	March. '85	p. 16
I Remember... Diesels of the C&O	July '82	p. 16
Railfanning Hinton to MossRun	Apr.'86	p. 14
Railfanning CSX James River Sub	Feb. '91	p. 17

Campaign Trains

Heartland Special (The)	Dec '84	p. 39

Chessie System

Exploring CS's Indiana (Pa) Branch	Jan. '90	p. 34
West Virginia's "I-79" SD's	June '86	p. 26

CSX

CSXT Philadephia Subdivision	Sept. '88	p. 28
Cumberland Railfest	Jan. '93	p. 20
Harper's Ferry, West Virginia	Dec. '92	p. 16
Juan Knocks Out Chessie	Jan. '86	p. 12
M&K Junction	April '92	p. 26
PL&E/B&O Trackage Rights	March '87	p. 23
Railfanning the Magnolia Cut-Off	March '90	p. 23
Railfanning CSX's Lurgan Sub	Oct. '93	p. 26
Salute to Conrail's Akron Branch	March '91	p. 28
Sand Patch Falls Cut to Foley	Aug. '88	p. 17
Super Saturday in Cumberland	Feb. '89	p. 16
Super Sunday on the P&W	March '88	p. 23
Tale of a Tower (A)	June '88	p. 30

Misc.

From Chessie to Susie Q	March '86	p. 18

Have fun searching! -Joe Schiavo

Chessie Freight Slides Needed

As many of you are aware, I have been working for the past year on a book for Morning Sun Books to be titled: **Color Guide to Chessie System Freight Equipment.** The publisher has found many slides for this book, but we are still in need of many more. We are especially in need of good slides of Autoracks, Boxcars (including FGEX), Gondolas, Hoppers, Lake Boats, Safety Cabooses, Vehicles and Wood Chip Cars. In fact, we would like more slides of just about any freight equipment one can imagine.

Slides need to be originals in good condition and have full publishing rights available. Duplicate slides are not appropriate. We can not use prints for this project. If you have good slides you are willing to lend for such a venture please contact me. Photo credits will naturally be given and a complimentary copy of the book will be given to those who supply slides that are used in this book. Please check your collections.

-Randall Fields

Mountain Cats

Modeling Phase II Western Maryland
GP 40-2s in HO Scale
by **Matt Foltz** RMR

In January 1979 the Western Maryland took delivery of 20 GP40-2's numbered 4352-4371, painted in the Chessie System scheme. These were Phase II units. Phase II GP40-2's have several major external differences from their Phase I counterparts. They have an 88" nose. This extra room is for radio equipment and a water cooler. Because of the extended nose an anticlimber is needed to maintain the front walkway width. The Phase II units have corrugated radiator grills, and the bell is on the opposite side (engineer's side). All of Chessie's GP40-2s had Blomberg Type B side frames instead of the Type M sideframes included with Athearn's model. Making these modifications to Athearn's GP40-2 really makes a sharp looking model. It's a good idea to have a picture of the prototype locomotive you are modeling.

CARBODY MODIFICATIONS

The first thing to do is assemble the Cannon cab, 88" nose and cab subbases. Cannon even makes Chessie slotted battery box covers as a substitution part for it's subbases. After the cab is assembled add the cab vent and the horn. Leave the headlight casting and cab shades off for now. It's easier to paint these if they're not on the cab. Obviously, you can't put the windows in now. Also, drill holes for the windshield wipers now.

When assembling the 88" nose leave the maker light castings out. These will be put in after the painting is done. Also leave off the nose grab irons, so they won't interfere with the nose decal. It's also a good idea to leave the grab that goes on the side of the nose off for now. This may interfere with masking. Leave the steps on the subbases off for now too. It's easier to paint them and put them on during the final assembly of the locomotive.

This may seem backwards, but assemble the side and rear handrails and put them on the shell. Now you can figure out where to drill the holes in the cab to accept the handrails. Using CA, glue the tops of the handrail stanchions to the rails. This will keep the stanchions in place. DO NOT glue the handrails to the shell or cab. Remove the handrails from the shell. Since they are in one piece, painting them is easier.

Now for the fun part. Remove the stock cab from the Athearn shell. Cut the nose and subbases off. I use a Dremel to make the rough cuts, then files and sand paper to smooth the surfaces so the joint between the shell and the Cannon parts will be almost invisible. Since the front of the shell is relatively weak from removing the subbases and nose, tack a piece of sheet styrene across the bottom of the walkways.

The next step is to grind or file the front walkway extention flush with the pilot. Add the Details West anticlimber. Drill holes in the anticlimber for the handrail stanchions and fashion new handrails for the front using either .022" brass wire or you can rebend the Athearn handrails to the desired shape. Put this front handrail assembly on the engine. CA the stanchions to the handrails and remove them from the shell as with the other handrails.

The inertial filter vent (the vent on the box just behind the cab) needs to be moved to the other side of the inertial filter hatch
Slice this off with a razor blade and move it to the right side of the inertial filter box. Smooth the surface where the vent used to be with sand paper.

Sand off the stock Athearn radiator grills and add the Cannon corrugated grills.

Grind off the boxes at the bottom of the pilots so the front and rear plows have a smooth surface to mount to. Drill holes and add lift rings, fan grab, coupler cut levers. Drill the holes for the grab irons on the rear of the long hood, but add only the ones that will not interfere with masking. I use a #78 bit instead of the recommended #80 bit. The parts fit in the #78 holes easier. Drill the holes for the m.u. hoses and rear plow at this time also. Instead of drilling holes for the front plow, cut the mounting pins off the plow and make sure the back of the plow is smooth. The plows and m.u. hoses will be put on during the final assemb-
m.u. hoses will be put on during the final assembly. Add the bell at this time also. The bell goes on the engineer's side at the back of the dynamic break blister. Also glue the mounting pad for the

dropstep onto the rear walkway.

Remove the piece of styrene that was tacked under the front walkways. Glue the Cannon subbases to the Cannon nose. Glue the nose/subbase assembly to the shell. I use Tenax 7R liquid cement for this. Tenax sets up almost instantly and because of its capillary action, makes a real strong joint. Don't glue the cab on.

UNDERBODY

I did my locomotive as an unpowered unit. However, I did replace the plastic Athearn wheels with North West Short Line 40" nickel-silver wheels.

Photo by Butch Eyler, Matt Foltz collection

Since the frame gets painted, remove the truck assemblies from the frame. Assemble the sideframes, but don't put them on the trucks.

PAINTING & DECALING

The Chessie System paint scheme is not difficult, but it takes a little patience. This is one scheme where a little bit of patience will result in an excellent looking model. Instead of using masking tape, I use drafting tape. Drafting tape isn't quite as adhesive and won't pull the paint off. When airbrushing, be sure to have proper ventilation and a respirator.

Soak the shell assembly and cab in a bath of isopropyl alcohol, and let it dry for a few minutes. This will clean any mold release left on the plastic. The paint will not adhere to the mold release and will flake off.

Spray the shell, cab and detail parts that are big enough to handle with primer. I usually don't worry with priming the handrails.

For Chessie colors I use Accu-Paint Chessie Yellow, Chessie Blue, and ICG Orange. I'll sometimes add a little Vermillion to the ICG Orange. For any details that need brush painted I use Floquil SP Daylight Red and Santa Fe Blue. C&O Enchantment Blue is, apparently, no longer made. For the yellow I use Scalecoat II UP Yellow.

Once the primer dries, spray yellow on the body from the walkway up to the grills. The step wells are also yellow. Paint the cab separately. Spray yellow up to the top of the windows. The drop step, front headlight and the taillight castings are also yellow. The rear one I usually wait until the blue is painted then mask off the casting, prime it then paint it yellow. The reason I use the primer is so the darker blue doesn't give the yellow a green tint.

The orange stripe on the body starts a scale 5'3" above the walkways. Measure from the lowest point on the walkways. On the short hood use the front "porch" to measure off of. The side sill is also orange. Mask off and spray the orange. Don't forget about the cab! The handrails are also orange. I paint these by spraying them with the Floquil Daylight Red. There's no need to try to mask off the 15" width of the stripe, because once the blue is masked and sprayed the stripe will be there. I leave all the tape on the body until all the colors are sprayed.

Masking off the blue is the most time consuming. It would be easier if we could paint Chessie models the way the prototypes were painted. They started with the blue, then yellow, then painted the orange last. Anyway, the blue starts a scale 6' 6" above the walkways, the corrugated radiator grills are ALL blue, they do overlap the orange. The pilots, plows, walkways and the

top of the short hood are blue. On the short hood mask the blue right at the top radius of the curve on the hood. Mask and paint the blue on the cab and cab shades. On the body and cab, I'll spray primer before I spray the blue. By doing this, the blue will turn out more uniform in color. The frame, fuel tank, and truck sideframes are also blue. Since North West Short Line wheels are shiny, I spray them with Floquil Grimy Black and dust them with Floquil Rust.

Once the paint is dry, pull the tape off CAREFULLY. Now for the finally detail painting. The steps up to the locomotive are blue with the edges being orange. These get brush painted. The cab steps that came with the Cannon parts are also blue with orange edges. I'll usually spray these with the Floquil Santa Fe Blue, then brush paint the orange on the edges. The step on the long hood walkway is yellow. This can be done by either brush painting it or you can mask it off and prime and paint it yellow. The ends of the cut levers are yellow also.

For decals I use Microscale's Chessie System hood unit decals. These are excellent decals except for one thing. The nose decal is too small. For this I use Champ's Chessie hood unit set. Herald King also has the correct size nose decal. For the numberboard numbers I use the ones on the Microscale sheet. To fill in the holes where the numberboards go on the Cannon cab, I use Microscale's Micro Crystal Clear. Once I have the desired contour I spray them with Testor's Glosscote. This keeps the Crystal clear from getting tacky again. For the builder's plates, I used Microscale's EMD and GE Builders' plate set. Use a prototype photo for correct decal placement. Once the decals are set, spray the shell and cab with Testor's Dullcote.

FINAL ASSEMBLY

Add the grab irons that were left off before painting, and brush paint them the appropriate colors. Add the cab steps to the subbases. Paint the Cannon cab window frames aluminum or silver. Install the styrene for windows, and add the windows to the cab. Put the marker light castings in the nose. I put MV Lenses in the castings for marker lights. Attach the cab shades, windshield wipers, wind deflectors and headlight casting to the cab. Here's a hint on making the wind deflectors look better. Once they dry from soaking, spray them silver and use Crystal Clear to fill the opening. Place the cab on the subbases. I went ahead an glued my cab on using Tenax 7R. Since I did an unpowered unit, I used MV Lenses for my headlights and taillights. Add the m.u. hoses. Put the handrails on the locomotive and use CA to secure them to the shell. Cut the middle section out of the front and rear handrails and replace them with chain that has been sprayed orange. Use CA to attach the chain.

I used Kadee's #5 couples on my locomotive. I installed them using the Kadee coupler box, then used Walther's GOO to attach them to the mounting pads on the Athearn frame. Don't laugh, THIS WORKS!!!!!! I've been using this method for years, and I've never had any problems. I run long trains too. Press the side frames into the trucks. Snap the shell onto the frame, and put the plows on. Spray the entire locomotive with Dullcote. I weathered my locomotive slightly using Grimy Black and Rust. Chessie kept her power relatively clean and since I model 1979 this is almost a brand new locomotive.

As I said before, make sure you have a prototype photo to work off of. Don't assume that since one locomotive had one thing, all the others had it too. When I built this model, I had a picture of WM 4354. That's why my model has that number. Well, anyway....just remember this. There's two things Chessie modelers can never have too many of: GP40-2s and coal hoppers.

-Matt Foltz

See following page for a complete parts list.

PARTS LIST

Western Maryland Phase II GP 40-2

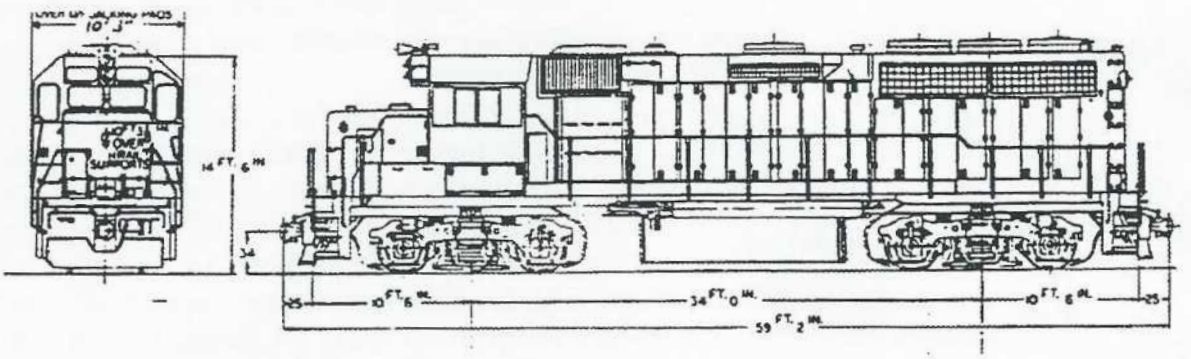
A-Line
29200 Windshield wipers
Athearn
4720 GP40-2 w/dynamic breaks
42009 Blomberg Type B sideframes
Campbell
256 Chain
Cannon
1403 SD40-2/GP40-2 Radiator Grilles (post 1977)
1104 88" nose
1202 Dash 2 subbases
1204 Battery box doors (Chessie)
1501 Dash 2 cab
Detail Associates
1402 Dropstep
1508 M.U. hoses
2202 Grabirons
2204 Uncoupling levers
2206 Lift rings
2304 Wind deflectors
2217 Fan grab
1301 Cabshades
2507 .022 wire
Details West
121 Cab vent
129 Bell
130 Rear Plow
Details West continued
205 Chessie Plow
189 Anticlimber
MV Lenses
LS19 for headlights
LS25 for taillights
LS300 for markers
North West Short Line
7129-4 40" wheels
Overland
9013 Horn K5LA
SMP Industries (Accu-paint)
AP 8 Vermillion
AP71 ICG Orange
AP73 Chessie Yellow
AP74 Chessie Blue
Floquil
110135 SP Daylight Red
110177 Santa Fe Blue
Scalecoat II
2022 UP Yellow
Microscale
MS87-400 Chessie System EMD & GE Hood Units
MC4056 EMD & GE Builders' Plates
Herald King
L140 Chessie System Hood Units
Champ Decals
EH233 Chessie System Hood Units

Beginning in 1977 the Chessie System in cooperation with the Federal Railroad Administration conducted experiments with roof mounted Strobe lights. These experiments were conducted to test the effectiveness of these lights in preventing grade crossing accidents. The test territory was the line between Hagerstown and Baltimore, but since Chessie engines operated system wide the units equipped with these lights could be seen just about anywhere on the Chessie System for awhile. The "Lunar White" Strobe lights, when activated, blinked alternately from side to side. The lights were wired in with the horn and the bell so that when either was activated the lights would come on. The following Western Maryland units were equipped with these lights:

GP 9 6400-6424, GP 35 3576-3580, GP 40 3795-3799, GP 40-2 4257-4261 and SD 35 7432-7436.

As you can see, the Strobe equipped units listed here do not include WM # 4354. Some of the photos on the following pages show these strobe lights. Addition of these lights to an appropriately numbered WM unit would make a really interesting model. This information is based on a Chessie System document found by CSHS member Adam Barr. -Editor

CLASS GP-40-2
Units 4257-4261



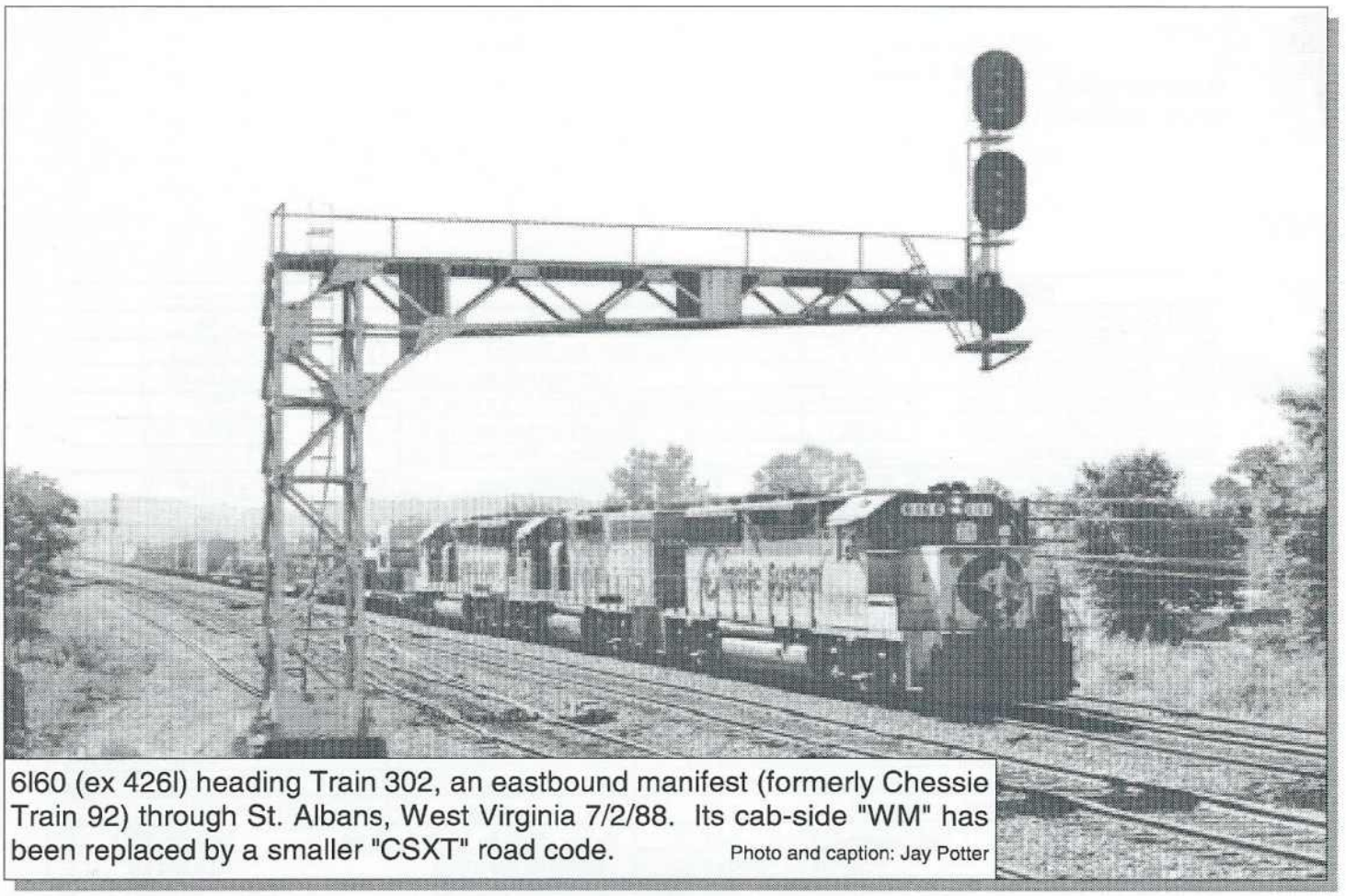
GENERAL		ELECTRICAL	
Railroad	WM	Multiple Unit Control	Yes
Builder	EMD	Number Trainline Wires	27
Builder Model	GP-40-2	Front Receptacles	Below Platform L.H.Side
Road class	GP-40-2	Rear Receptacles	Above Platform R.H.Side
Horsepower	3000	Pin Funct. Not Trainlined	27
No. of Units	5	Pin Funct. Not AAR Std.	None
Unit Numbers	4257-4261	Dynamic Brakes	Yes/Flat Control
Builder Order Number	767049	Max. Amperage	700
Ownership with Whom	*	Extended Range	Not Equipped
Type Contract	Equipment Trust	Field Loop	Not Equipped
Expiration Date	2-1-92 *	Potential	Yes
Year Built	1977	Type Grid Motors	2A-8132
Gear Ratio	62:15	Brake Interlock	Type II Non-Reapplying
Max. Miles per Hour	65	Main Generator Type	AR-10A6-D14
Loco. Overspeed MPH	Not Equipped	Traction Motors Type	D77
Wheel Diameter	40	Number of Traction Motors	4
Max. Curve (Mupt. Unit)	190' (30°)	Cont. Rating Tract.Mtr. Amps	1050
Max. Curve (Single Unit)	140' (42°)	" " MPH	11.3
Weight on Drivers	277,500 ± 3,500	" " Tractive Effort	55,400 lbs.
Train Control Schedule	Not Equipped	Auxiliary Generator Type	18KW - AC
Forward, Reverse	Not Equipped	Tract.Mtr. Blow.Motors Type	Engine Driven
Dual Control	Not Equipped	No. Trac. Mtr. Blow. Motors	One
Clearance Diag. No.	8462851	Eng. Cooling Fan Motor Type	**
Sand Cubic Foot	72	Batteries - No Cells	32
Fuel Gallons	3600	Radio Equipped	Yes
Lube Oil Gallons	396	Remote Control Headlight	Yes
Cooling Water Gallons	275	Cu. Ft. Air Per T.M.	3200 CFM at 12.35" H_2O
Steam Gen. Type	Not Equipped	Search Harness Applied	No
Water Capacity	Not Equipped	Power Reduction	Yes - Manual
Snow Plows	Rock Pilot	Trainlined	Yes
		Transition Type	Not Equipped
EMD Spec'n. No. 8091 dated Jan. 3, 1972		Exciter Type	Not Equipped
		Electric Cab Heat	Yes
* Units 4257-4260 First Pennsylvania Bank		Traction Motor Cut-Outs	Yes
Unit 4261 Mercantile Safe Deposit & Trust Co		Strobe Lights	Yes
exp. 10-15-90		** 3 - 8310416 - 48" 8 Blades	

CLASS GP-40-2
Units 4257-4261

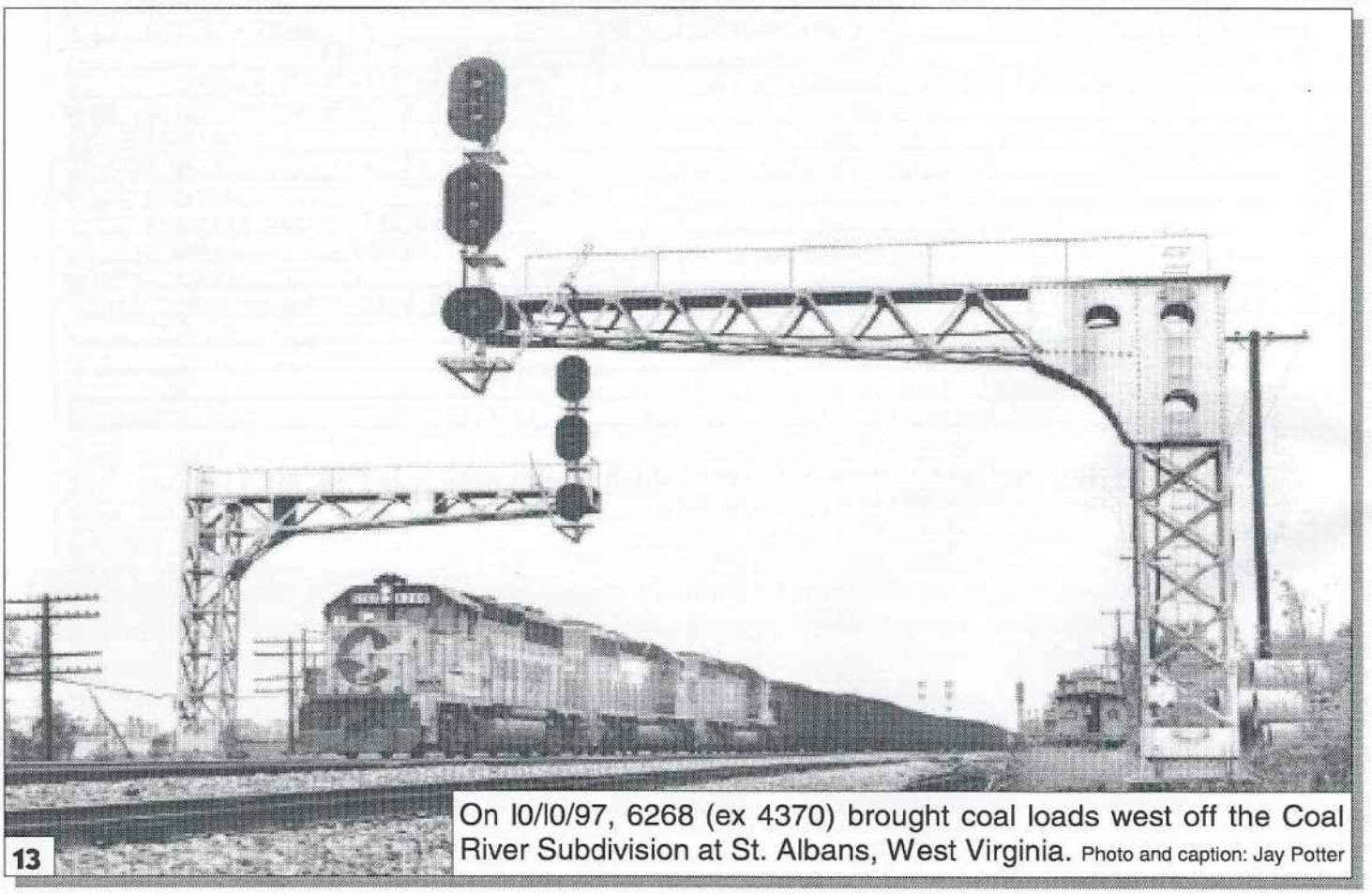
MECHANICAL		AIR	
Engine Model	16-645E3	Schedule	26L
No. of Cyl.	16	Auto Brake Valve Type	26C
Eng. Speed Idle RPM	315*	Independent Brake Type	SA-26
Eng. Speed Full RPM	900	Control Valve Type	26F
Overspeed-Eng. RPM	990	Application Valve Type	P2A
Eng. Start System	Electric	Relay Valve Type	J-14-B
Governor Type	PN 8483536	Feed Valve	None
Truck Journal Type	Hyatt JMRA or JEM	B.P. Vent Valve Type	No. 8
Truck Journal Size	6½" x 12" Box	Safety Control Type	Pneumatic D-1
Axle Type	6-7/8"	Press. Maintaining Feature	Yes
Coupler Limiting Block	Not Equipped	B.P. Flow Indicator Type	Salem #796
Bolster Stop	Not Equipped	Split Red. Feature Type	Not Equipped
Align Control Coupler	Yes	M.R. Cut Off Valve	½" Orifice
Coupler Type	AAR "E"	B.P. Chg. Cutoff Pilot Valve	A-1
Speed Recorder Type	C.P. Mech, Model E	Air Hose Location Diag.	9330402
Water Cooler Type	Oasis OHW-RR (AC)	Signal Line	Not Equipped
Toilet Type	Bogan Retention	Air Compressor Type	WBO 3 Cyl. W/C
Toilet Water Heater	Not Required	Capacity Air Compressor	254 CFM @ 900 RPM
Number of Cab Seats	3	Air Compressor Syncronization	Yes
Wind Deflectors	Salem 652(F) & 651(R)	M.R. Drain Valve Type	Salem 880
Bay Windows	Not Equipped	Sanding System	Electric
Automatic Fueling Type	Snyder O.P.W. 566	Emergency Sand	Electric
Spark Arrestor Type	No (Turbocharged)	Horn Type	Nathan KLA 12345
Draft Gear Type	NC390	Number of Horn Chimes	5
Fuel Heater Model	V-62-64 General Radiator	Bell Type	Salem 616-1A-35 Ringer
		Bell Location	R.H. Side of Engine Rm. Hood
		Aux. Air Filter	Salem 824-50
		Brake Sys. Air Filter	Salem 824-50
		Location	Outside Carbody
		Blowdown	Salem #872 Timed Electric
		Brake Shoe Arrangement	Clasp
		Handbrake	Yes - Levered
		Brake Shoe Type	High Friction Comp. (16")
		Cylinder Size	9" x 8"

* All units are equipped with modification which lowers idle speed to 255 r. p. m. when reverser is centered - i. e. low idle.

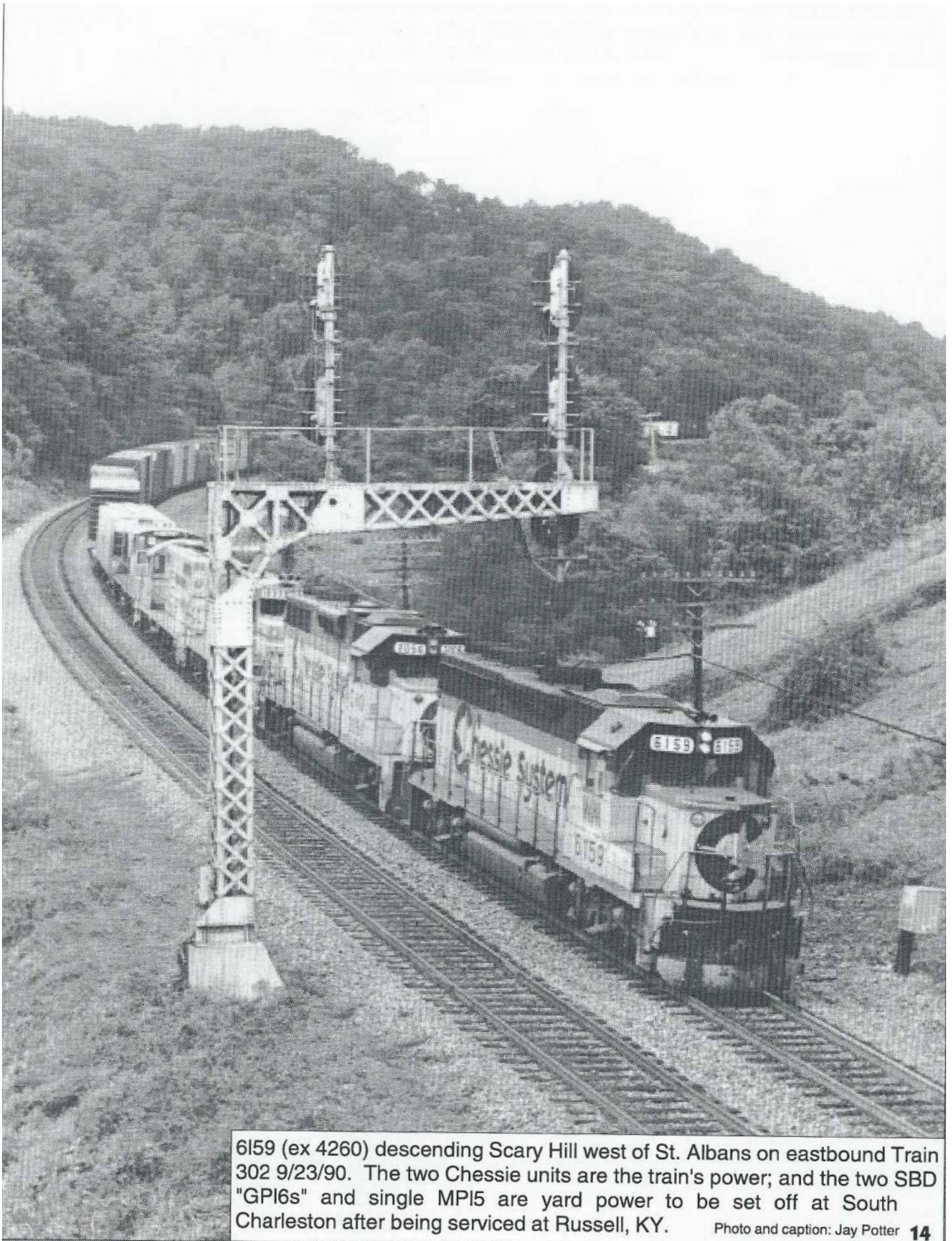
The locomotive diagrams shown on these two pages are from a 1978 diagram set in the collection of the Editor. Diagram sets were issued periodically by the Mechanical Department located in Huntington, West Virginia. Such sets were sent to the various shops on line that needed this information in order to be able to classify and do repair work on the railroad's locomotives. No diagrams were available for the Phase II WM GP 40-2 units at press time. The diagrams shown are for Phase I units. -Editor



6160 (ex 4261) heading Train 302, an eastbound manifest (formerly Chessie Train 92) through St. Albans, West Virginia 7/2/88. Its cab-side "WM" has been replaced by a smaller "CSXT" road code. Photo and caption: Jay Potter



On 10/10/97, 6268 (ex 4370) brought coal loads west off the Coal River Subdivision at St. Albans, West Virginia. Photo and caption: Jay Potter



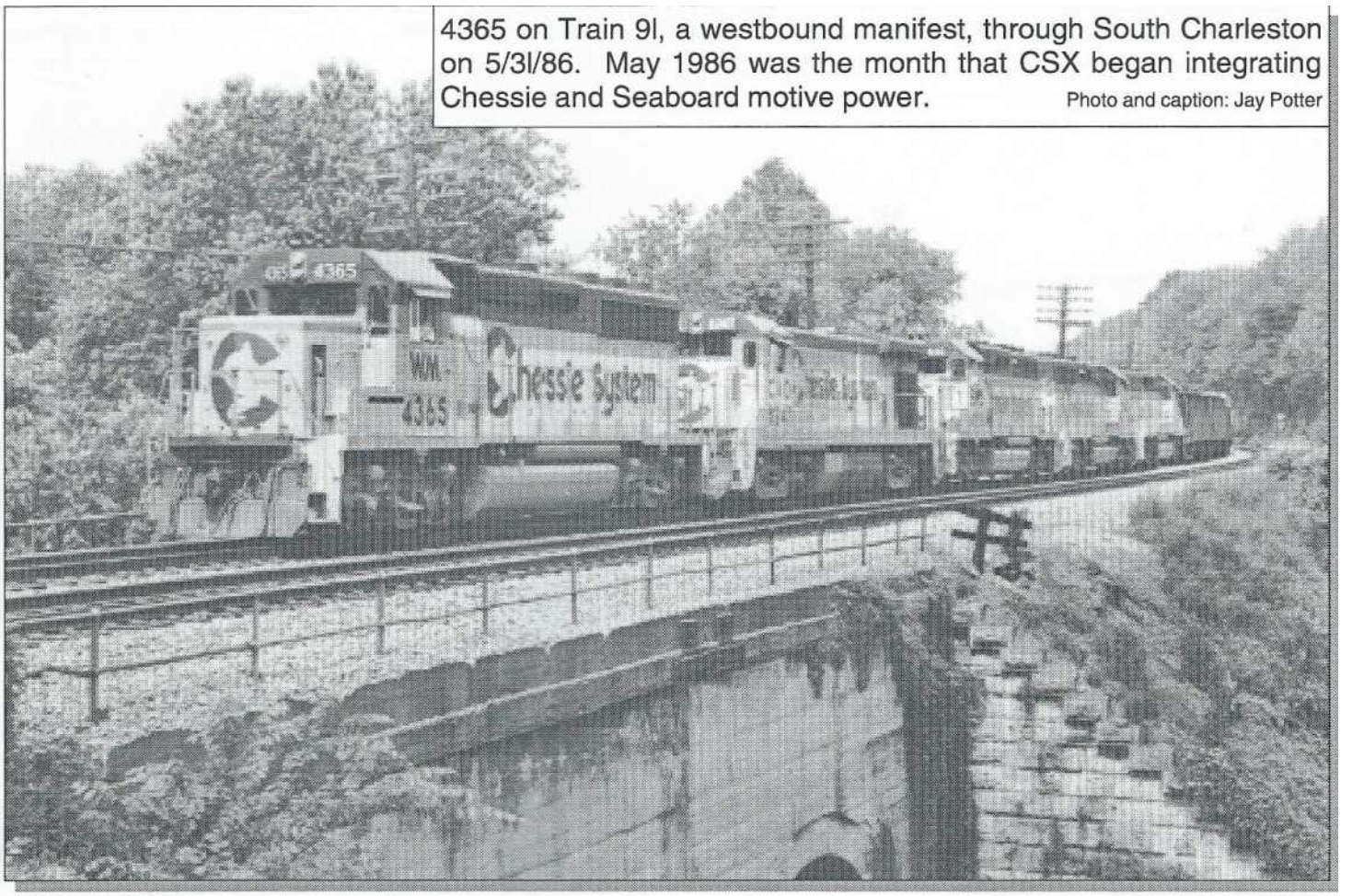
6159 (ex 4260) descending Scary Hill west of St. Albans on eastbound Train 302 9/23/90. The two Chessie units are the train's power; and the two SBD "GP16s" and single MP15 are yard power to be set off at South Charleston after being serviced at Russell, KY. Photo and caption: Jay Potter

4319 plus 11 other units on Train 91 through South Charleston 7/19/86. Twelve units was the maximum number which Chessie allowed to be operated in m.u. in this area. The train didn't actually need that much power; but units were being balanced between Clifton Forge, Va. and Russell, Ky.

Photo and caption: Jay Potter

4313 with eastbound coal loads east of the Amtrak station in Charleston, West Virginia during April 1985.

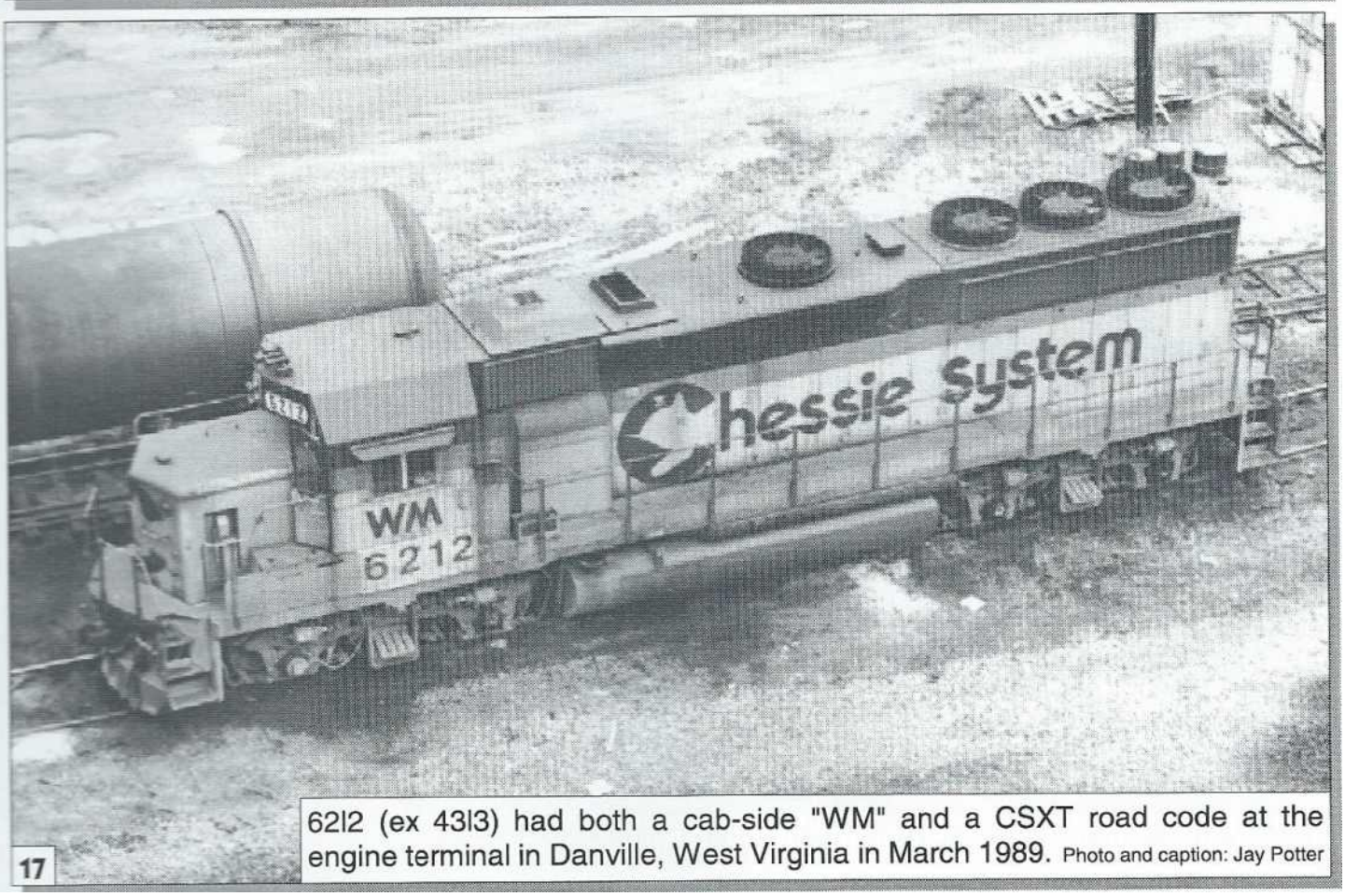
Photo and caption: Jay Potter



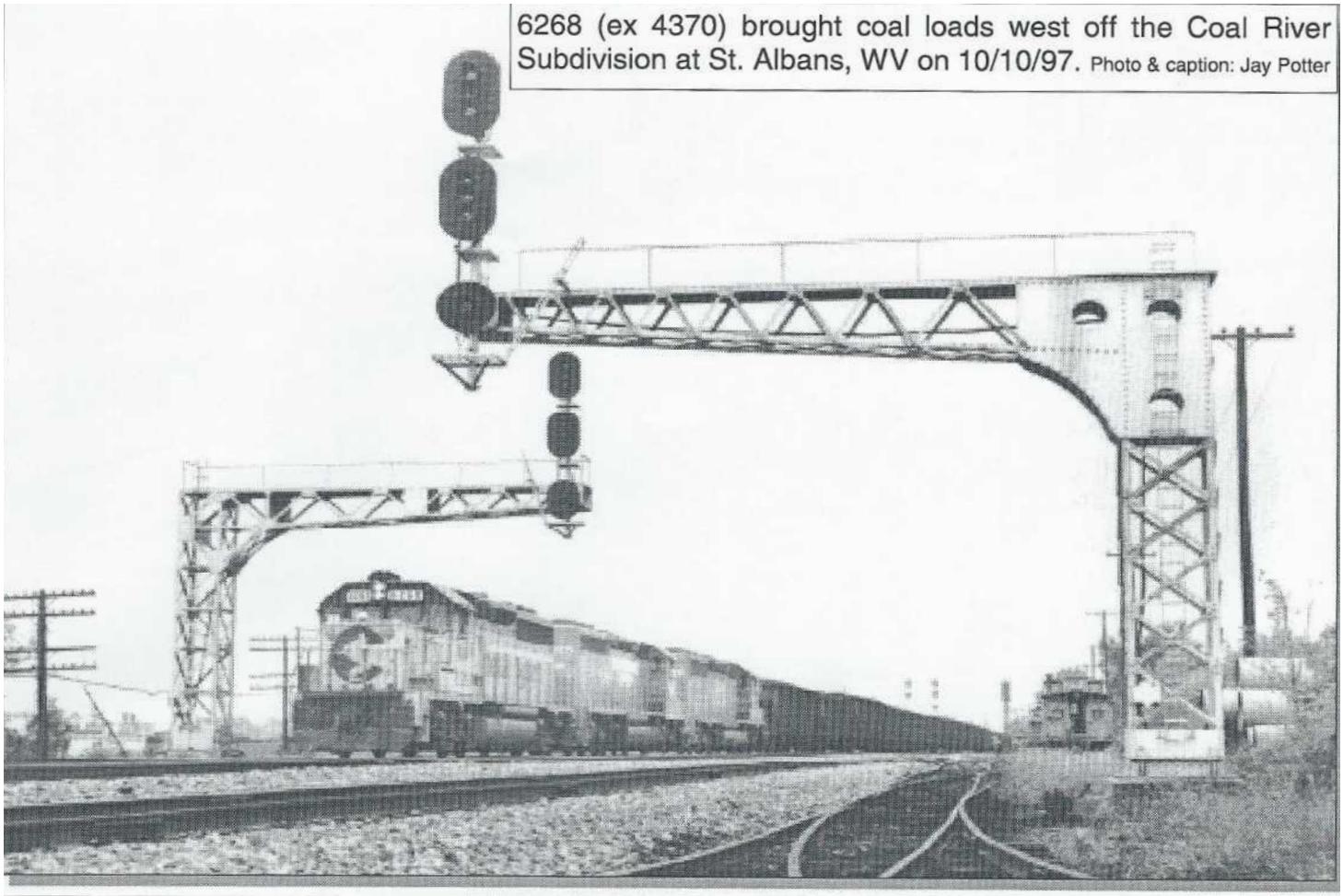
4365 on Train 9I, a westbound manifest, through South Charleston on 5/3I/86. May 1986 was the month that CSX began integrating Chessie and Seaboard motive power. Photo and caption: Jay Potter

4257 with eastbound coal loads through South Charleston 5/25/85. Photo and caption: Jay Potter

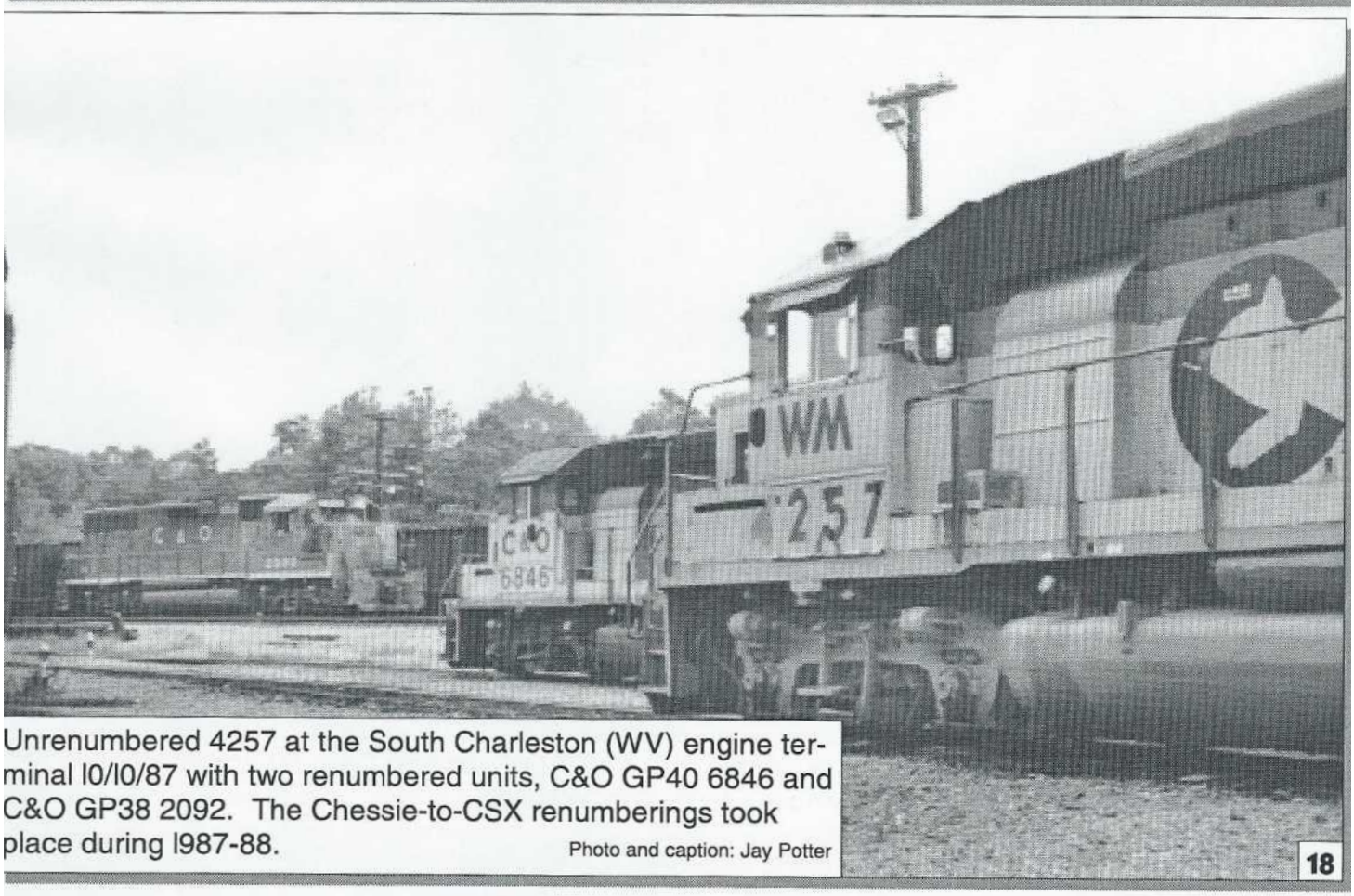
4360 eastbound with long hood forward in South Charleston 7/27/86. Photo and caption: Jay Potter



6212 (ex 4313) had both a cab-side "WM" and a CSXT road code at the engine terminal in Danville, West Virginia in March 1989. Photo and caption: Jay Potter



6268 (ex 4370) brought coal loads west off the Coal River Subdivision at St. Albans, WV on 10/10/97. Photo & caption: Jay Potter



Unrenumbered 4257 at the South Charleston (WV) engine terminal 10/10/87 with two renumbered units, C&O GP40 6846 and C&O GP38 2092. The Chessie-to-CSX renumberings took place during 1987-88.

Photo and caption: Jay Potter

4260 assisting an inoperative F40PH on Amtrak Train 50, the eastbound "Cardinal", arriving in Charleston, WV 4/21/85. Photo and caption: Jay Potter