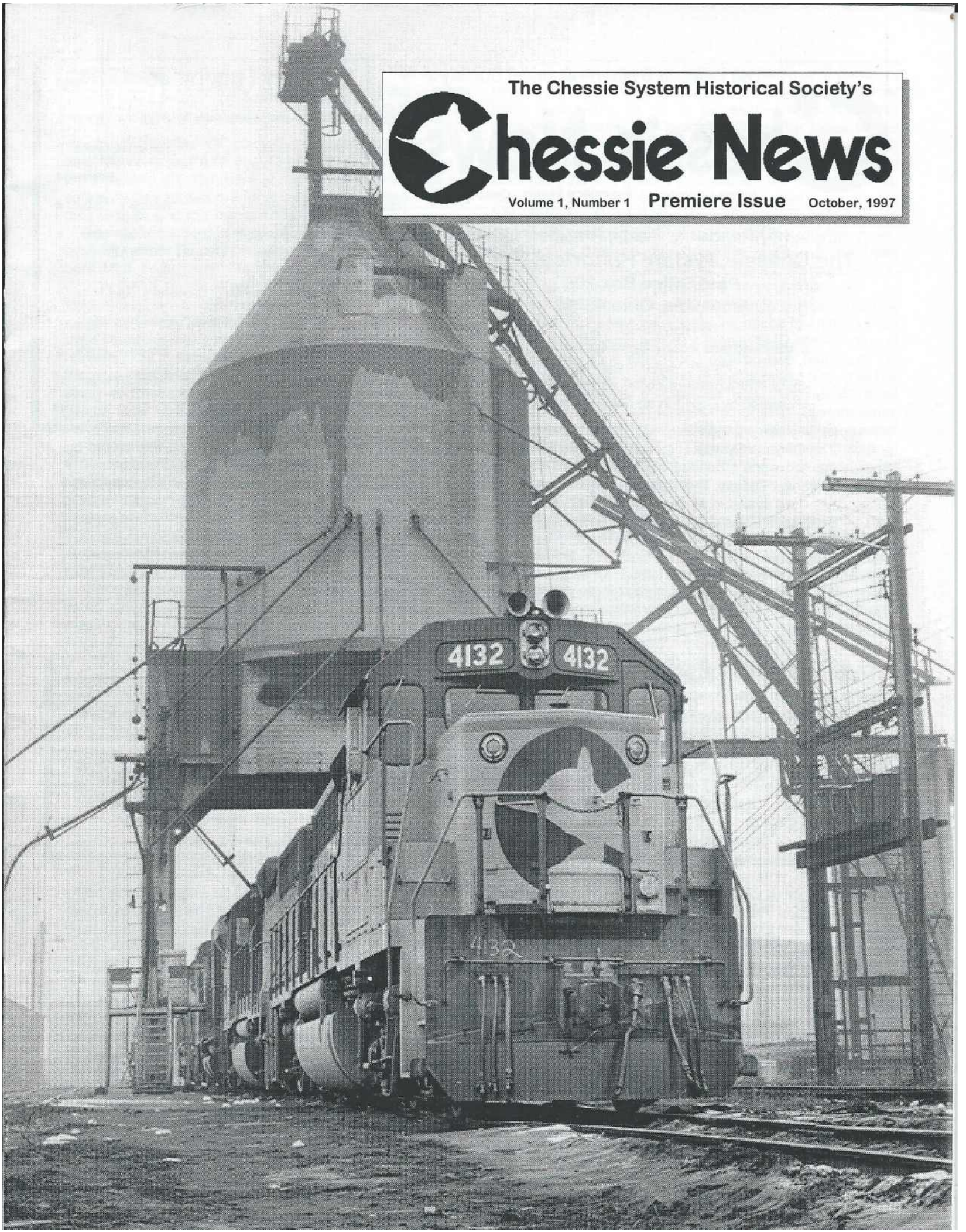

The Chessie System Historical Society's

Chessie News

Volume 1, Number 1 **Premiere Issue** October, 1997

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Edited by Randall K. Fields, President CSHS

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Created by CSHS Web-Master Adam Barr

In This Issue

The Chessie System Historical Society's **Chessie News** is the Journal of this Society. This issue was written by Society members and produced by Broken Plate Publishing for the CSHS. 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.

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 Hewlett-Packard ScanJet IICX and manipulated with Adobe PhotoShop in a Macintosh computer. All scans were then converted to IBM type files. Printing was done by Kinko's copy shop, Athens, Ohio. 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 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. All spelling mistakes were made by the spellchecker! -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.

On the cover;

Text and Photo by **Jay Potter**

EMD's GP40-2 is probably the locomotive model most closely associated with the Chessie System. Chessie's color scheme was inaugurated August 1972 on the system's first GP 40-2, B&O 1977. During an almost nine year period from Aug. '72 until June '82, Chessie acquired a total of 348 GP40-2s (218 B&O, 95 C&O and 35 WM). This accounted for over one fourth of all GP40-2s built. One of the B&O's earliest GP40-2s, # 4132 built in October 1972, was slightly over two years old on Jan. 2, 1975 when it was photographed under the coaling tower at the B&O's Benwood Junction, West Virginia engine terminal. Eventually renumbered 6032 and repainted for CSX, the unit outlived Benwood Junction's engine terminal. Locomotive servicing there ceased in 1985; and its physical plant was gradually demolished over the next decade. By the end of 1995, the only structure that remained was the coaling tower. It was demolished in February 1996 and today only a vacant lot remains where 4132 idled 23 years ago.

CSHS takes a "Trip to the Hill"

by John Maugans

The first official event sponsored by the CSHS was the "Trip to the Hill" camp-out held at Sandpatch grade near Meyersdale, PA on July 12 and 13. Over the course of the weekend six members of the Society as well as assorted friends turned out for a weekend of railfanning and data swapping at this famous B&O mecca.

The weekend began at the Amtrak station in Cumberland, MD where Society president Randall Fields and members Matt Foltz, John Maugans and Matt Noel watched CSX activities on the West End of the yard. The gathering then moved on to the main yard where several Chessie freight cars were spotted and photographed. The group even stumbled into a handful of predecessor road covered hoppers now in sand service. A brief visit was also paid to the area near the Virginia St. shops in hopes of seeing a string of Chessie geeps that had been parked there on "Death Row" a few months before. Alas, these units had met their sad fates.

Perhaps the most interesting sight in the yard was CSX 4617, the last SD-40 in pre-Chessie C&O blue, working the hump and as of last year emblazoned with CSX yellow ends and reporting marks. The next leg of the journey took the group to Sandpatch just in time to see the morning westbound intermodal movement from Cumberland pick it's way under the wood and steel truss bridge about a half a mile from the west of the bore.

After watching a second westbound at Sandpatch the group moved on to Meyersdale to pick up supplies. While there a group photo was taken beside Chessie C-25 C&O Wide-Vision caboose C&O # 903235 near the aging Western Maryland station there. The building's life has been extended by the addition of a new roof.

After a quick stop at Mance, where the group fantasized about buying an old house by the side of the tracks, the group set up camp at Manila, near the east end of the tunnel.

With our campsite set the official meeting began with Matt Foltz presenting his superb collection of prototype and model photos. Matt's collection goes all the way back to his childhood and is very impressive.

Next Randall Fields presented the impressive results of his two-year information-gathering mission, which he calls "the Quest". Randall has collected a library of photos, slides and diagrams of Chessie System equipment. This search has cost him dearly in terms of lost modeling time. From here a discussion ensued about the mission of the CSHS and how it compares and contrasts with that of the previously existing predecessor railroad historical societies. We are finding a lot of Cat fans out there and an apparent long-standing desire for an organization like ours to exist. It was generally agreed that while there is a very real need for the CSHS to exist as a separate organization, we need to continue to support the missions of the older RR historical societies like the B&O, C&O and WM groups. Many of our members are also members of these groups and we encourage continued support for these societies. It is generally agreed that we wish very strongly to work as closely as possible with these older societies.

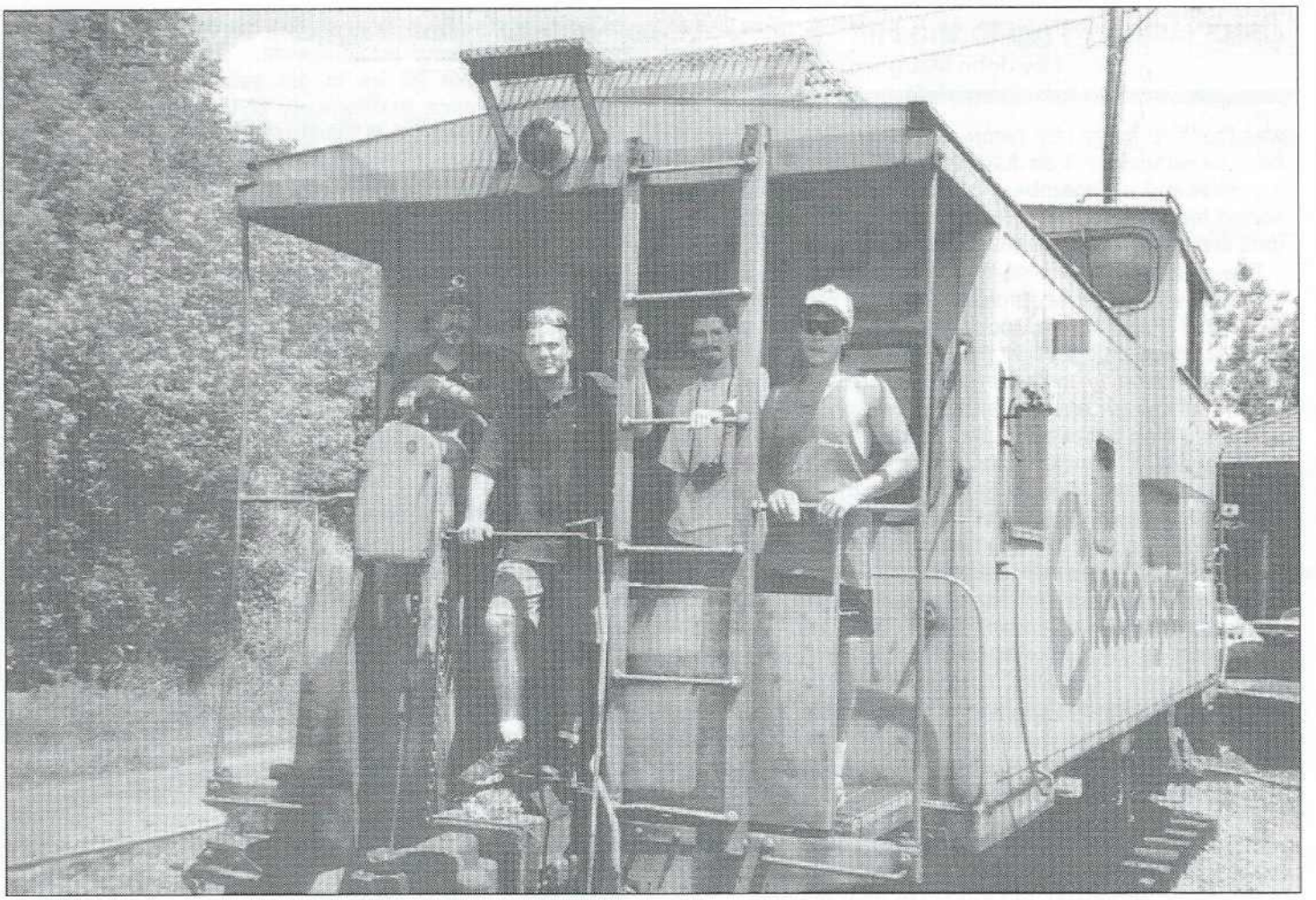
Our new members have shifted the balance of numbers from Internet users to non-users. Though the Internet made it possible for us to get established quickly this change in balance has logically shifted the focus of our internal communications away from the Internet as our lifeblood to more traditional printed media. It was also discussed that the quarterly newsletter (the CSHS Chessie News) will be a prime example of this when it comes out later this year. Randall also stated that he would like to see periodic flyers issued between newsletters to keep members up to date on late breaking news. As our base continues to grow we will also become more organized and official as we seek non-profit tax-exempt status.

As the evening progressed the campsite was visited by numerous trains, mostly westbound mixed freights. A solid train of coal empties behind a mostly EMD lash-up moved through late in the afternoon, followed later by one of the most exciting sights of the weekend, a mixed freight led by five EMD units, the middle loco was CSX GP 40 6522 (former B&O 3746) still wearing full Chessie System livery. A mad dash ensued to shoot this treasure as it slugged up hill. Randall ran out of film and missed the shot (GRRR...Editor), while others in the group struggled to get good angles, but managed to squeeze off a handful of photos.

Denny Fisher and Andy Stadler arrived at Manila near sunset, along with several friends, in time to see three or four freights chug towards the tunnel, most with helpers. A late Amtrak 29, the westbound Capitol Limited, also made an appearance at dusk pulled by two Genesis locomotives and a full contingent of Superliners. The face of eastern railroading is changing dramatically from how most of us remember it. This is apparent not only with the thinning of the Chessie fleet, but with the gradual disappearance of Amtrak F40PHs and single level cars. After a couple more westbounds train activity abruptly stopped around midnight. Many of our Sandpatch veterans said it was an atypically dead night. With the exception of one freight each way Sunday morning and the eastbound Capitol, this trend continued the rest of the weekend. In the relatively few trains we saw most of us were lucky enough to get off shots of several surviving cats, mostly gondolas and covered hoppers, some even wearing B&O and C&O numbers.

After a night's rest Society enthusiasm had not faded. An informal discussion began around the campfire about possible future CSHS events, most notably the behemoth railroadiana show at Gaithersburg, Maryland coming up in November. We would like for the Society to have a table at the show to help get the word out about the CSHS to the large crowds who attend. It was hoped that there would be sufficient funds in our budget to rent the space and several members volunteered to help man it. (Ed.-generous contributions for this cause have since arrived from the membership making this possible) Since this event is to be held in a traditional B&O town, it should be well worth our time to do this show.

With no trains going over the hill camp was broken around 11 a.m. Sunday morning and the group made a last stop at Meyersdale to load up on gas for the trip home. Following this stop the group took a tour of



Members of the Chessie System Historical Society on a C&O class C-25 caboose being presrved at the old Western Maryland station in Meyerdale, PA. from left to right; Randall Fields, Matt Noel, John Maugans and Matt Foltz. This is a standard Chessie System paint scheme. Safety yellow with Enchantment blue Chess-C logo and reporting marks.

Trip to the Hill
continued

privately owned Chessie cabooses in the area. C&O cabooses seem to be the lawn ornament of choice in southwestern Pennsylvania and with good reason! The first such stop was at Pocahontas, south of Meyersdale where those that remained with the group photographed an orange C-25 Wide-Vision "Careful Car Handling" caboose C&O # 903237 parked in the middle of a flower bed behind a roadside farmhouse. (Ed.-as it turns out CSHS member Bill Folsum sells very nice fresh paint photographs of this same caboose in color. We have reproduced a black and white version of this on page 10, you may want to pick up a full color copy from him at the Gaithersburg show).

From there to Hyndman the group ventured down a long dusty dirt road zig-zagging back and forth over the old B&O mainline with continued silence on the scanner. This leg of the trip ended trackside beside a pair of bright yellow Chessie System cabooses at rest on a privately owned cut-off siding; C-27A Bay-Window C&O # 904115 and C-15A Northeast Style C&O # 903556. Some of us had made this particular pilgramage before. (Little did we know at the time, but the owner of these cabeese, Don "Cab" Stewart, was soon to become a member of the CSHS -Ed.).

From there the remaining members headed south for one last run past the Cumberland yard and the Trip to the Hill came to a quiet and successful close. Much valuable information and communing with fellow Chessie System fans were gained from this event and serve as proof that the Chessie System historical society is an energetic and dynamic new organization with a lot of noise to make in the months and years ahead. Future meets will likely be more formal affairs as our membership grows. There is talk of a handful of us returning to this area, possibly in the fall to do some old-fashioned railfanning in the Alleghenies. There is still much to see and photograph there as the years since the Chessie System's demise grow longer and longer, relics we will all be glad we made the effort to enjoy and most importantly record before it was too late.

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 **10 August 1997** these Cats survive;

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

GP 40s. 6506, 6522, 6528, 6533, 6542, 6561, 6565, 6571, 6576, 6602, 6605, 6608, 6615, 6627, 6629, 6635, 6639, 6854.

GP 40-2. 6045

SD 20-2. 2404

SD 40. 4618

It's been over a decade now since that fateful day when I walked into the paint shop at Huntington, West Virginia and saw my first CSXT stealth unit. My heart sank as I stood there dumbfounded staring at that nasty looking early gray livery. Like it or not change surrounds us and we can't stop time. We as members of the CSHS should take it on as our duty to try to always have our cameras ready to shoot any Cats we see.

We plan to make the Cat Patrol a regular feature of this publication.

CSHS Archives

Many members have been sending the Society photos and documents concerning the Chessie System. Thus the archives of the CSHS are starting to take shape. For now these documents are being kept in files under the donor's name. In time we will be organizing this material by subject and entering this data into a computer file.

We ask that when you send photos that you please include a release statement granting the CSHS the right to publish and/or otherwise use your photos as it see fit. Such a release statement can be in your own words, it doesn't have to be anything fancy. A mayor part of our mission is to freely trade information, your assistance will help further this goal.

You are the eyes and ears of the Society. Please take the time to go to events like railroadiana shows and actively seek out Chessie System information. When you purchase or find interesting items please make photocopies of them and donate this material to the Society. By doing so you will enable the Society to better serve its members and our collective archives will continue to grow. Together we can put the pieces of the puzzle together.

Your help is needed. We are continuing to search for any material, lists or rosters that cover **Chessie System Maintenance of Way equipment.** Please help us beat the bushes for this information, our knowledge base on this subject is very limited. If you know of anyone who worked for the Chessie please ask them about this. There are many questions and very few answers at this point. -Editor.

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. Can anyone tell me about the Chessie engine called the "GM50"?

A. First of all, the unit was built by EMD (Electro Motive Division of General Motors) and was a GP 40-2.It was painted in a special variation of the Chessie System paint scheme. In place of the now familiar Safety yellow, Enchantment blue and vermilion (which was really orange, but Chessie had it's one way of doing things) the entire base color of the engine was gold. The blue lettering was the standard design featuring the Chess-C logo on the sides on the long hood. On the end of the short hood a special logo read "ELECTRO-MOTIVE 50 YEARS OF POWER".

This unit's paint color was the only one of it's type and was, as you may have guessed by now, painted in this special livery to celebrate the upcoming 50th birthday of EMD. The first published photo of GM50 that I know of was printed in the Nov. 1972 issue of Trains magazine (page 16). This was also the first published photo of any Chessie System locomotive that I am aware of. This and # 1977 were the first units to receive the Chessie System paint scheme. The 1977 was painted in what was to be thought of as the standard Chessie System paint scheme (yellow, blue and vermilion).

Both 3,000 HP 4 axle units were the also the first of the then new GP 40-2 locomotives. The Dash-2 designation signified that the units featured the new modular electrical systems that were to keep EMD well ahead of the competition for another decade or so.

I believe the GM50 lasted in that odd paint scheme until 1984 when it was repainted to the standard Chessie livery and renumbered # 4164. It is currently wearing a coat of CSX paint and has been renumbered again. It worked the rails for 12 years in its original paint and was always a favorite with railroad photographers. When it was clean it had a strange but interesting look, but when it was dirty it was really nasty looking! (In my humble opinion).

Athearn, the popular model railroad manufacturer, has recently released the GM50 version of their GP 40-2 as a special edition model in HO scale. Decals are also available for those who prefer to "roll their own'" and end up with better-detailed models.

Q. I need information on the blue herald on the yellow PS2 covered hopper cars. The question; is the herald "split", with the ribs painted yellow? If so how many parts is it split into?

A. I love this question! I have some information about the paint jobs on these Pullman Standard built cars

that I hope you will find useful. These cars were classified as Class HC-32, series B&O 6037000-603899.

The delivery of this class marked the first series of cars to come from the factory wearing the new Chessie System livery. As a new paint scheme there were still some bugs to be worked out. Cars numbered 603700 through at least 603732 came from the Pullman paint shop painted yellow with a very large blue Chess-C herald that spanned three panels and continued right over the ribs. This while it probably looked great in a flat painting diagram, looked distorted (rippled) when viewed from any angle other than straight on.

At some point in the production run the decision was made to try a different approach. Thereafter the herald was reduced in size to the width of two panels and the herald was cut so as to leave the spanned rib yellow. This of course looked much better, however, not enough of the stencil was removed from the center of the stencil to allow for the width of the yellow rib and the result was in effect an oval Cat. Work on this design problem continued and eventually the remaining cars in this class had well-proportioned Chess-C logos applied with enough of the blue omitted to give a more full-round appearance.

Since this was the first series of cars to be built as Chessie System cars they served as a valuable full-size design experiment. Modelers may want to do one car from each of the three phases just for kicks.

Q. I have seen gondolas lettered for Railgon, but also with B&O and C&O reporting marks. Are these Chessie era cars?

A. Yes they are, though they came on the scene late. To my knowledge most are still rolling. Class G-45, B&O 350000-350999 and C&O 351000-351499. These gondolas were built by Pullman Standard in 1981 and were purchased from Railgon in 1984 soon after changing government regulations made them unprofitable for Railgon to operate them. As the Chessie System series numbers imply there were 1,500 of them on Chessie rails.

These cars had high sides, ABDW conventional brakes, fixed ends and steel floors. Rated at 100 tons they had capacities of 2494 cubic feet. Like all Railgons they had roller bearing trucks and 36" wheels. Underframes were of the ridged type. Each car had 14 side panels; the last two on each end were wider than the rest. At time of building these gons were "state of the art". Floors were extra heavy 3/8 and were reinforced with flanges where they attached to the sides and three floor stringers underneath. Side posted were welded to the side panels and riveted as well as welded to the floors for additional strength.

Dimensions; 52'-6" inside length, 54'-6" over the strikers, 43'-6" truck centers, 8'-8" extreme height, 9'-6" inside width, 10'-7" extreme width and 5'-0" inside height.

To my knowledge none of these cars ever received a full Chessie System paint scheme. As they arrived on Chessie rails they simply had their reporting marks painted over to either B&O or C&O. Many survive in this awkward condition today, though many, but not all have CSX numbers.

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GP9
Most popular Chessie Loco, Last of a Breed

by Jay Potter

Although the Chessie System is known for having operated the industry's largest fleet of GP 40-2s (348 units built between August 1972 and June 1981), it's most prevalent locomotive model was actually the GP9. The three Chessie component railroads had purchased a total of 577 GP 9s between May 1954 and February 1958; 510 still remained on the Chessie roster as of January 1, 1980. When CSX's first combined Chessie/Seaboard System roster was issued November 1, 1985 it included 356 GP 9s. The following month CSX announced its plans to consolidate it's two systems into CSX Transportation and to eliminate approximately 600 obsolete locomotives. From then on the GP 9s were rapidly disposed of and only a few remained in service into late 1987.

Although it has been a decade since GP 9s operated on CSX a number of former Chessie GP 9s continue to operate on secondary railroads including west Virginia's state owned South Branch valley railroad. The SBV operates five ex-Chessie GP 9s as well as three ex-N&W GP 9Rs. SBV 6240 is particularly noteworthy since it is the only one of that railroad's GP 9s that still retains its Chessie paint scheme.

Built in August 1957 as C&O 6240 this GP 9 served that railroad for 21 years until being transferred to the B&O in September 1978. In November of 1984, after six years of B&O service, 6240 was transferred to the State of West Virginia for SBV service. During late 1992, 6240 developed mechanical problems and remained out of service for almost four years. On June 28, 1996 it was returned to duty on the SBV. On September 27, 1996 three months after being returned to active duty, 6240 was photographed at "Hanging Rock" north of SBV milepost 12. It was accompanied that day by two ex-N&W GP 9Rs at the head of a Green Spring to Moorefield grain train.

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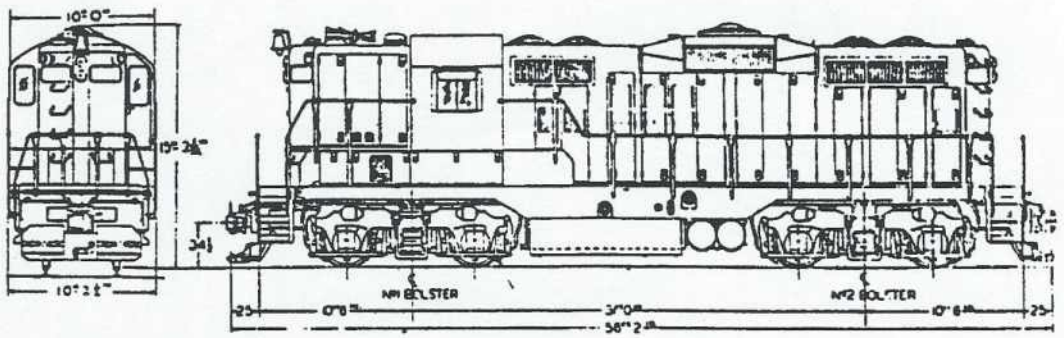
The photo at right may very well be the last Chessie locomotive still operating with it's original Chessie System number and an unmodified Chessie System paint scheme. If this is not the last, it must be one of very few. Photo by CSHS member Jay Potter.

Photo by Jay Potter

Official Chessie System Locomotive Diagram Sheets for GP 9 # 6240



GENERAL		ELECTRICAL	
Railroad	C&O	Multiple Unit Control	Yes
Builder	EMD	Number Trainline Wires	27
Builder Model	GP-9	Front Receptacles	Left Side
Road Class	GP-9	Rear Receptacles	Right Side
Horsepower	1750	Pin Funct. Not Trainlined	None
No. of Units	25	Pin Funct. Not AAR Stand.	None
Unit Numbers	6239-6263	Dynamic Brakes	Yes/Taper Control
Builder Order Number	5544	Max. Amperage	700A
Ownership with Whom	C&O Total Ownership	Extended Range	No
Type Contract	-	Field Loop	Yes
Expiration Date	-	Potential	No
Year Built	1957	Type Grid Motors	A-8103
Gear Ratio	62:15	Brake Interlock	Yes
Max. Miles per Hour	65	Main Generator Type	D12B/D14
Loco. Overspeed MPH	Not Equipped	Traction Motors Type	D47
Wheel Diameter	40"	Number of Traction Motors	4
Max. Curve (Mupt. Unit)	274' (21°)	Cont. Rating Tract.Motor Amps	900A
Max. Curve (Single Unit)	150' (39°)	" " MPH	12
Weight on Drivers	256,000	" " Tractive Effort	44,800 lbs
Train Control Schedule	Removed	Auxiliary Generator Type	A-7159
Forward, Reverse	Removed	Trac.Motor Blow.Motors Type	I-435
Dual Control	Not Equipped	No.Trac. Motor Blow. Motors	4
Clearance Diag. No.	8160030	Eng. Cooling Fan Motor Type	I-1787
Sand Cubic Foot	18	Batteries - No Cells	32
Fuel Gallons	1700	Radio Equipped	Yes
Lube Oil Gallons	200	Remote Control Headlight	Yes
Cooling Water Gallons	227	Cu.ft. Air Per T.M.	2850 CFM @ 5.2" H_2O
Steam Gen. Type	Not Equipped	Search Harness Applied	No
Water Capacity	Not Equipped	Power Reduction	No
Snow Plows	Not Equipped	Trainlined	No
		Transition Type	E-I
EMD Spec'n. No.		Exciter Type	None
		Electric Cab Heat	Not Equipped
		Traction Motor Cut-Outs	No

GP-9
6239-6263

MECHANICAL	
Engine Model	16-567C
No. of Cyl.	16
Eng. Speed Idle RPM	275-283
Eng. Speed Full RPM	835-843
Overspeed-Eng. RPM	900-915
Eng. Start System	Electric
Governor Type	EMD #8216206
Truck Journal Type	Hyatt Roller Brg.
Truck Journal Size	6½" x 12"
Axle Type	Light
Coupler Limiting Block	No
Bolster Stop	Yes
Align Control Coupler	Yes
Coupler Type	AAR "E"
Speed Recorder Type	Chicago Pneumatic
Water Cooler Type	Lundy-Ajax
Toilet Type	Bogan Retention
Toilet Water Heater	Not Equipped
Number of Cab Seats	3
Wind Deflectors	Prime
Bay Windows	Not Equipped
Automatic Fueling Type	Snyder OPW
Spark Arrestor Type	External
Draft Gear Type	National M-375
Fuel Heater	Not Equipped

AIR	
Schedule	24RL
Auto Brake Valve Type	DS-24M
Independent Brake Type	S-40F
Control Valve Type	D-24
Application Valve Type	DS-24M
Relay Valve Type	J-1
Feed Valve	F-6
B.P. Vent Valve Type	None
Safety Control Type	None
Press. Maintaining Feature	Yes
B.P. Flow Indicator Type	"B"
Split Red. Feature Type	To be removed
M.R. Cut Off Valve	Inline Check Valve
B.P. Chg. Cutoff Pilot Valve	None
Air Hose Location Diag.	8223117
Signal Line	No
Air Compressor Type	WBO-8006 3 Cyl. W/C
Capacity Air Compressor	225 CFM @ 800 RPM
Air Compressor Syncronization	Yes
M.R. Drain Valve Type	Salem 530
Sanding System	Electro Pneumatic
Emergency Sand	Automatic
Horn Type	Leslie S-5T
Number of Horn Chimes	5
Bell Type	Prime BR-108 Bell Ringer
Bell Location	Top of Short Hood
Aux. Air Filter	Dirt Collector
Brake Sys. Air Filter	Type "H"
Location	Under cab floor
Blowdown	A/C Timed
Brake Shoe Arrangement	Clasp
Handbrake	Yes
Brake Shoe Type	Cast Iron
Cylinder Size	9" x 8"

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. The Chesapeake and Ohio Historical Society is currently selling bound locomotive diagram sets from January 1, 1979. These sets are probably very similar to the sheets shown here. The cost is $30.95 plus $4.00 S/H. The C&OHS's address is; P.O. Box 79, Clifton Forge, VA 24422. Phone # 540-863-9159. If you order a set please mention that you saw reference to it in the CSHS Chessie News. We like to show our support for this brother historical society whenever possible. -Editor.

Modeling a Chessie System "Careful Car Handling" caboose

by Matt Foltz RMR, CSHS Modeling Editor

First off, I want to extend a warm welcome to the members of the Chessie System Historical Society and to introduce myself. I have been a Chessie fan and modeler for about 15 years so I am very excited to be able to share some of my Chessie modeling projects with others.

For the first issue of the CSHS Chessie News I thought a relatively simple project would be a good place to start. I will explain how to detail, paint and decal a Chessie System C&O "Careful Car Handling" caboose. I have included a parts list at the end of this article.

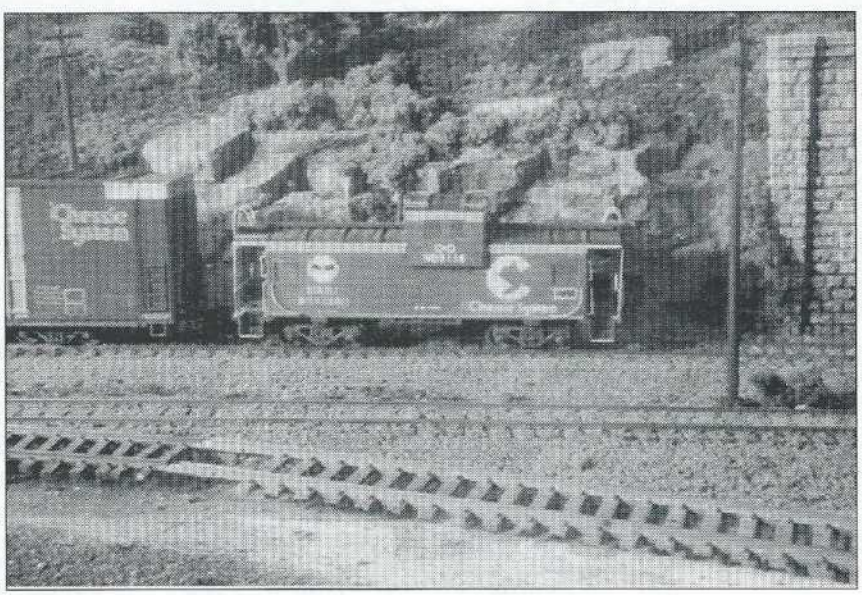


Photo by Butch Eyler, Matt Foltz collection

Athearn's undecorated wide-vision caboose is the starting point for this project. Make sure the body, cupola and underframe are separated. The first step is to remove the cast on grab irons from the body and cupola top then replace them with the appropriate Detail Associates grab irons. This is done by using an Exacto #17 chisel blade then smoothing any rough spots with sandpaper. After the grabs are removed locate and drill holes for the new grabs using a #76 bit. Glue the grabs in place using a cynoacrylate adhesive (CA). Leave the side end grabs off for now so they don't interfere with the yellow sill stripe.

You'll notice that on the Athearn caboose the roof ends form a "v". This needs to be filled in. I used .015 styrene for this. I've found the easiest way to do this is to cut a piece of styrene close to the shape you want, CA it to the roof ends then shape it after the glue gas dried using sandpaper. If there are any gaps fill them with putty then sand to the final contour. The best putty I've found is Nitro Stan's, which is sold in automotive parts stores. It's sold in one pound tubes.

For the end details I decided to just use the Athearn ladders and brake wheel stands, I did make new end railings out of .015 wire. I've found the best way to do this is to draw up a template on paper using prototype photos as a reference. Tape the template to a sheet of glass so the template will show through the top of the glass. Cut the wire to match the template. Using masking tape fasten the wire to the glass. At each joint apply liberal amounts of flux. Instead of trying to drop solder on the joints apply solder to the tip of your iron then touch the joints. This will make a very neat joint instead of a huge solder blob.

If you are using Kadee couplers, #5 are the ones to use. Since I choose to use Kadee's coupler box I had to cut the stock Athearn box off the underframe. Attach the roof walks and the underbody brake gear. Remove the wheels from the trucks.

Before spraying color on anything I shot everything with Floquil primer.

I used SMP Industries' Accu-Paint Chessie Blue and ICG Orange to paint my caboose. The ICG orange is very close to Chessie "Vermillion". I will sometimes add Accu-Paint Vermillion or Accu-Paint NH Sacouny Red to the ICG Orange to darken it a little. I just pour them together until I'm satisfied with the color match. I like Accu-Paint because of its consistency and it dries to a satin finish, which makes it easy to decal. If you use Floquil, Sante Fe Blue (C&O Enchantment Blue is no longer made) and SP Daylight Red can be used. A spray booth and respirator should always be used when spraying any paints.

Paint the body, ladders, brake wheel stands and cupola orange. When this is dry mask off the roof and paint it blue. The underframe and trucks are also blue. When the blue on the underframe is dry mask off the porches so you can paint them orange.

I used Floquil Reefer White to brush paint the brake wheels, ladder tops, end rails and grab

irons. Instead of painting the step edges white I've found it easier to use decal striping. Microscale makes a sheet of white decal stripes.

The decals came from Herald King's C-145 sheet. The yellow striping is included with this sheet. Apply the decals as per the instruction included. Now the end side grabs can be put on the body. Make sure to CA them from the inside of the body. Spray the body and cupola with Tester's Dullcote.

For windows I use Run 8 caboose windows made to fit the Arthearn wide-vision caboose. When the windows are in assemble the caboose and give everything a final spray of Dullcote. I chose to slightly weather my caboose with some Floquil Grimy Black and Rust.

Well, there you have it. Your caboose is now ready to bring up the tail of those big ol' coal drags or fly behind those Trailer Jets.

C-25 "Careful Car Handling" Caboose Parts List

Athearn
5630 caboose, undecorated

Detail Associates
2505 .015 brass wire
6205 corner grabs
6210 straight grabs
6503 end grabs
6504 end grabs

SMP Industries Accu-Paint
AP-71 ICG Orange
AP-74 Chessie Blue

Floquil Paints
110009 Primer
110135 SP Daylight Red
110077 Reefer White
110013 Grimy Black
110073 Rust

Evergreen Styrene
9015 .015 sheet styrene

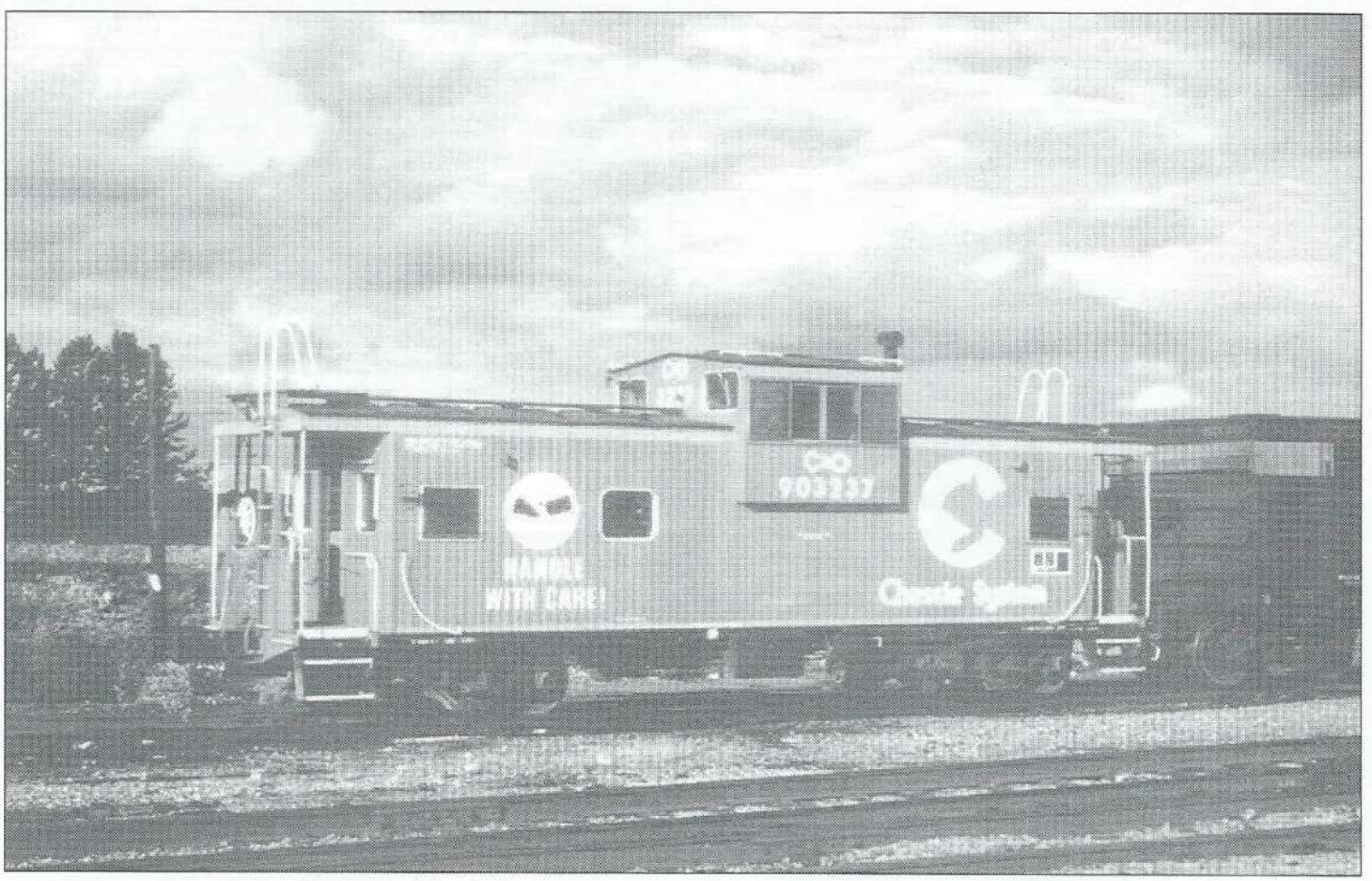
Herald King
C-145 C&O Cabbose

Microscale
87-124-11" and 2" White Stripes

Kadee
#5 couplers

Testors
1160 Dullcote

Run 8
1867 Caboose Windows



C&O "Careful Car Handling caboose in fresh paint, circa 1982. Photo by Bill Folsom

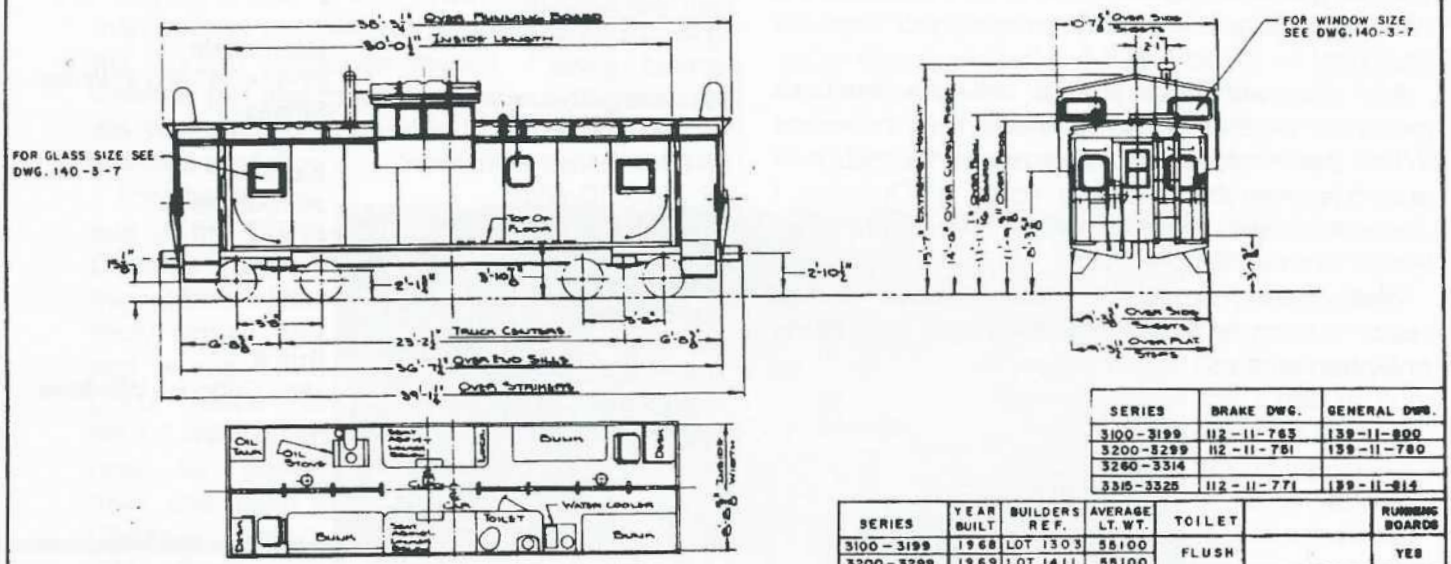
REVISION DATES					
4-8-71	6-17-85				
4-11-73					
11-14-74					
3-2-76					
5-21-84					

MECHANICAL DEPARTMENT

Chessie System

HUNTINGTON, W. VA. JAN. 5-29-70

RR	SERIES	CLASS
C&O	3100-3199	C-25
C&O	3200-3259	C-25
C&O	3260-3314	C-25
C&O	3315-3325	C-25
C&O	903100-903325	C-25



SERIES	BRAKE DWG.	GENERAL DWG.
3100-3199	112-11-763	139-11-800
3200-3299	112-11-761	139-11-780
3260-3314		
3315-3325	112-11-771	139-11-814

SERIES	YEAR BUILT	BUILDERS REF.	AVERAGE LT. WT.	TOILET		RUNNING BOARDS
3100-3199	1968	LOT 1303	58100	FLUSH		YES
3200-3299	1969	LOT 1411	58100			
3260-3314	1970	LOT 1519	63800	FLUSH MICROPHOR		NO
3315-3325	1971	LOT 1702	63800			

GENERAL DATA	CAR BODY DATA	TRUCK DATA	MISCELLANEOUS
BUILT BY - INTERNATIONAL CAR CORP.	BRAKE ARRANGEMENT- SEE TABLE	LINING - MET-L-WOOD TYPE LAMINATED SHEETS	ALTERNATOR - 1.5 K.W. GENERATOR
YEAR BUILT - SEE TABLE	END DOOR - MET-L-WOOD, STD. ADLAK ALUM. SASH	UNDERFRAME - WAUGH CUSHION	BATTERY - 300 AMP. HR.
AVERAGE LT. WT. - SEE TABLE	SUB-FLOOR - 16 GA. GALV. SHEET & 3" FIBERGLASS	TYPE - BARBER - BETTENDORF	DRINKING WATER - DISPOSABLE BOTTLE 1 GAL.
BUILDERS REFERENCE - SEE TABLE	HAND BRAKE - AAR CERT. NO. 35-AJAX 14665-55BC	GENERAL DWG. - 184-4-352	ELECTRIC DRIVE - SPICER - 5.28 TO 1 RATIO
GENERAL ARRANGEMENT DWG. - SEE TABLE	INSULATION - 3/4" & DENSITY 3" THICK - ENTIRE CAR	JOURNAL - 5 1/2" X 10" R.B.	HEATER - CABAN - TCHA-56 OIL HEATER
CLEARANCE - EXCEEDS PLATE "C"	ROOF - DIAGONAL GALV. STEEL	SPRING TRAVEL - 3"	OIL TANK CAPY. - 65 GALLON
CURVATURE - UNCOUPLED -	SHEATHING - 10 GA. C.B.S.	WHEELS - 33" DIA. M.W.W.S.	RADIO ANTENNA - YES
COUPLED TO BASE CAR -	SASH - METAL FRAME	WEIGHT ONE TRUCK -	REFRIGERATOR - METAL ICE BOX
	BRAKES - CONVENTIONAL AB BUSHED CYLINDER	BRAKE SHOES - 2" COMPOSITION	SEATS - WALK OVER
	CENTER SILL - 41.2 LB. Z SECTION - SLIDING		TOILETS - SEE TABLE
	COUPLER - E-E&O-HT		WATER TANK CAPY. 70 GALLON
	DRAFT GEAR - M-901		
	END - 10 GA. C.B.S.		
	FLOOR - BRUCE DURA-WOOD 13/8" EDGE GRAIN		

Chessie System Class C-25 The C&O's favorite caboose

By Randall K. Fields

In 1982 and 83 the Chessie System painted a total of only six cabs in the "Careful Car Handling" scheme described in the accompanying article by Matt Foltz. Three cabs each were chosen from the B&O and the C&O.

The B&O cabs were all from class C-26 and were numbered 903747, 903758 and 903820. These were typical B&O bay-window style cabs. All of these cabs were painted at the Brunswick Maryland car shop.

The C&O CCH cabooses were all from the C-25 class and were painted at the C&O's Grand Rapids, Michigan car shop. Numbers were 903103, 903118 and 903237. These cabs were the "wide-vision" style so favored by the C&O.

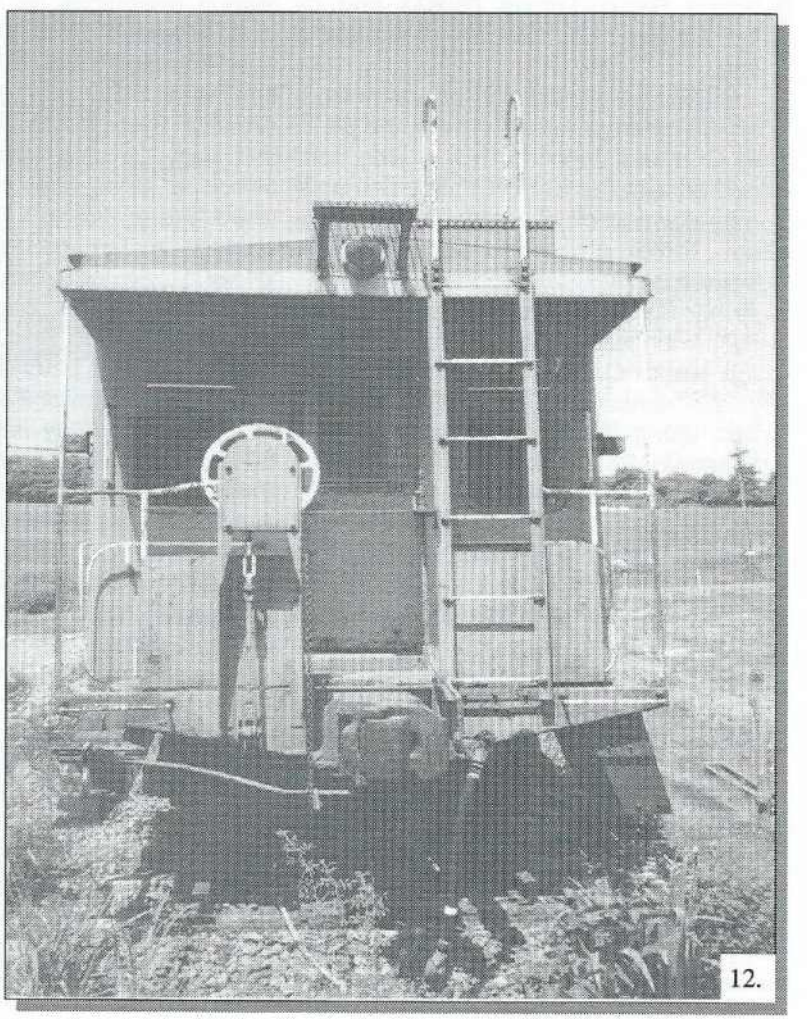
Beginning in 1968 and continuing into 1971 the C&O placed four orders for this style of caboose with International Car Corp. The only visible differences between these cabs were that the cars built in 1968-69 had running boards, later orders were built without walkways.

The C&O favored off-center cupolas that extended past the sides of the car (hence "wide-vision").

C-25s featured all steel construction of the frames, bodies and sub-floors. As illustrated in the diagram sheet above, these cabs had a somewhat different window arrangement than the Athearn model. Modelers must make up their own minds as to whether or not this is worth correcting.

Being delivered just before the Chessie era, C-25 cabs were of course delivered in pre-Chessie paint; C&O blue and yellow. Most were soon painted in the standard Chessie scheme, the "CCH" scheme and various "Safety Caboose" paint jobs. C-25s were the most likely C&O cabs to sport the sundry Safety Caboose colors. We will definitely cover these interesting and uniquely Chessie liveries in the future.

C&O C-25 "Careful Car Handling" caboose. **Above.** Still holding it's own against the elements, this cab is in retirement in the back yard of a train lover near Pocahontas, PA. This is the caboose mentioned in John Maugans "Trip to the Hill" article. It is also the same cab Bill Folsom shot many years ago. This car was from one of the earlier production runs, as witnessed by the roof walkways. **Right.** This angle shows the arrangement of many end details; the Ajax brake stand, ladder, ladder rails, end railings, brake connection and cut-bar. Also note the large beacon light on the roof end, center. This is the area Matt Foltz advised filling in his accompanying modeling article (see page 7).



The C&O had a decided preference for cupola style cabeese. In fact during the Chessie era the C&O ran cupolas almost to the exclusion of all other styles. The exception to this pattern can be found in the very last cabs the C&O purchased new. In 1980 the C&O together with the B&O jointly ordered the class C-27A bay window cabs. In a future issue we will feature that class.

These were the most numerous of all C&O cabs at the time and for that matter were the most numerous of all Chessie System cabs. There were still 222 of them on roster in 1980.

Photos by Randall K. Fields

Chessie In New York City
The Staten Island Railroad

By Terence Morgan

To many of its residents, Staten Island is the forgotten borough of New York City. Similarly, the Staten Island Railroad Corporation is the forgotten road of the Chessie System. While its reporting marks were "SIR", most people referred to it as "SIRC". If you look at a Chessie System Route map published after Conrail's birth, you can see that SIRC was cut off from the rest of the system. The 75 mile gap between Philadelphia and Cranford, NJ (known as the Chessie Gap) isolated SIRC from it's parent and is the main reason Chessie sold the line in 1985.

Although as an operating railroad using the SIRC name it had a life span of only 14 years, it's heritage goes back to the late 19th century. In 1885 the B&O took out a 99-year lease on the Staten Island Rapid Transit (SIRT) and by 1899 it was in firm control of the island line.

SIRT's freight division operated from an interchange with its parent, the B&O, at Cranford Junction, NJ. It also connected with the Lehigh Valley one half-mile down-track at Staten Island Junction. It then proceeded 4.9 miles eastbound across Union County to the Arthur Kill rail bridge. The current span is the longest vertical lift rail bridge in the world. Once on Staten Island the SIRT traveled through Arlington Yard and along the north shore of Staten Island to St. George Yard. SIRT also had a 3-mile branch between Arlington Yard and Travis on the island's west shore. The distance between Cranford and St. George is about 12 miles. St. George is the terminus of the Staten Island Ferry to Manhattan and is the major public transportation hub. The B&O also operated a marine division from St. George Yard with carfloat service to other parts of New York Harbor. From St. George the freight line proceeded south along the company's electrified 14.3 mile, two-tracked passenger line to Tottenville. The passenger line was a big money loser. On July 1, 1971 it was sold to New York City, which turned over the railway to the MTA's Staten Island Rapid Transit Operating Authority (SIRTOA). The B&O-owned (and now freight only) SIRT Railway Company continued to move freight from Cranford to St. George on it's own tracks and over the SIRTOA line to Tottenville via trackage rights. In order to avoid confusion, the freight line changed its name to the Staten Island Railroad Corporation (SIRC) in November 1971.

At the time of the name change, SIRC was serving many small businesses and major customers such as Proctor & Gamble (Port Ivory) Con Edison, Nassau Smelting (an AT&T- Western Electric subsidiary) and the local newspaper, the Staten Island Advance. SIRC continued to feed freight to the B&O marine operations for its carfloat service. Howland Hook Marine Terminal near Arlington Yard had a new connection with SIRC in 1978. When the Chessie System was organized, SIRC still had it's own identity. The road owned a small fleet of switchers lettered "Staten Island". The fronts of the engines were emblazoned with the B&O Capitol Dome herald.

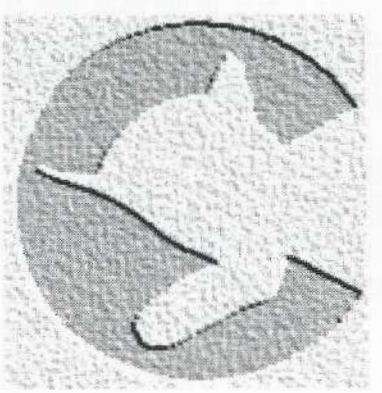
1976 was the beginning of the downslide for the SIRC. When Conrail was formed, the B&O discontinued service over the former Reading and Central of New Jersey lines to Cranford. SIRC became dependent on Conrail for it's national connection at Staten Island Junction in Cranford (Conrail's Lehigh Line). The B&O also sold it's Staten Island marine division. Having Conrail, a competitor, handling SIRC traffic increased costs to shippers. Some customers switched to truck transportation. The remaining users complained about high costs and inefficient service.

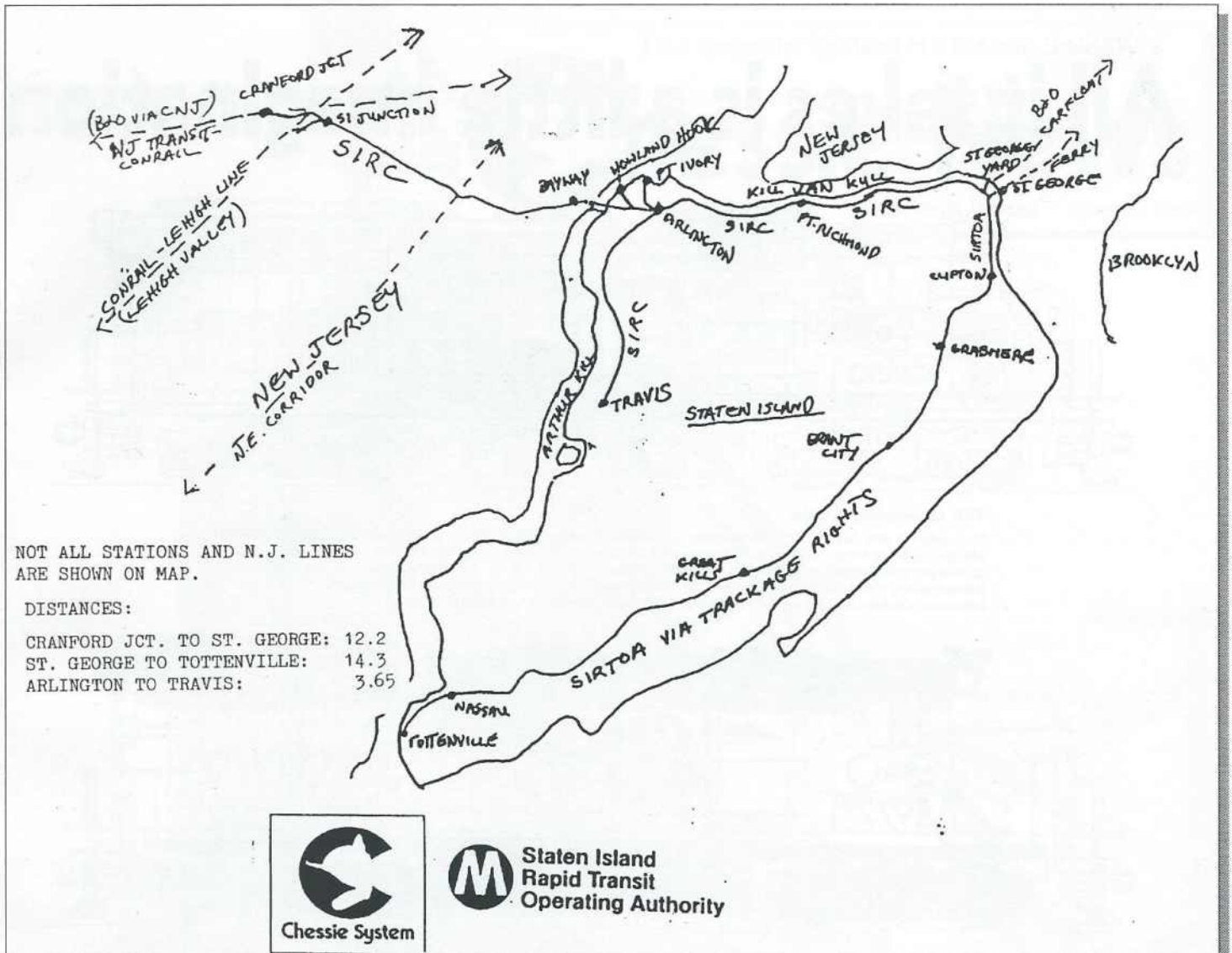
By 1985, SIRC was reduced to operating with one SW9 switcher (Chessie C&O 5091) and a Chessie B&O caboose. In April of 1985, Chessie sold the line and leased the right of way to Delaware Otsego, which operated the line as the Staten Island railway (SIRY). Delaware Otsego received permission to abandon the line in 1991. Service on the New Jersey section of the railway continued through April of 1992.

Today, the future looks bright for the Staten Island freight line. Recently New Jersey and the City of New York have purchased SIRC's right of way and the Port Authority will contract with a rail carrier to provide service between Cranford and Arlington. The Travis Branch will also be reinstated. New tracks are now being placed on the Staten Island portion of the line and officials hope to have service restored by the end of 1997. Economic developers believe the new rail line will entice industry back to the Port Ivory site. Howland Hook now has several new tenants and a new recycling plant has just opened off the Travis Branch. Conrail and Canadian Pacific are among those who are reportedly interested in operating the line. Since CSX will share Conrail's Lehigh line with Norfolk Southern, maybe CSX will return to Staten Island! It still owns most of the vacant Arlington Yard and the Chessie Yard in St. George, which is now a parking lot for Staten Island ferry commuters. There is even talk of a rail tunnel between Brooklyn and Staten Island that would use the entire North Shore Line to reach Cranford.

What about SIRTOA? The MTA recently changed the name of the line to the Staten Island Railway (SIR). SIRTOA is still, however, it's legal name. The passenger line still uses B&O color position signals and the mileposts are still based on the old B&O/SIRT subdivisions. It is the most reliable mode of public transportation on the island.

By the way, the Staten Island Railroad Corporation is still listed in Moody's Transportation Manual!





SIRT map drawn by Terence Morgan

Chessie System Historical Society Announce-

The CSHS Chessie News is your forum. Use it as a place to share your knowledge and to receive new insights. This magazine, like the Society itself, is participatory. Please use to its best advantage by getting involved.

The News needs your help in the form of interesting Chessie articles and photos. Please share your knowledge with other members. Deadline for the next issue is November 15, 1997.

The next issue of the News will be published in **January 1998.**

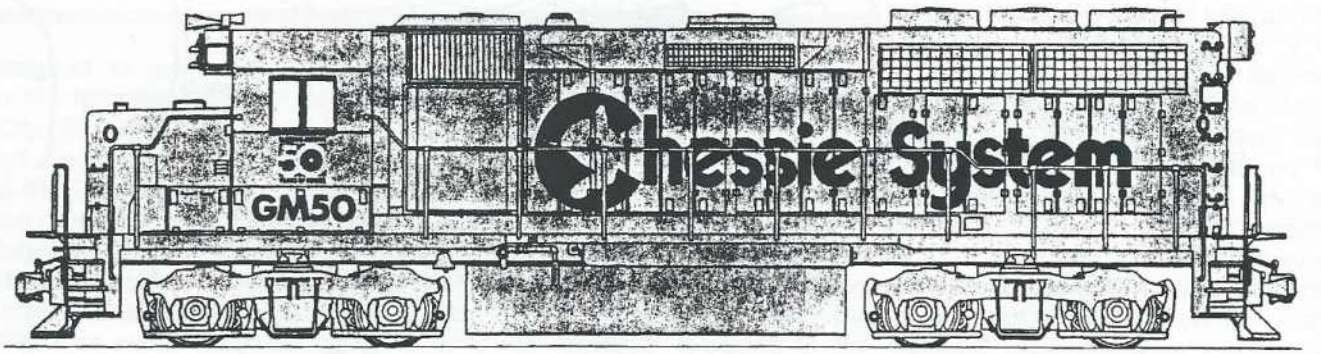
Upcoming events; The CSHS will have a table at the Gaithersburg Railroadiana Show, **Oct. 31-Nov.2.** This show is near Washington DC. We will also be showing at the Buckeye Railroad and Model Train Show, **Dec. 12-13** in Columbus, Ohio.

Your help is needed at these events. Please call Randall Fields for more information. €

on the back cover

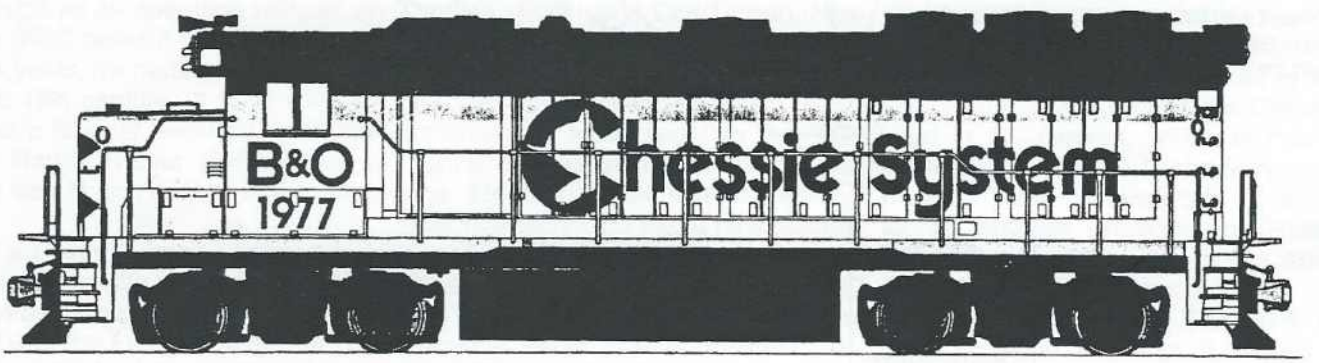
Twenty five years ago, the Chessie System was announced to the world from C&O/B&O headquarters in Cleveland, Ohio. The art on the back cover is reproduced from an original black & white poster from that exciting era. Measuring approximately 18" x 23", the original was in the collection of John B. Corns, Official Chessie System photographer. Now in the collection of Randall Fields, full size copies will soon be available through the Society. €

All it takes is a little imagination



This locomotive is gold.

The color marks the fiftieth anniversary of General Motors' Electro-Motive Division. Through the vision, conviction and dedication of Harold L. Hamilton, "Boss" Kettering and other EMD and GM men, the EMD diesel locomotive helped make a railroad revolution. The result was to hold down dramatically the cost to the nation of moving its goods on the rails. Chessie System is proud that its locomotive, which it has numbered GM 50, has been chosen by EMD to carry the gold color and anniversary symbol.



This locomotive, from the top, is blue, vermilion stripe, yellow, vermilion stripe, blue.

It's our new more-visible color scheme on both C&O and B&O locomotives to go with our new short system name. The number 1977 signals an upcoming date of national historical significance, the sesquicentennial of the B&O, the first U.S. railroad. The Tom Thumb steam locomotive in 1830 put out 1.4 horsepower on the B&O, the 1977 puts out 3,000.

Both the GM 50 and 1977 locomotives, along with selected freight cars, will be on display to railroad shippers in various cities in the next few months.

As great a surprise as it may be to those whose knowledge of Eastern railroading is formed by the daily diet of railroad doom and gloom that seems to pervade the news, there *is* a brighter side.

While we all sympathize with the railroads in financial difficulty, and as much as we all recognize the serious basic problems the rail industry faces in the East, the following facts should be pointed out—

Some railroads are solvent.

Some railroads do not have government loans.

Some railroads are paying their bills.

Some railroads are paying their taxes.

Some railroads are paying dividends.

Some railroads are concentrating on railroading, moving efficiently and economically the million and one things, from auto cars to candy bars, that the consuming public wants.

The Chesapeake and Ohio and Baltimore and Ohio railroads, a railroad affiliation that has been proclaimed a *success* by official Washington, are dedicated to their transportation role. They believe wholeheartedly in its importance to this nation. They are enthusiastic about doing the job as well as they know how.

Locomotives GM 50, 1977 and eighty-three others now coming off the Electro-Motive Division production line represent a $24 million investment by Chessie System in maintaining one of the largest and most modern locomotive fleets in the country.

The C&O and B&O are two separate railroads. While the C&O company controls the B&O company through stock ownership, the two railroads have unified management in all major areas. They have been creating, through coordinations and consolidations, a combined system of 11,000 miles of railroad in fourteen states and the Canadian Province of Ontario.

To emphasize that system, our freight traffic salesmen have urged that we adopt a short, popular name for everyday use. Many of our people, both B&O and C&O, expressed enthusiasm for the application of Chessie to a large freight-carrying system. While Chessie used to stand for "Sleep like a kitten," our people said that today it symbolizes the care with which a patron's freight is handled. As one salesman put it, "Chessie's simple soft sell in this day of the hard-sell slogan conveys a personal approach."

While the search for a short name was going on, we decided to brighten up the colors on our locomotives. The culmination was a name and color program worked out entirely by our own people. Our full company names remain the same.

However, a name and color scheme are only evidence, we think, of our readiness to welcome change, to adapt to the different in our technology, the way we do our job and the services we provide. While images, names and color schemes are all important, we are well aware that *performance* is the most important ingredient of all in a good reputation.

Just a few years from now our nation's first railroad, The Baltimore and Ohio Railroad, will reach the 150th anniversary of its founding. The railroad industry is, indeed, an old one. The railroad industry has, indeed, serious problems which must be solved if this indispensable form of transportation is to do for the nation the even greater task that lies ahead.

The Surface Transportation Act of 1972, now before Congressional committees, offers solutions to many of these problems.

However, the railroad industry also has spirit and vitality, commitment and dedication. The men and women of Chessie System share that vitality and commitment. And with our new system name we reconfirm our dedication to safe, on-time rail transportation.

Hays T. Watkins
President and Chief Executive Officer

Chessie System

The Terminal Tower • Cleveland, Ohio 44101

The Chesapeake and Ohio Railway **The Baltimore and Ohio Railroad**