The Chessie System Historical Society's

Chessie News

Volume 3, Number 1 January, 1999

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The Chessie System Historical Society
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In This Issue

	page
Research Requests	1
Chessie Survivors	2-4
Chessie GP15Ts	5-8
Chessie Berwick Boxcars	9-10
Chessie B&O SD40-2s	11-12
Modeling CS B&O SD40-2s	13-14
3802/2002/9699	17-19

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@frognet.net>). If you do not have access to a computer, please type your article. -Editor.

 The Chessie News is distributed to members as a benefit of membership in the Society. Individual copies are available at a cost of $6. each, postage paid.

Research Requests

Working together we can expand our knowledge

Needed: Work continues on an "All-Time" Chessie System Locomotive Paint Scheme Roster. Please go through your photos and send the following information: 1.) Unit number. 2.) Photo date. 3.) Location (if available). Contact: **Joe Walder, 1809 Stonebridge Blvd., New Castle, DE 19720-6728.** ***Note:*** *If we ALL pitch in on this project we can eventually have all the paint dates for all Chessie locos. This will be of great assistance to all Chessie modelers and historians. Your information can make a difference, please pitch in! - Editor*

Needed: The Society needs a MOW equipment roster. This is a vital missing piece to the puzzle, members are urged to find this information. I've lost track of how many times I've requested this IMPORTANT information. We MUST find this somewhere folks! Please get on it!
Contact: **Randall Fields.**

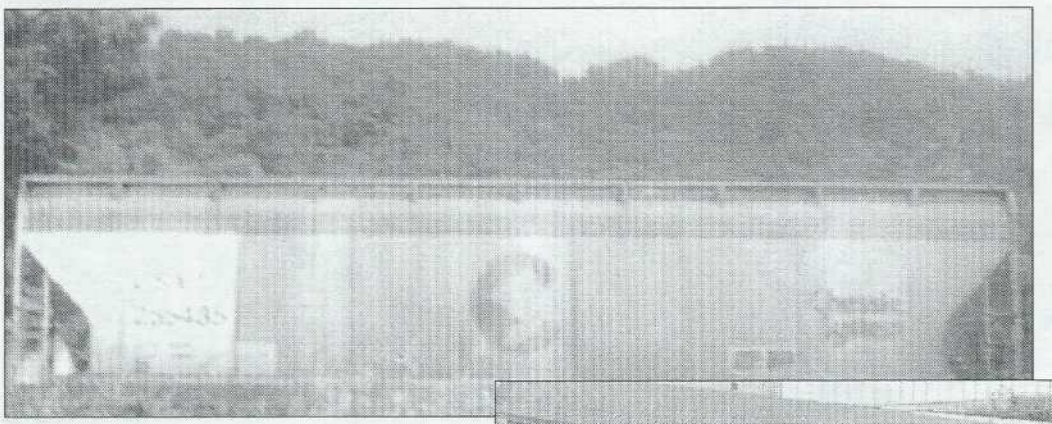
Please visit our web-site
<http://trainweb.com/mvmra/cshs.htm>
CSHS Web-Master — Mel Agne

On the cover: GP15T # 1512 at Riverdale, IL 25 November 1983.
Photo by John T. Eagan, Jr. Photo from the Bill Folsom collection.

Chessie Survivors

Our members capture the last Cats

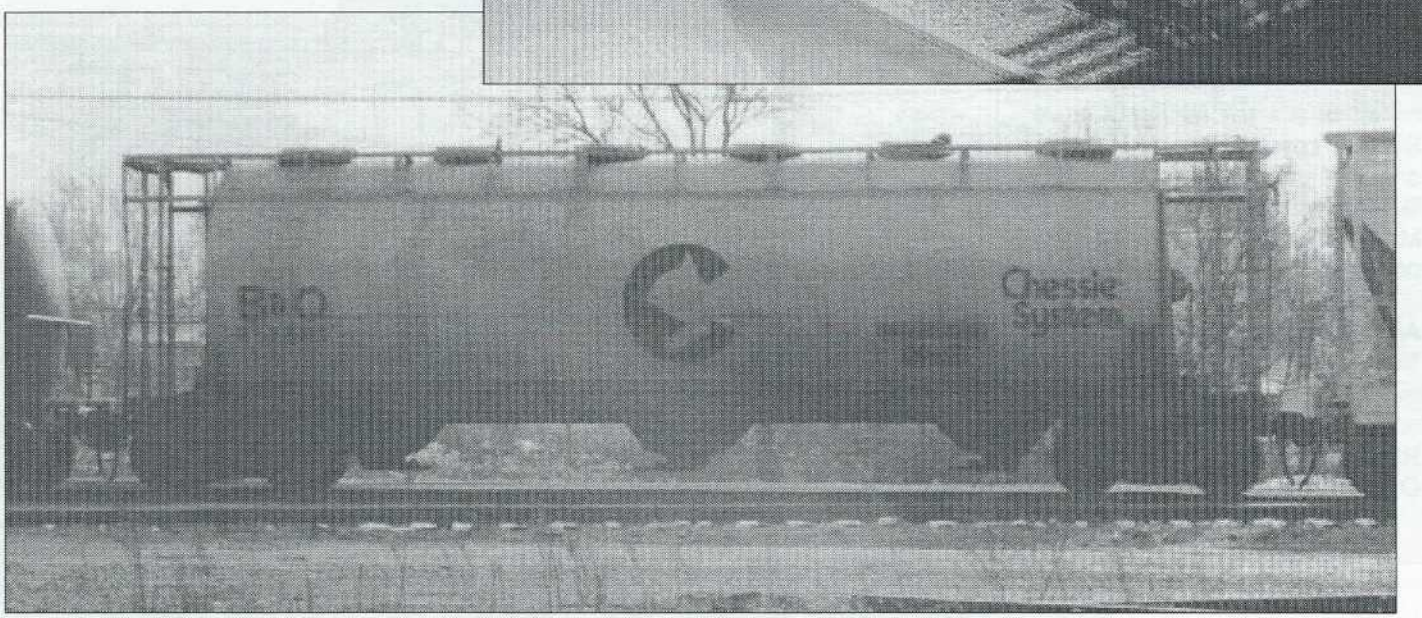
Society members have been busy! We have received a deluge of photographs lately showing Chessie covered hoppers still on the rails. As we head into the new year we are presenting this special extended version of this column featuring these surviving covered hoppers in order to be able to share our members work with as many other members as possible. We regret we don't have room to print them all...



Left: Ex-Chessie System class HC-47, CSXT #255435. Built by ACF in their Center-Flow series of covered hoppers. The photo was taken in Ringgold, GA 15 mi. south of Chattanooga, TN.
Photo by Jason Trew

Right: ACF Center-Flow, Chessie class HC-46 renumbered into the CSX numbering system. Captured at Tillman Yard, Atlanta, GA. October 1998.
Photo by Bob Manx Holmes

Below: Another ACF Center Flow car, in this case an earlier cylindrical covered hopper class HC-20. still carries it's original B&O number when photographed at Grand Rapids, MI in 1997.
Photo by Edwin Coon

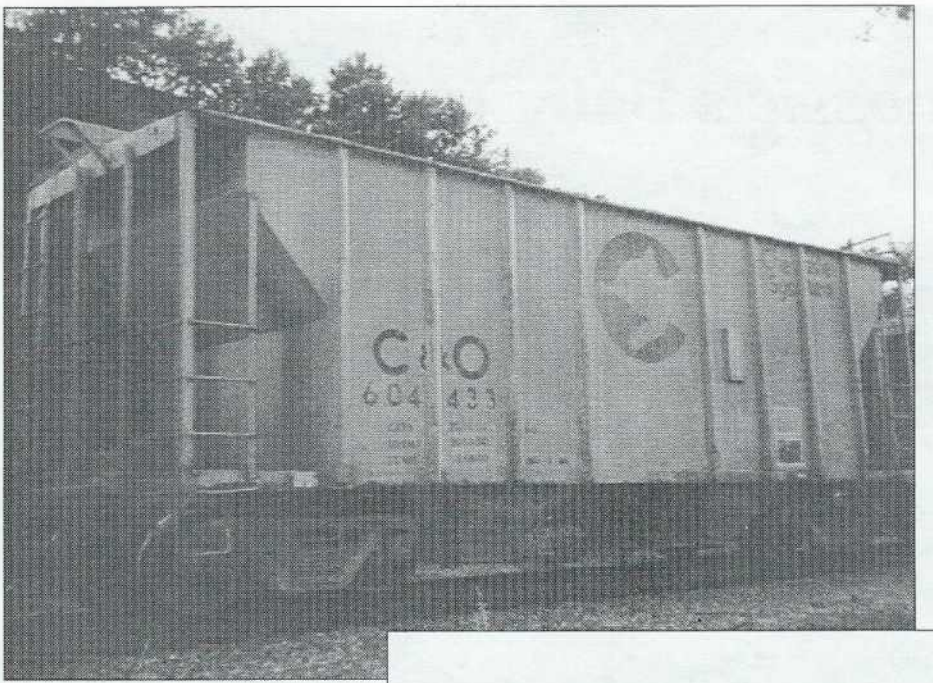


Of the Class One railroads only the B&O and C&O purchased this model of ACF cars. Though delivered in gray paint, many were painted into the Chessie System scheme early.
Above: Photographed at Tillman Yard, Atlanta, GA. October 1998.
Photo by Bob Manx Holmes

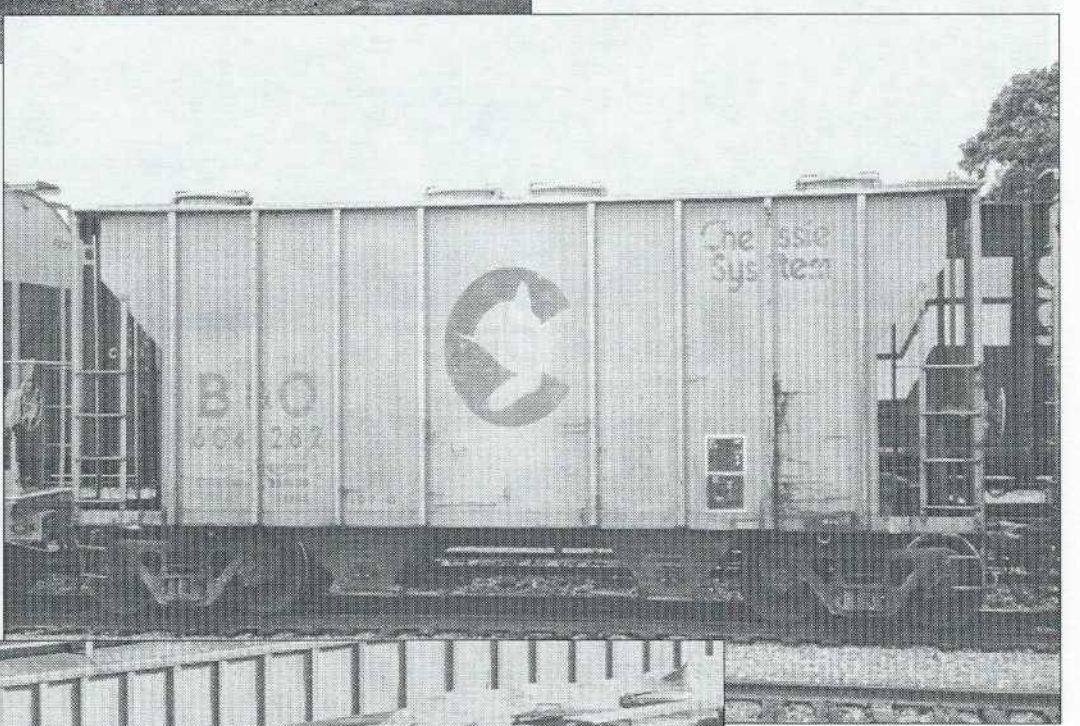
Of all of the remaining Chessie System covered hopper classes on CSX the HC-44s are most likely to remain in Chessie paint. Many still carry their original reporting numbers.

Above center: Old Decatur, GA. September 1998.
Photo by Bob Manx Holmes.

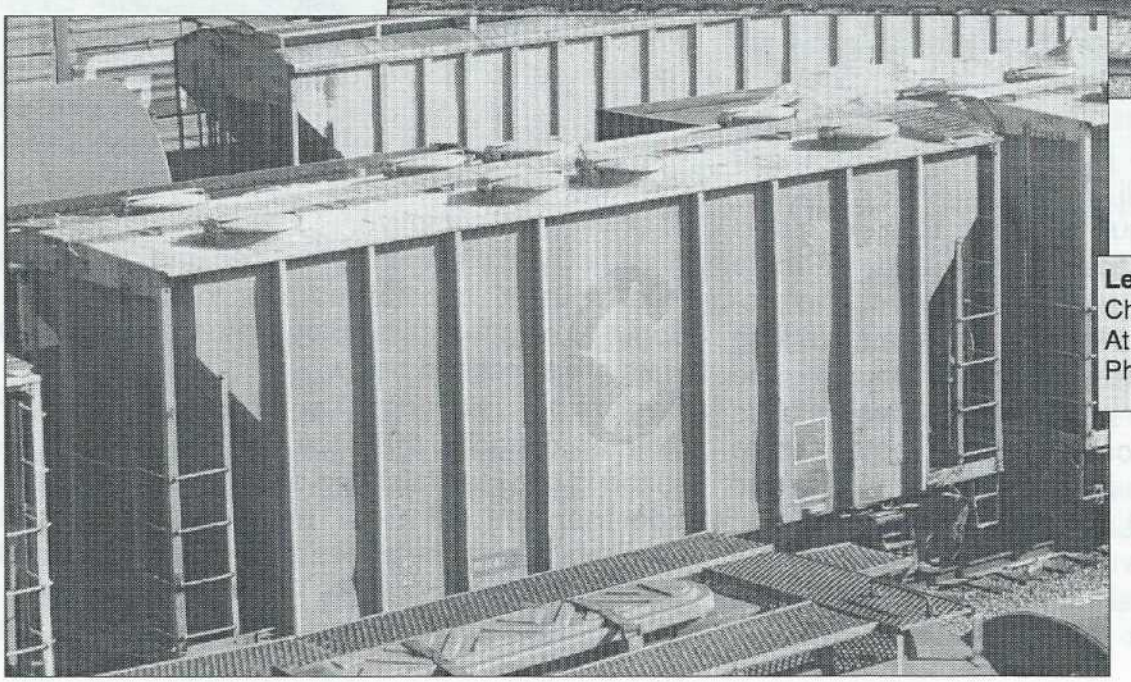
Right: Captured in Cincinnati, OH. Oct. 1998.
Photo by Charles Bogart.



Left: Chessie class HC-25. Built by Pullman Standard in two batches in 1968 and again in 1971. Shot at Old Decatur, GA. September 1998.
Photo by Bob Manx Holmes.



Right: Identical twins born of a different mother. B&O class HC-25A covered hoppers were built by Bethlehem Steel Corp. in 1970. They are so similar to the class HC-25 cars that they earned a sub-class designation. Photographed at Tillman Yard, Atlanta, GA. October 1998.
Photo by Bob Manx Holmes.



Left: Another HC-25A still in Chessie paint. Tillman Yard, Atlanta, GA. October 1998.
Photo by Bob Manx Holmes.

Chessie's Baby Tunnel Motors

The C&O's Unique GP15Ts

by John Whitmore

By the 1970's the railroads of the US were beginning to experience shortages in power due to the advancing age of much of their fleet.

The old Covered Wagons, and the GP7's and GP9's of the 1950's were beginning to show the wear and tear of thousands, maybe millions of hours of use. Many roads found themselves too strapped for cash to justify the outlay for brand new power. With all of this in mind, EMD embarked upon a unique program utilizing rebuilt components from trade-in units, and therefore developed the GP15 series locomotive. The program began about1974, and went through a long series of modifications during its tenure. The various railroads purchasing these units "customized" their orders, and created some interesting variations in the process. One of the most distinctive and different locomotives ever built by EMD owes much of its existence to Chessie. The Chessie System had purchased the former Rock Island line from Joliet to Henry, Ill, and designated it as B&O's New Rock Sub. The railroad had a large fleet of aging Geeps, which needed to be replaced, and due to the fragile nature of this particular line, the use of larger power was not feasible. A modern Geep was the most practical solution at the time.

By the early 1980's Chessie had become a component of CSX. It was at their insistence that a new model locomotive would be developed-a model that could easily be dubbed "Chessie's Locomotive." The new model was classified as the GP15T, and became one of the most unusual locomotives ever to turn an axle. Some of the more distinctive features of the C&O units are described below.

Radiator: The GP15T's have a 30% larger radiator capacity than the GP15-1, which resulted in two less tall hood access doors on each side than the GP15-1. The units have a split filter, which give the appearance from above of 4 quadrants (as on an SD40T-2), rather than two half-sections. The rooftop radiator grills and the

low radiator intake (tunnel) grill are longer than on the Dash-1 model. This larger radiator cools as well as the smaller GP15-1 version, while using less power for the fan.

Aspiration: The C&O units are turbocharged. The turbo exhaust silencer hatch is behind the intake blower housing. The inertia air filter is located near the roof behind the cab. (The three Appalachicola Northern units have the horizontal impingement filters on the carbody sides). This is one of the unique features of the C&O units. The tunnel motor design aids in locomotive cooling under load, but because of the increased radiator capacity, the air intake is moved 15 inches forward on the carbody as compared to the GP15-1. These units possess a single exhaust rather than the two exhausts found on the Dash 1 series.

Engine: The GP15T has an eight-cylinder 645E3C engine with a 16:1compression ratio. It delivers 1,500 horsepower, with a nearly 23 percent fuel savings compared to a 16-cylinder 1,500 horsepower GP7, or the 1,750 horsepower GP9. A GP15-1 is not turbocharged, and has a 12-cylinder engine.

Dynamic Brakes: Only the Chessie units came so equipped, even though this was offered as on option by EMD for the entire series. The blister is just ahead of the radiator section, and is almost entirely behind the 8-cylinder engine. One 48-inch fan cools the dynamic braking.

Pilots: The C&O units came with the familiar "Chessie Rock Pilot" found on other EMD units, and these were mounted on the front only. The rear had no pilot or plow at delivery. Most have had these exchanged for snowplows during their careers.

Side sills: These units were finished with the "simplified" sills, rather than the contoured sills found on the GP15-1's. The sill runs in a straight line from front to rear rather than with the angles near the fuel tank.

Right: 1519 at Riverdale, IL on 12 March 1983. Photo by John C. Benson.
Above: Later the same year this unit was also photographed at Riverdale. 7 November 1983. Photo by Paul Hunnell. Both photos from the Bill Folsom collection.

Other Details: All 25 units ride on EMD "B" trucks. From looking at photos, the classification lights appear to be functional, at least at delivery. The bell is mounted on the engineer's side directly ahead of the dynamic brake blister. The five-chime horn is centered over the high mounted headlight, however some appear to have been replaced with different styles by CSX. All in all, the GP15Ts were truly among the most unique locomotives purchased by the Chessie System, to whom they owe their very existence. I find these engines fascinating, even on CSX today, and photograph them every chance I get. CSHS members interested in swapping CSX or Chessie photos of these engines are invited to drop me a line at any time.

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Chesapeake and Ohio Diesels Locomotives Carl Shaver and David Gililand, Chesapeake and Ohio Historical Society.

EMD's GP15T Dave Peck, Hundman Publishing

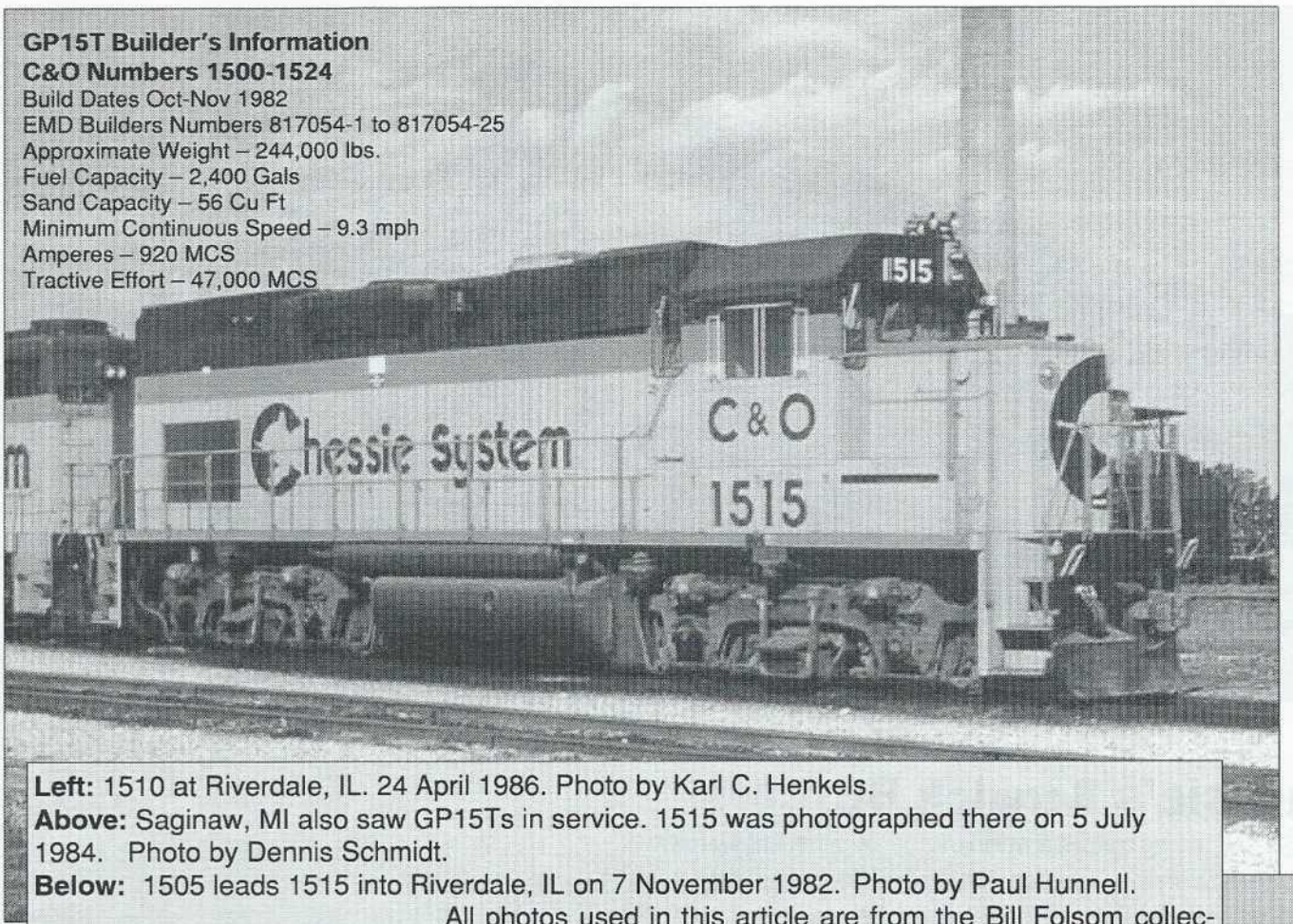
Model Railroader January, 1990

GP15T Model Coming from Overland and the CSHS

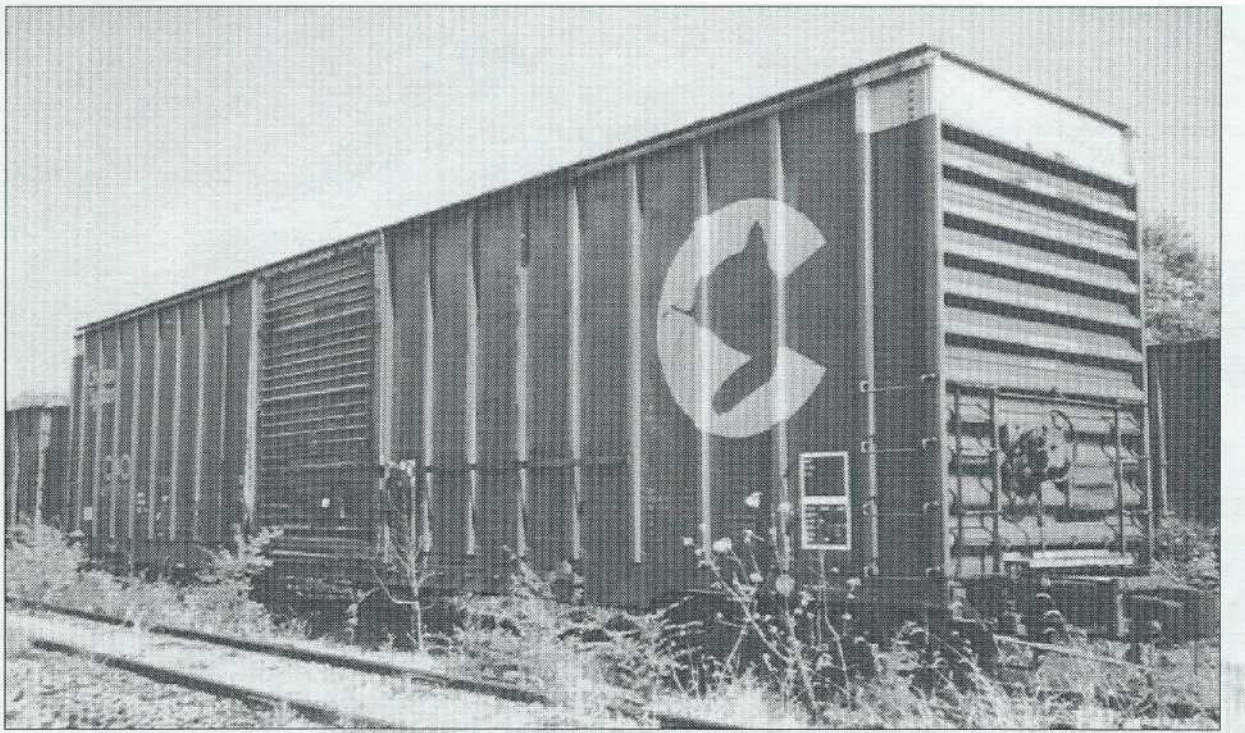
The Chessie System Historical Society is proud to announce a very limited run of the C&O GP15T in brass by Overland Models Inc. Total production will be limited to about 50 pieces, and will be offered to CSHS members ONLY on a first come-first served basis. This model will surely become a prized possession for the avid Chessie modeler, and represents a once in a lifetime opportunity. This locomotive class has never been produced in brass before, and current plastic versions do not remotely approach prototypical correctness. These models will be offered correctly painted in Chessie System paint, and super-detailed to match the C&O units. This represents a major and exciting achievement for the CSHS, and will serve as a preview of more things to come from *your* society.

Further details and advance reservation information will be made available in an upcoming edition of the Chessie News.

GP15T Builder's Information
C&O Numbers 1500-1524
Build Dates Oct-Nov 1982
EMD Builders Numbers 817054-1 to 817054-25
Approximate Weight – 244,000 lbs.
Fuel Capacity – 2,400 Gals
Sand Capacity – 56 Cu Ft
Minimum Continuous Speed – 9.3 mph
Amperes – 920 MCS
Tractive Effort – 47,000 MCS



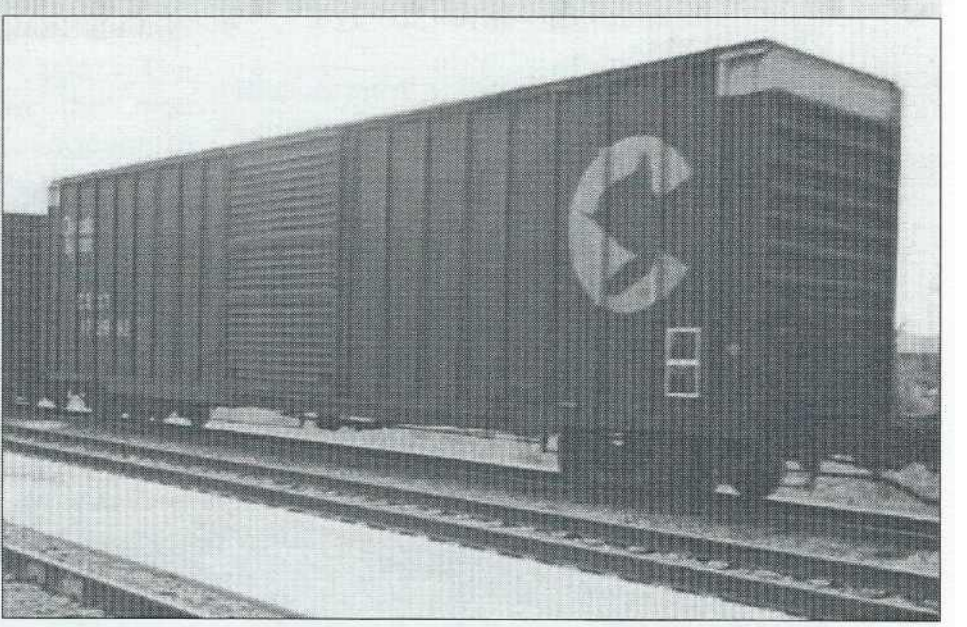
Left: 1510 at Riverdale, IL. 24 April 1986. Photo by Karl C. Henkels.
Above: Saginaw, MI also saw GP15Ts in service. 1515 was photographed there on 5 July 1984. Photo by Dennis Schmidt.
Below: 1505 leads 1515 into Riverdale, IL on 7 November 1982. Photo by Paul Hunnell.
All photos used in this article are from the Bill Folsom collec-



Chessie's Berwick Boxcars

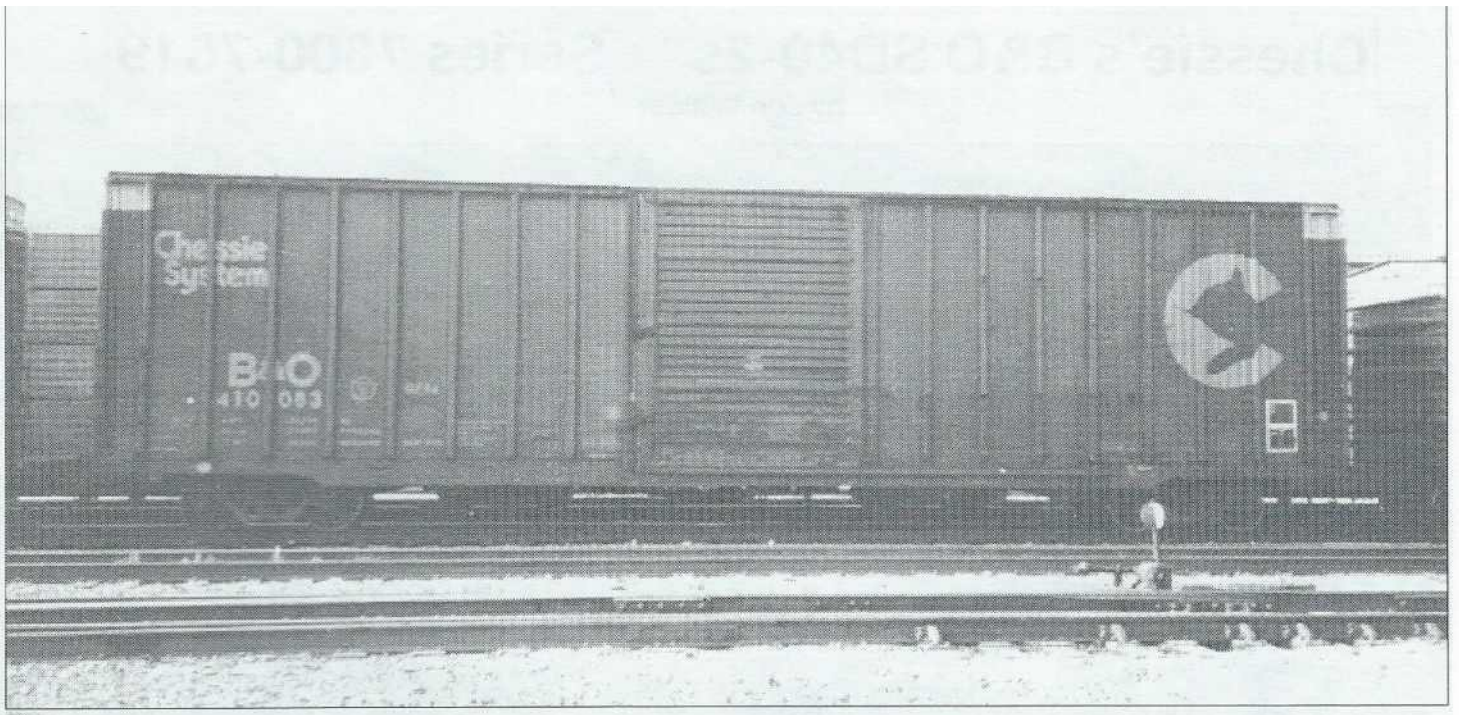
Text and Photos by Randall K. Fields

Class B-130
Series C&O 409000-409099



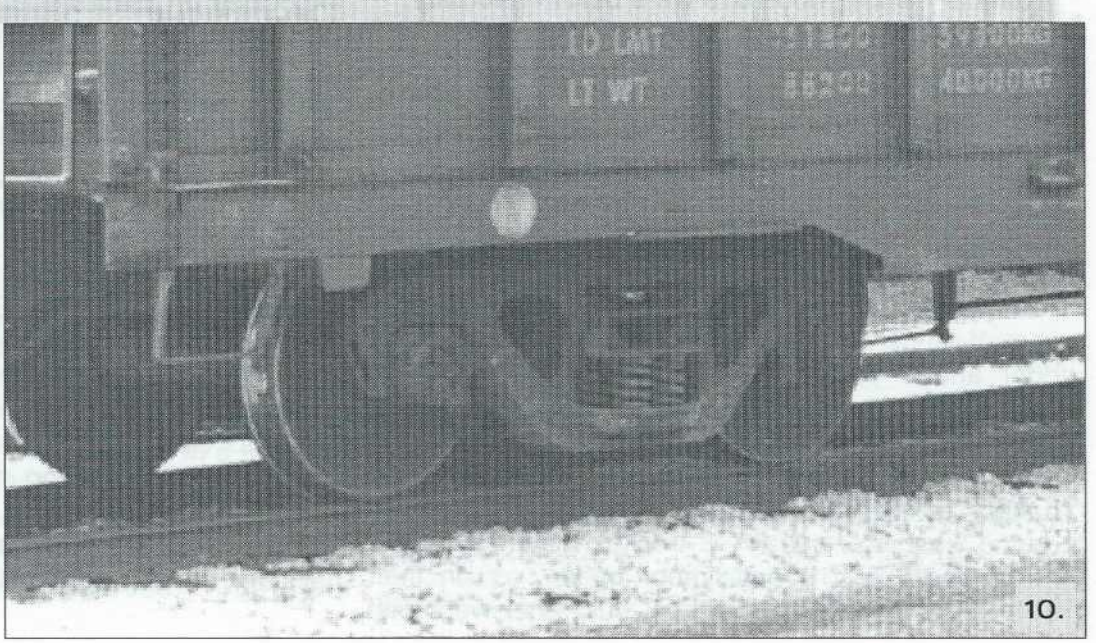
In 1978 profits were up and business was booming for the Chessie System Railroads. Berwick was the recipient of some of this prosperity receiving this order for 100 more of their outside braced cars. These cars were almost ten feet longer then the B-129 class that Berwick had built two years before. They were also nearly two feet taller and had flat roofs as opposed to the peaked roofs of the former. Doors on these auto parts cars were 10' single sliding Youngstown and the ends were once again the washboard type. They had A-3 Ride control trucks with 36" wheels giving them a rating of 100 tons. Capacities were 7327 cubic feet. Brakes were conventional ABDW with Elcon-

National hand brakes. Inside they had nailable steel floors and were equipped with 14 DF-2 belts. Hennessy Slidewell door openers were applied to 409000-409049. Dimensions; 60' 9" inside length, 65' 11" over the strikers, 10' 8"extreme width and 17' extreme height. Clearance exceeded plate "F".



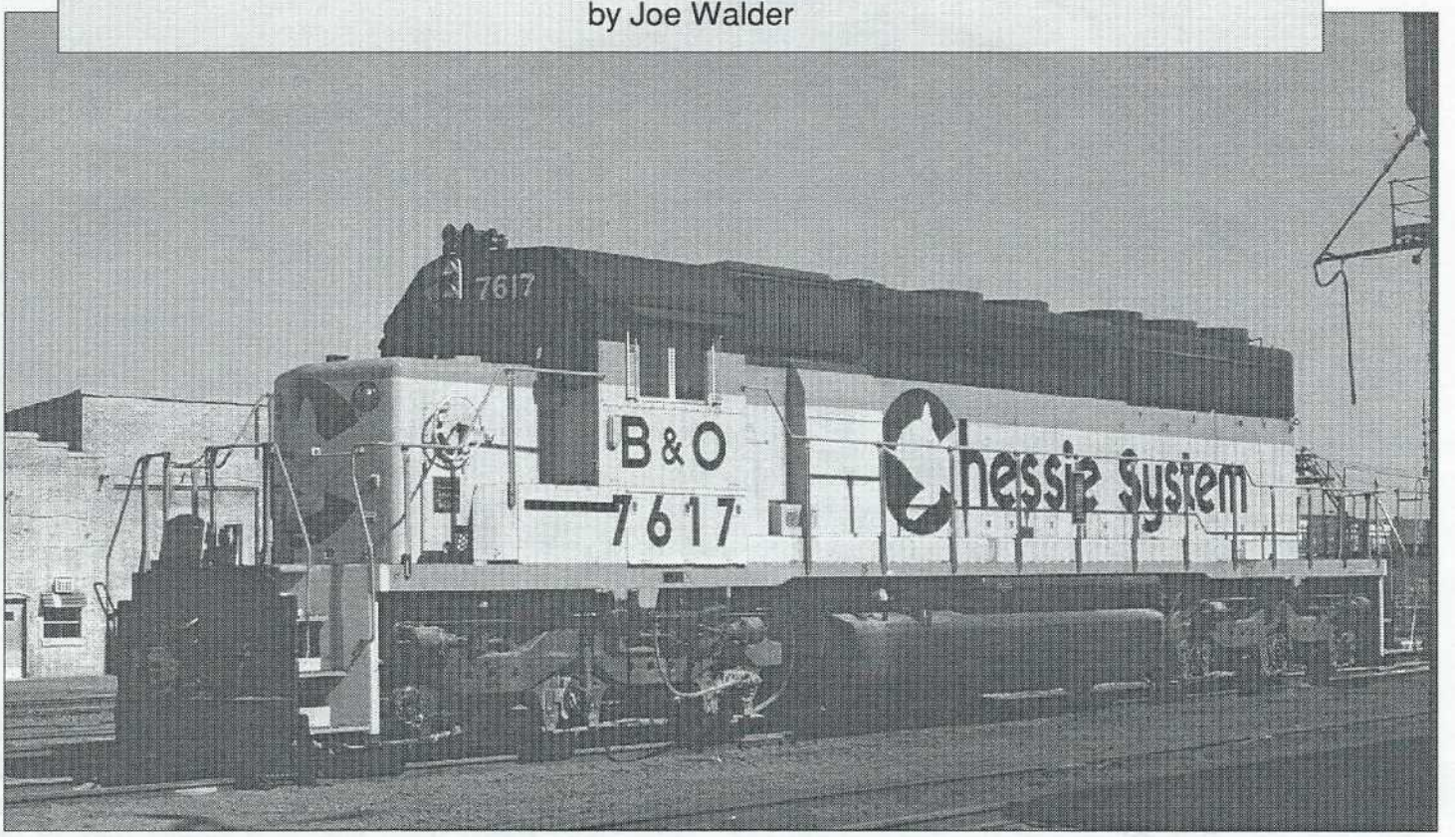
Class B-130 A
Series B&O 410000-410306
C&O 410307-410574

Class and Sub-Class distinctions between Chessie revenue cars can be patently obvious. Sometimes however, the differences can seem so subtle as to cause some freight car analysts to stroke their chins for a very long time... and when these secrets are unveiled, of course, they seem obvious. The latter is the case with the B-130A sub-class. Doors on these auto parts cars were 10' single sliding Youngstown and the ends were once again the washboard type. Capacities were 7327 cubic feet. Brakes were conventional ABDW with Elcon-National hand brakes. Inside they had nailable steel floors and were equipped with 14 DF-2 belts. Hennessy Slidewell door openers were applied to approximately half of the series: 410000-410153 and 410307-410440. The B-130 class had average load limits of 168,000 pounds while the B-130As had limits of only 129,000 pounds; now we're getting somewhere... The sub-class had lighter duty A-3 trucks with 5' 8" centers and 33" wheels as opposed to the 5' 10" centers and 36" wheels on the main class. And there you have it, another secret of the Kitten universe revealed. Dimensions; 60' 9" inside length, 65' 11" over the strikers, 10' 8"extreme width and 17' extreme height. Clearance exceeded plate "F".



Chessie's B&O SD40-2s Series 7600-7619

by Joe Walder



Above: Potomac Yard, VA. 14 April 1978
Photo by Warren Calloway

Chessie went to General Motors' Electro Motive Division (EMD) in 1977 for twenty SD40-2s. They were numbered in the 7600 to 7619-series and owned and labeled for the Baltimore & Ohio. All of the units shared a common builder number of 767033 and were numbered consecutively from 01 (#7600) to 20 (#7619). Therefore, unit #7617 had a builder number of 767033-18. Units 7600 to 7605 were built in January while 7606-7619 were built in February.

All of the SD40-2s weighed in at 396,000-pounds and were equipped with 4,000-gallon fuel tanks. Their 16-cylinder turbocharged 645 engine is capable of cranking out 3,000 horsepower. With the AR10 alternator and D77 traction motors they could exert 83,100 pounds of tractive effort at a minimum continuous speed of 11.1 miles per hour. Their overall length was 68' 10" with truck centers at 43' 6". All were equipped with rock plows (on the front only); normal-range dynamic brakes (there is no access door ahead of the resistor grids); Association of American Railroad's (AAR's) clean cab; Nathan KLA-12345 five-chime horns; the bell mounted on the left side of the hood behind the dynamic brakes; slotted battery boxes (to clean the battery terminals easily during washing); and HT-C trucks. Chessie did not request EMD's anticlimber option, as on their GP40-2 orders of the time, but rather went with the plain end-sill plate. The units did have the newer radiator grills therefore making these units Phase-II SD40-2s.

At a time when most of the Class 1s were purchasing scores of SD40-2s, Chessie only went knocking on EMD's door once for this 20-unit order. Chessie decided to rely on 4-axle power and amassed the largest fleet of GP40-2s than any other Class 1 railroad. In fact, Chessie would not order another 6-axle locomotive again until the SD50s (purchase by CSX and assigned to the Chessie System). These units were originally purchased as helpers on the West End (the St. Louis Line between Cumberland, Maryland to Grafton, West Virginia) to possibly displace the SD35s that had been in this service since the 1960s. Rather than replace them, they were intermixed with the SD35s and remained in helper service for several years until displaced by the SD50s. Some engineers complained that the SD40-2s would overload on the hill when running as a single unit helper. The SD50s were preferred because they were equipped with an adhesion control system, something the SD40-2s lacked. The SD40-

Above: Rockville, MD. 7 April 1978.
Photo by Richard W. Clark

2s roamed the system after their jobs as helpers ended.

Like many other railroads at the time, the Chessie did have some "teething problems" with EMD's HT-C trucks. The truck was considered the leading cause for Amtrak's EMD SDP40Fs derailing while traveling through switches, on curves two degrees or more, and at speeds greater than 40 miles-per-hour. In May 1978, Chessie did put a 40 mile-per-hour speed restriction on the SD40-2s. It appears to have been lifted sometime in or after 1979. All of the units, except for the 7603, continue to operate today for CSX. Units 7600-7602 are now CSX 8242-8244. Units 7604-7619 are CSX 8246-8261. Unfortunately 7603 was wrecked in a head-on collision in Germantown, Maryland on February 9, 1981. The unit was towed back to the Cumberland Shops and languished there for five years before being retired on September 8, 1986. The B&O dismantled the unit for serviceable parts and scrapped what was left.

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C&O Historical Society, McClain Printing Co., 1994.

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Charles S. Roberts, Barnard, Roberts & Co., 1991.

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Louis A. Marre & Jerry A. Pinkepank, Kalmbach Publishing Co., 1989.

Extra 2200 South
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Various issues of ***Rails Northeast*** between 1977 and 1980, Robert H. Reid.

Modeling Chessie B&O SD40-2s

by Matt Foltz

Without a doubt, Chessie's SD40-2s are my favorite locomotives. These locomotives are the main reason I switched my layout era from a 1975 era WM themed layout to a 1979 era B&O themed layout. I have a feeling that when the first SD40-2 rolled out of LaGrange, the Good Lord above was smiling. These brutes went on to become the backbone of America's railroads.

Modeling a Chessie System SD40-2 is relatively simple. As with modeling any Chessie locomotive, the paint job is what takes the most time.

Athearn's SD40-2 is the starting point for this project. As with any modeling project, it's a good idea to have a photo handy of what you are modeling.

BODY MODIFICATIONS

Athearn's SD40-2 is almost dead-on for a Chessie SD40-2. The only major modifications that need to be done to the body are from the cab forward. Since Chessie's came from EMD with slotted battery boxes, I used Cannon subbases to represent these. I also used Cannon's 88" low nose, but I decided to stick with the stock Athearn cab. I decided to do this because the back of the Cannon cabs seem too thin and may cause the cab to warp. This, in turn, will cause the cab to sit improperly on the locomotive.

Before cutting the nose and subbases off of the body, assemble the handrails on the locomotive. Use CA to glue the stanchions to the hand rails. DO NOT CA the hand rails to the body. Once the CA has dried remove the hand rails from the locomotive. The handrails are easier to spray paint if they're put together first. Also, it may be necessary to use a drill to enlarge the pre-drilled holes on the Athearn body so that the handrails and stanchions will go in place easier. Don't worry if you get the holes a little too big and the handrails seem loose. They'll be held in place with CA eventually.

Now cut off the stock nose and subbases from the shell. Now is a good time to assemble the Cannon nose and subbases. Remember to leave off any details that may interfere with masking later. These include the nose grab irons, the grab iron on the side of the nose and the break wheel. Leave the cab step off for now. Also, when assembling the Cannon nose, leave out the class lights. These will be added after painting.

Before assembling the Cannon subbases, shave off the ridge where the cab will sit and sand smooth. This will allow the Athearn cab to sit perfectly on the subbases.

Add the Cannon subbases to the Cannon nose so you will have one piece to work with. It's much easier to use this whole assembly to check how it will fit when you are doing the final filing and sanding of the shell.

Before adding the Cannon assembly to the shell add the grab irons, lift rings, bell, fan grab and uncoupling levers to the shell. The bell goes on the engineer's (right side if sitting in cab) right behind the dynamic break blister. The shell already has cast on grab irons. The best way to deal with these is to drill the holes for the new grabs, then shave off the cast on grabs. Add only the grabs that will not interfere with masking later.

Drill the holes for the m.u. hoses, plow and rear pilot.

I chose to use Details West pilot buffer plates on my SD40-2s. I cut these so that the only thing left of the casting is part above where the coupler box will be mounted. This makes mounting the couplers easier. These casting go on the front and rear pilots.

Once the body detailing is done, attach the Cannon assembly to the shell. I use Tenax 7R plastic cement to do this. Check to see how the cab fits also. Don't glue the cab on.

One thing that really bugs me about the Athearn SD40-2 shell is the tabs on the shell for mounting to the frame. I cut these from the shell and used putty to contour the sills. I also ground off the mounting pins from the frame. If you choose to do this, you will have to glue the shell to the frame. I just used a small amount of GOO. This way, if I ever have to remove the shell, it should be fairly easy.

The cab also needs a little modification. The vent that is cast on the side of the cab needs to be filed off and sanded smooth. The cab vent on the Chessie SD40-2s is toward the front of the cab side. Use a Details West cab vent for this.

Sand off the headlight detail. A new headlight casting will be added later. Since it gets painted silver, it's easier to paint it then add it later. Add the horn and drill the holes for the wind shield wipers. I use Detail Associates cab shades. These will be during final assembly.

FRAME MODIFICATIONS

I chose to power my SD40-2 with a Mashima can motor and replace to stock Athearn wheels with North West Short Line wheel sets. I filled the fuel tank cavity by melting Walther's Tempflo lead. This makes it really easy to mount the motor.

Here's a hint when using Mashima motors. Just because the sticker on the motor is right side up, doesn't mean the motor is in right. Trust me. It seems that every time I put a Mashima in, it runs backwards the first time. After rolling my eyes, I have to unsolder everything then flip the motor over and resolder it. This is where A-Line's Motor Mounting Tape come in real handy.

I also ground the coupler mounting pads off of the frame. The couplers will be body-mounted on styrene pads.

PAINTING AND DECALING

Remember to follow all recommended safety practices when painting.

Before painting soak the shell assembly and the cab in a bath of denatured alcohol and let it air dry for about 15 minutes. This will remove the mold release from the plastic. Failure to do this may result in paint peeling off when removing tape later.

The Chessie colors I use are Accu-paint Chessie Blue, Chessie Yellow and ICG Orange. I also use Scalecoat UP Yellow, Floquil Santa Fe Blue and SP Daylight Red for detail brush painting. First, the whole body, frame, truck sideframes and detail parts not installed yet get a coat of Floquil Primer. There's no need to prime the handrails. The handrails on all my Chessie painted Athearn locomotives are just painted with SP Daylight Red.

Once the primer has dried, spray yellow on the body from the walkways up to the grills. The step wells are also yellow. Don't forget to paint the break wheel that was left off of the nose. Paint the cab separately. Also, paint the drop step and the m.u. stand yellow.

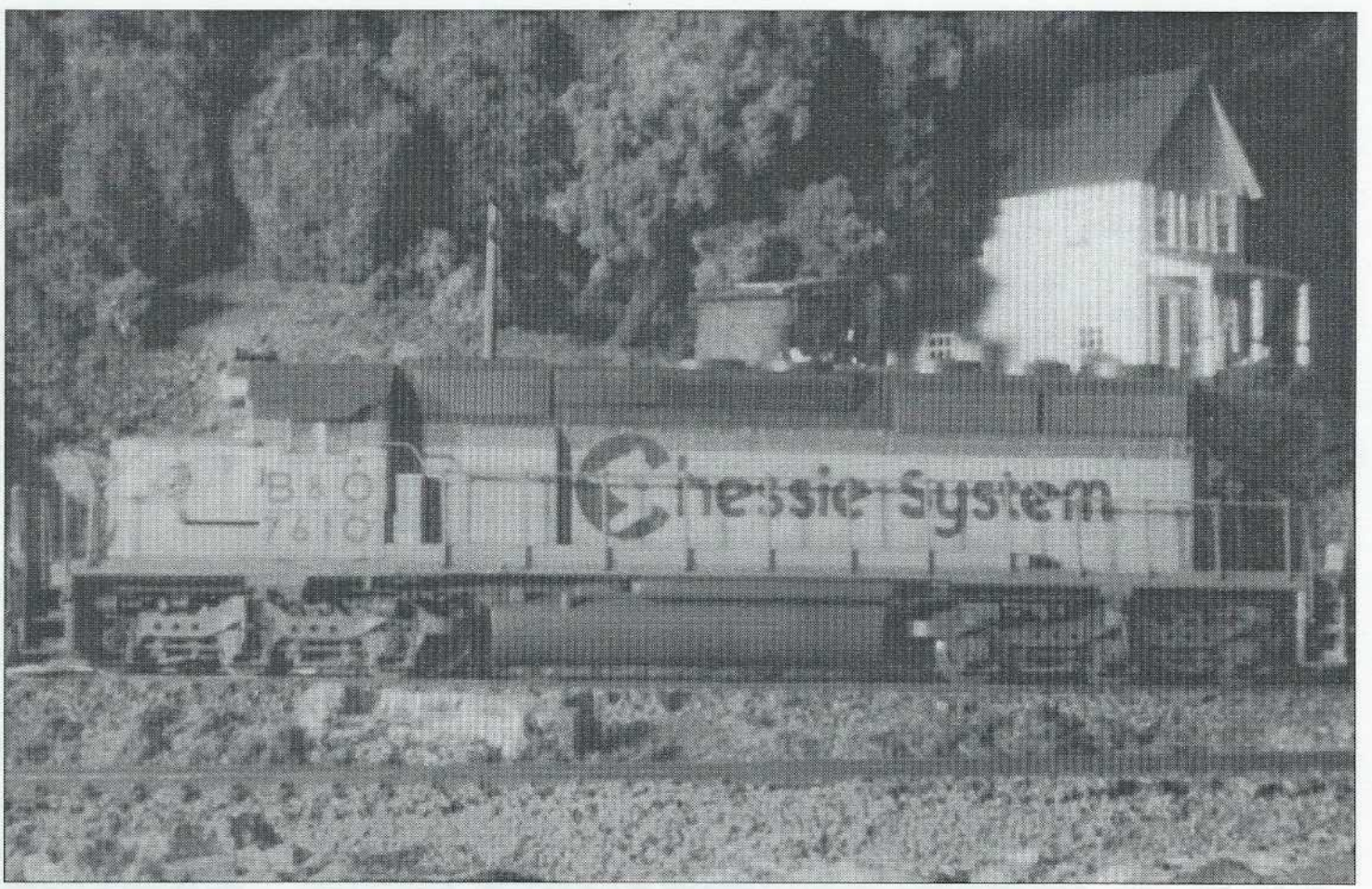
Left: Room with a view. Photo taken from the Holiday Inn, Cumberland, MD. October 1986. Photo by Ken Buckman, Broken Knuckle Video Productions.
Below: Willard, Ohio. 28 July 1979. Photo by Warren Calloway

The orange stripe starts a scale 5'3" above the walkways. Measure from the lowest point on the walkways. The side sill is also orange. Don't forget to paint the orange on the cab. There's no need to mask off the 15" width of the stripe. Once the blue is masked and painted, the stripe will be there. I usually leave all the tape on until all the colors are sprayed.

Masking off the blue is the most time consuming. The blue starts a scale 6'6" above the walkways. Since Chessie's SD40-2s came from EMD in Chessie paint, they all had blue walkways. The pilots, plows and the top of the short hood are also 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 spray another coat of primer before painting the blue. By doing this, the blue will turn out more uniform. The frame, fuel tank and truck side frames are blue as well.

Mask and paint the blue on the cab and cab shades.

On the body and cab, I spray another coat of primer



The headlight casting gets painted silver. I use Floquil Platinum Mist for this. To give the North West Short Line wheels a better appearance, I spray them with Floquil Grimy Black, then dust them with Floquil Rust.

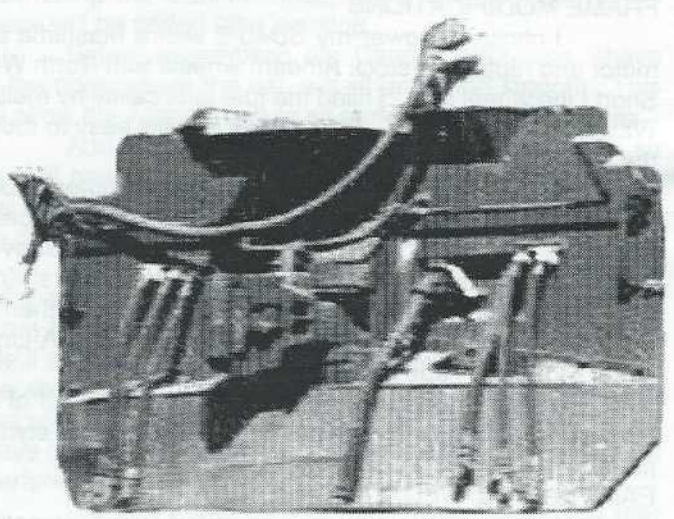
Once the paint on the shell has dried, pull the tape off CAREFULLY. Now for the detail painting. The steps up to the locomotive are blue with the edges orange. These get brush painted. The steps that come with the Cannon parts are also blue with orange edges. I'll usually spray the steps with Floquil Santa Fe Blue, then brush paint the orange stripe. The step on the long hood walkway is yellow. This can either be brush painted or masked off, primed then spray painted. The ends of the cut levers are yellow also. Paint the window frames on the cab and the face of the tail light silver. The receptacle on the m.u. stand gets painted red.

For decals, I use Microscale's Chessie System hood unit sheet. They are excellent except that the nose decal is too small. Champ's Chessie Hood Unit set has the correct size nose herald. For the number board numbers, I used the one on the Microscale sheet. I filled in the holes for the number boards with Micro Kristal Klear. Once I have the desired contour for the number boards, I spray them with Testor's Glosscote. This will keep the Kristal Klear from getting tacky when the decals are added. For the builder's plates I use Microscale's EMD and GE Builders Plate sheet. Once the decals have set, spray the shell and cab with Testor's Dullcote.

15. FINAL ASSEMBLY

Add the grab irons that were left off before painting and brush paint them the appropriate colors. Add the steps to the subbases. Attach the break wheel to the side of the short hood. Put the marker light castings into the nose. I added MV Lenses for the marker lights. I also used MV Lenses for the headlights and taillights.

For window glass in the cab, I use Run-8 windows for Dash-2 cabs. Add the cab shades, windshield wipers



and headlight casting.

Add the cab to the shell. The handrails will hold the cab on. There's no need for glue.

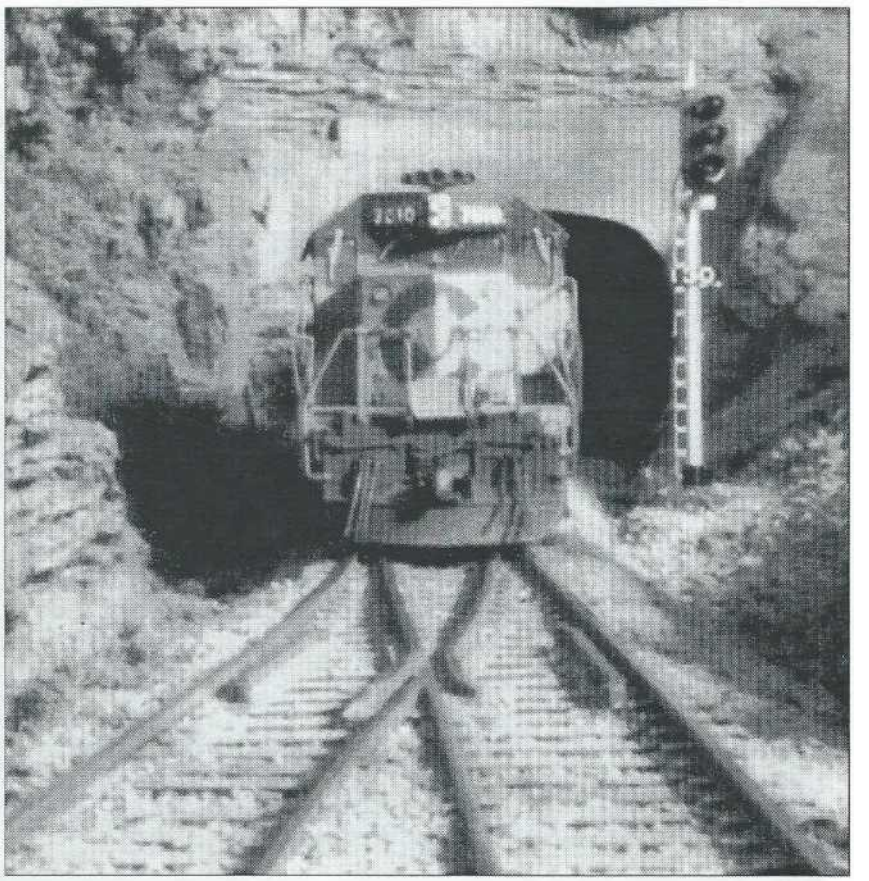
Attach the couplers. I used Kadee #5's and boxes. As stated before, I built up styrene pads and attached the couples to the pads. I just used Walther's GOO to attach the couplers to the pads. I've pulled 100+ car trains and have never had a problem. Using #5's gives a more prototypical coupling distance, but the trip pins need to be cut off. I do this on most of my locomotives anyway. I think it looks better. If you don't want to cut the trip pin off, use a #6.

Install the handrails and secure them with CA. Cut the middle section out of the front and rear handrails and replace with chain that has been painted orange.

Instead of drilling a hole into the Cannon subbase to accept the stanchion, I just cut the stanchion so it could be attached to the subbase with CA. Add the drop steps and m.u. stands. I use GOO to attach these.

Press the sideframes into the trucks. Attach the shell to the frame then add the plows and m.u. hoses. Spray the entire locomotive with Testor's Dullcote. I gave my SD40-2 a light dusting of Floquil Grimy Black and Rust.

There it is. You now have a model of one of EMD's most popular and most durable workhorses. The Chessie paint is icing on the cake. EMD. Power as God intended.



Above left and above: Chessie B&O SD 40-2 # 7610 tours the HO scale line. Model photos by Butch Eyler, Matt Foltz collection

Below left: Detail of Chessie style plow from SD 40-2 # 7616. In helper service a drooped cable looped through a coupler lift bar was a common sight. From a photo in the Editor's collection.

PARTS LIST

A-Line
29200 windshield wipers

Athearn
SD40-2 (undecorated)

Campbell
256 chain

Cannon
1104 88" nose
1202 Dash 2 subbases
1204 battery box doors

Detail Associates
1024 Pyle headlight (vertical)
1402 drop step
1508 m.u. hoses
2204 uncoupling levers
2206 lift rings
2217 fan grab
1301 cab shades

Details West
121 cab vent
126 bell
130 rear plow
195 pilot buffer plate
205 Chessie plow
220 m.u. stand

Mashima
70321 Repowering kit for Athearn diesels

MV Lenses
LS19 for headlights
LS25 for tail lights
LS300 for markers

North West Short Line
7129-4 40" wheels

Overland
9013 K5LA horn

SMP Industries (Accu-paint)
AP71 ICG Orange
AP73 Chessie Yellow
AP74 Chessie Blue

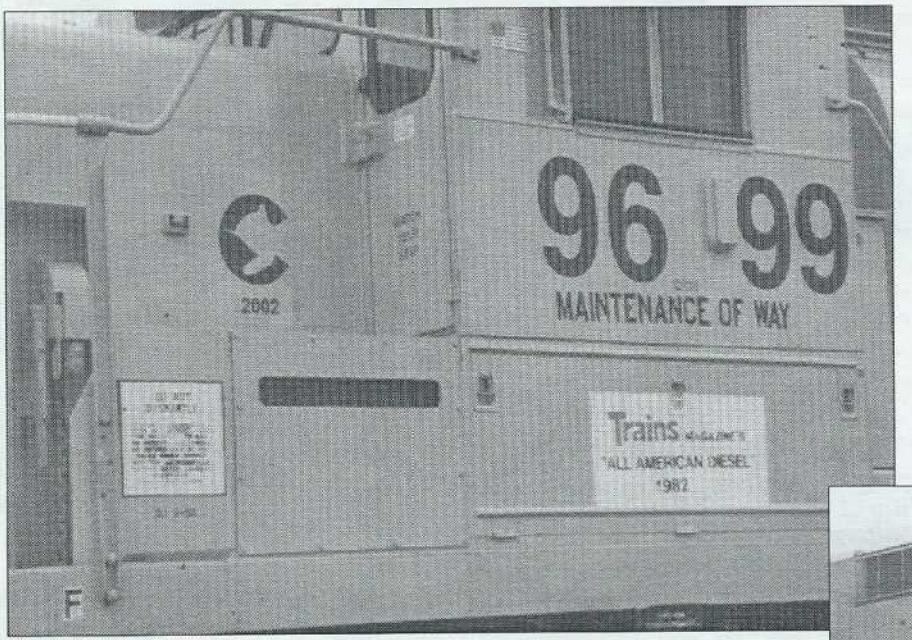
Floquil
110135 SP Daylight Red
110177 Santa Fe Blue

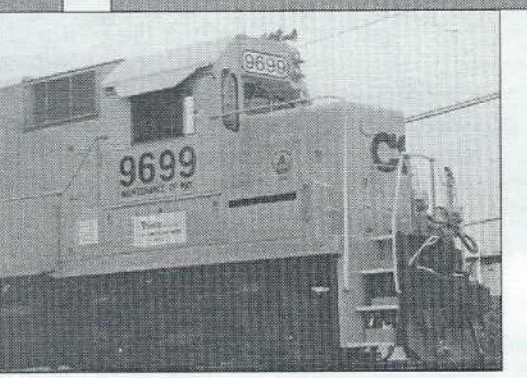
Scalecoat II
2022 UP Yellow

Microscale
MS87-400 Chessie System EMD & GE Hood Units
MC4056 EMD & GE Builders' Plates

Champ Decals
EH233 Chessie System Hood Units

The Life and Times of the "All American" Locomotive
Chessie System B&O 3802 / CSX 2002 becomes CSX 9699 and lives on as a "Pumpkin"





In our journey through the world of railroad preservation and history, our one constant companion is change. This usually means we don't often get a chance to witness a fallen flags logo return to run-a-day railroad equipment. For the Chessie System historian, fan or modeler, the changes began in 1985 with the transfer of the C&O's fleet of General Electric locomotives to the Seaboard System. Renumbered, but not repainted, these units were the precursor of the Chessie units that would be repainted in the CSX "blue and gray" paint scheme. To further confuse things, Chessie System units were renumbered (with some re-renumbered!) without repainting as all units slowly began to loose their identity to the CSX collective.

In 1994, to better serve its customers, CSX Transportation reorganized some of its operating divisions into "business units" and "service lanes". Much to the surprise and joy to those of us living along the Chesapeake and Ohio main line, CSXT created the "C&O Business Unit" or C&OBU. The C&OBU utilized a form of the famous "C&O for Progress" logo that was a hallmark of the C&O from 1948 to 1972. It was an instant hit with the railfan and rail shipper community and brought back a symbol that many never thought would be seen outside a museum or scale model.

In the year of 1998 CSXT once again has brought back, in a small way, two historic logos of railroad progress; the venerable Baltimore & Ohio Capital Dome herald and the Chessie System Ches-C logo. To find out why Chessie appears on a locomotive today, we need to turn the calendar back to 1982.

In the November 1982 issue of *Trains* magazine, J. David Ingles asked the question "Can 29,518 units be exemplified by 1?" The answer was yes. This was asked in conjunction with *Trains* 34th annual motive power survey. Through a systematic search of facts and figures to find the "average railroad" and the "average locomotive", Morgan studied route miles, number of locomotives, horsepower, and wheel arrangement of the, then, "Big 12" class one railroads. After all the details were looked at, *Trains* concluded that The Baltimore & Ohio was the average railroad with 5,208 route miles.

Selected as the average diesel locomotive was the 2000 h.p. GP-38. Randomly chosen from the B&O's 3800 series GP-38's was B&O 3802 (EMD serial number 33320). It had the distinction of being the All-American "average" locomotive. (An insider that was with the Chessie System at the time speculated that 3802 could have been selected because "there were more pictures of the unit available.") *Trains* magazine then commissioned a set of plaques to be affixed to 3802 in a small ceremony in conjunction with the Chessie System in Baltimore. The All-American then went about the business of the railroad pulling freight, coal and work trains.

After a major shopping in 1983 at the Huntington Locomotive Shop, 3802 gained a new coat of paint and renewed mechanical parts, but was minus the Trains plaques. Enter Dwight Jones (now a CSHS member) and the Affiliation for Baltimore and Ohio System Historical

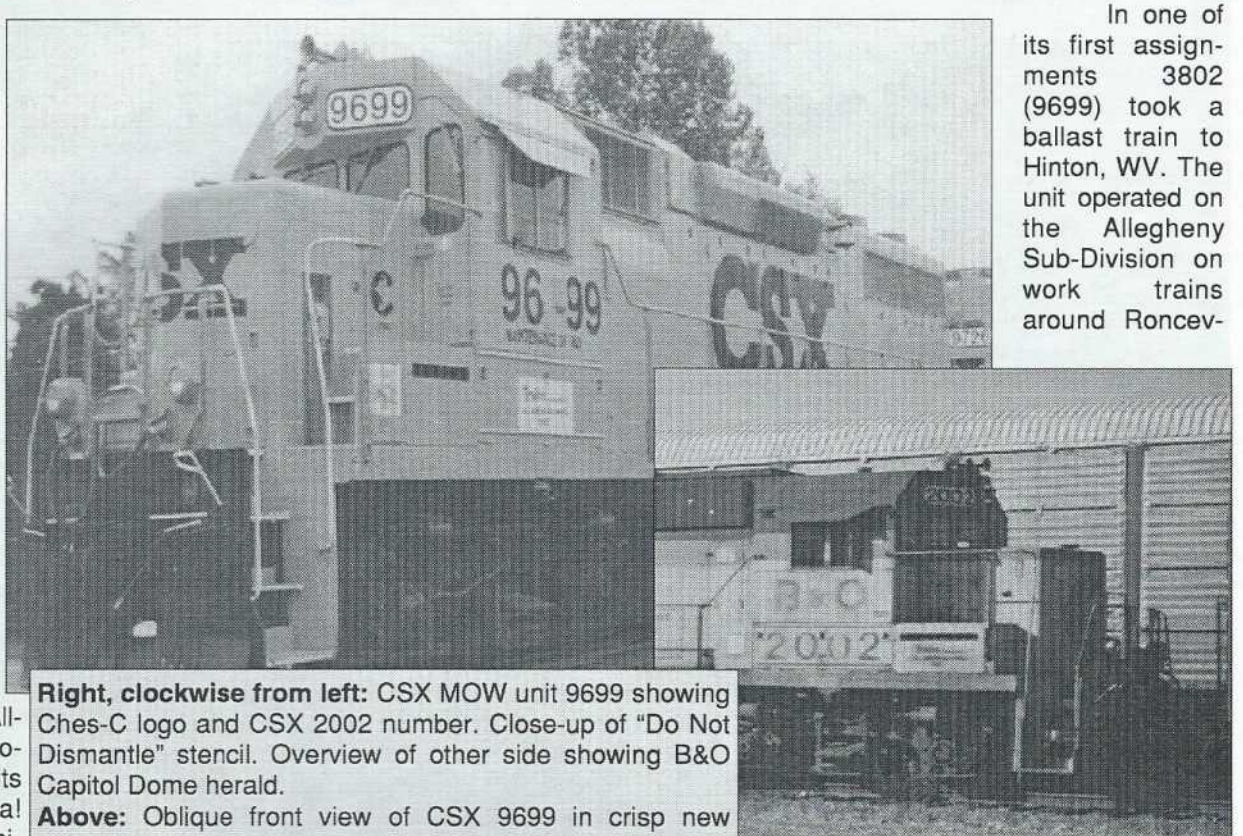
Research. At the AB&OSHR convention in Lima Ohio in September 1987, CSX granted permission for the group to stencil a dedication that hearkened back to the missing *Trains* plaques. Applied to the battery box doors of either side, it read "Trains Magazine's 'All-American Locomotive' 1982."

Renumbered 2002 by CSX 3802 soon lost its B&O reporting marks on the cab. Fortunately Dwight Jones again got permission to reapply the initials of America's oldest common carrier.

The September issue of *Trains* magazine paid homage to E.M.D.'s 75th year. Among a series of "where are they now" articles, Trains found out the current status of 3802 (2002). Of all places, the All-American Locomotive was earning its keep in Canada! Serving the chemical valley around Sarnia, 3802 (2002) was assigned to the Sarnia locomotive shop but cycled through either the Corbin or Huntington locomotives shops for heavy maintenance and inspections.

In the summer of 1998 CSXT reported that 3802 (2002) would be retired. As reported in the July 1998 issue of the *CSHS Chessie News*, the veteran GP-38 had suffered a probable main generator failure. It was almost certain that the All-American would be sent to the B&O Museum in Baltimore. Enter CSXT with a surprise. Obviously in need of power for its Maintenance of Way locomotive fleet 3802 would be given a new direction in life, new number, and a new color. Retirement would still be a few years off for 3802.

Emerging from the Huntington Locomotive Shop wearing a new coat of safety orange paint, 3802 was now CSX MOW unit 9699. Of even greater importance was the special lettering that the unit wore on the side of the short hood and the brake equipment doors. Dennis Fulton of the B&O Museum got permission from CSX to have the *Trains* special lettering, the donation order (for the B&O Museum from CSX) reapplied to the locomotive. Once again Dwight Jones, dubbed as the 3802's unofficial guardian by *Trains* magazine, carefully applied the needed lettering. Fulton also wanted to see the B&O Capitol Dome logo as well the original road number represented. As part of Dwight's efforts the unit now not only sports the B&O herald with 3802 under, but on the fireman's side now resides a Ches-C with the number 2002. It goes to show you can't keep that darn cat down!



Right, clockwise from left: CSX MOW unit 9699 showing Ches-C logo and CSX 2002 number. Close-up of "Do Not Dismantle" stencil. Overview of other side showing B&O Capitol Dome herald.
Above: Oblique front view of CSX 9699 in crisp new orange paint. 9699 Photos by Matt Crouch
Right: CS B&O 3802 renumbered as CSX 2002. This is what the unit looked like shortly before repainting and reassignment into MOW service.
2002 Photo by Greg Stevens

In one of its first assignments 3802 (9699) took a ballast train to Hinton, WV. The unit operated on the Allegheny Sub-Division on work trains around Roncev-erte, WV then found its way to St.Albans and the Coal River Sub-Division. As of this writing the unit works on the Coal River during the week and is delivered to St.Albans for picking up by a main line "man" (C&O parlance for train) for the trip to Russell for maintenance and a full tank of diesel fuel.

In retrospect, 3802's career began as a general purpose locomotive for the B&O in 1967. After several years the blue B&O paint gave way to the colorful Chessie System colors. Renumbered in 1987 for CSX, the unit continued its dedicated service to the railroad. Now, currently serving the hard working employees in day-to-day maintenance of way service, the 3802 career should continue for a few years to come.

3802 like the Chessie Cat has many lives and will always find an active place in this modern railroad system. Once placed in the B&O Museum in Baltimore, 3802 will have a shiny new coat of Chessie paint and continue to have a place in railroad history. When its takes it place among the famous steam and diesel locomotives, 3802 will tell the story of the last years of the proud Baltimore and Ohio Railroad and the colorful Chessie System era to generations to come.

3802 at Brakens Curve near Sandpatch, PA leads an empty grain train backed up with WM unit 3580 on 20 February 1981. Badly in need of a new coat of paint, the unit had already lost its Trains plaques. Also note that at this time the battery covers were of the standard EMD type, not the Chessie "Mailbox" type. Photo by John C