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**KENTUCKY & INDIANA TERMINAL
RAILROAD COMPANY**

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PRESIDENT'S MESSAGE

We will be holding our 2026 CSXTHS Convention from September 18 to 20, 2026 with the Louisville & Nashville Historic Society at Mt. Juliet, Tennessee. More information will be posted at <https://csxthsociety.org/> as it becomes available.

The CSXTHS Journal can always use articles and photos to enhance are publication. Please send to csxths@gmail.com

We have been given a number of photos of CSXT running under wire at West Trenton, New Jersey. Would make great article but we need someone to write captions. Any volunteers?

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KENTUCKY & INDIANA TERMINAL RAILROAD COMPANY

In 1860 Louisville, Kentucky was becoming the railroad gateway to the south. It was served by three railroads: Louisville & Nashville Railroad, Louisville Frankfort & Lexington Railroad, and Louisville, New Albany & Chicago Railroad. Despite its name the Louisville, New Albany & Chicago Railroad its railroad track ended on the Indiana side of the Ohio River. Goods and passengers heading for Louisville were loaded at New Albany onto wagons and taken across the Ohio River by ferry to Louisville. By 1880 three other railroads had reached the Indiana side of the Ohio River across from Louisville; Baltimore & Ohio Southwest Railroad, Pennsylvania Railroad, and Cleveland, Cincinnati, Chicago & St. Louis Railroad and these three also moved their goods and passengers across the Ohio River by wagon and ferry.

In 1867, the Louisville Bridge Company began to build a bridge across the Ohio River from Jeffersonville, Indiana to Louisville. The bridge was located just above the Falls of the Ohio River at Jeffersonville, Indiana. On reaching the Kentucky shore it crossed the upriver entrance to the Portland Canal by a swing bridge. The Portland Canal by two locks allowed packet boat passage around the Falls.

The Louisville Bridge Company's Ohio River Bridge upon completion was the longest iron bridge in the United States, its 27 spans covered a mile. The first train crossed the bridge on February 18, 1870. The Pennsylvania Railroad held 60 percent ownership of the bridge and the Louisville & Nashville Railroad held the remaining shares. The Pennsylvania Railroad for a substantial fee allowed the Baltimore & Ohio Southwest Railroad, Louisville, New Albany & Chicago Railroad, and Cleveland, Cincinnati, Chicago & St. Louis Railroad to use the bridge. The Pennsylvania Railroad Bridge made a direct connection with the Louisville & Nashville Railroad within Louisville. The Pennsylvania Railroad and the Louisville & Nashville Railroad soon entered into a partnership to provide through freight and passenger service from Philadelphia, Pennsylvania to New Orleans, Louisiana.

A group of Louisville based business men, headed by Bennett Young, saw the Pennsylvania and Louisville & Nashville rail control of the only railroad bridge across the Ohio River as deterrent to the commercial development of Louisville. Charges of \$10 to \$15 were being levied on the non-owning railroads to move a loaded freight or passenger car across the bridge, These Louisville business men therefore set out to build another railroad bridge across the Ohio River. Their bridge would be located at the lower end of the Falls of The Ohio, and connect Louisville to New Albany, Indiana. This bridge would on the Indiana side of the Ohio River connect directly with the Louisville, New Albany and Chicago Railroad and on the Louisville side with a large "modern" rail yard, Youngstown Yard.

The Kentucky and Indiana Bridge Company began construction of their Ohio River Bridge in 1881. It opened in 1886 and was unique in not only did the bridge have railroad track but also had streetcar rail and outriggers that carried wagon and pedestrian travel. The bridge was used by

the Baltimore & Ohio Southwest Railroad, and the Louisville, New Albany and Chicago Railroad. The Cleveland, Cincinnati, Chicago & St. Louis Railroad had begun designing their own railroad bridge over the Ohio River and thus continued to use the Pennsylvania Railroad Bridge upstream from the Pennsylvania Railroad Bridge.

In 1885, Cleveland, Cincinnati, Chicago & St. Louis Railroad (Big Four Railroad) organized the Louisville and Jeffersonville Bridge Company to construct a bridge across the Ohio River. Construction began in 1888, and due to a partial collapse during construction, was not completed until 1895. The bridge became known as The Big Four Bridge. The Big Four Bridge only provided a connection with the Louisville & Nashville Railroad by using Pennsylvania Railroad track rights. In 1968 Cleveland, Cincinnati, Chicago & St. Louis Railroad now part of the New York Central System was merged into Penn Central Transportation Corporation. Penn Central moved New York Central System train operations to the Pennsylvania Railroad Bridge and later sold the Big Four Bridge for use as part of a rails to trails walkway.

By 1890 the railroad scene south of the Ohio River at Louisville had changed. The Louisville Frankfort & Lexington Railroad had been purchased by the Louisville & Nashville Railroad. However, three other railroads had arrived in Louisville, the Illinois Central Railroad from the west, the Chesapeake & Ohio Railway from the east, and the Southern Railway from the south. Only the Southern Railway passed through Louisville its track running from Chattanooga, Tennessee on to St. Louis, Missouri. The Southern Railway used the Kentucky and Indiana Bridge across the Ohio River.

In 1899 the Kentucky and Indiana Bridge Company went into receivership and was bought by Southern Railway, Baltimore & Ohio Southwest Railroad (Baltimore & Ohio Railroad), and Louisville, New Albany and Chicago Railroad (Monon Railroad). Each of the three railroads owned a one third interest in the Ohio River Bridge and Youngstown Yard. Under the new ownership the Kentucky and Indiana Bridge Company was reorganized as the Kentucky & Indiana Terminal Railroad (K&IT). Within a year K&IT began to lay track to build a belt railroad connecting Youngstown Yard to the rail yards of the Louisville & Nashville Railroad, Chesapeake & Ohio Railway, Illinois Central Railroad, and Cleveland, Cincinnati, Chicago & St. Louis Railroad (New York Central). K&IT also began to service industries that located alongside of its belt railroad.

Between 1910 and 1912 K&IT replaced the existing Ohio River Bridge with a heavier through steel truss railroad bridge. The new bridge was one of the largest and heaviest plain truss bridges in the world at the time it was completed. The bridge including approaches, measured nearly 6,000 feet in length and was 225 feet in height from its highest point to the normal river surface. A swing bridge over the Indiana Chute of the Falls of the Ohio allowed passage of boats not wanting to use the Portland Canal. The bridge's 70-foot width housed two sets of railroad tracks. They were flanked by wagon ways built on outriggers. The two wagon ways handled automobile

traffic until 1979, when a section partially collapsed under the weight of an overloaded gravel truck. The railroad bridge is still in use.

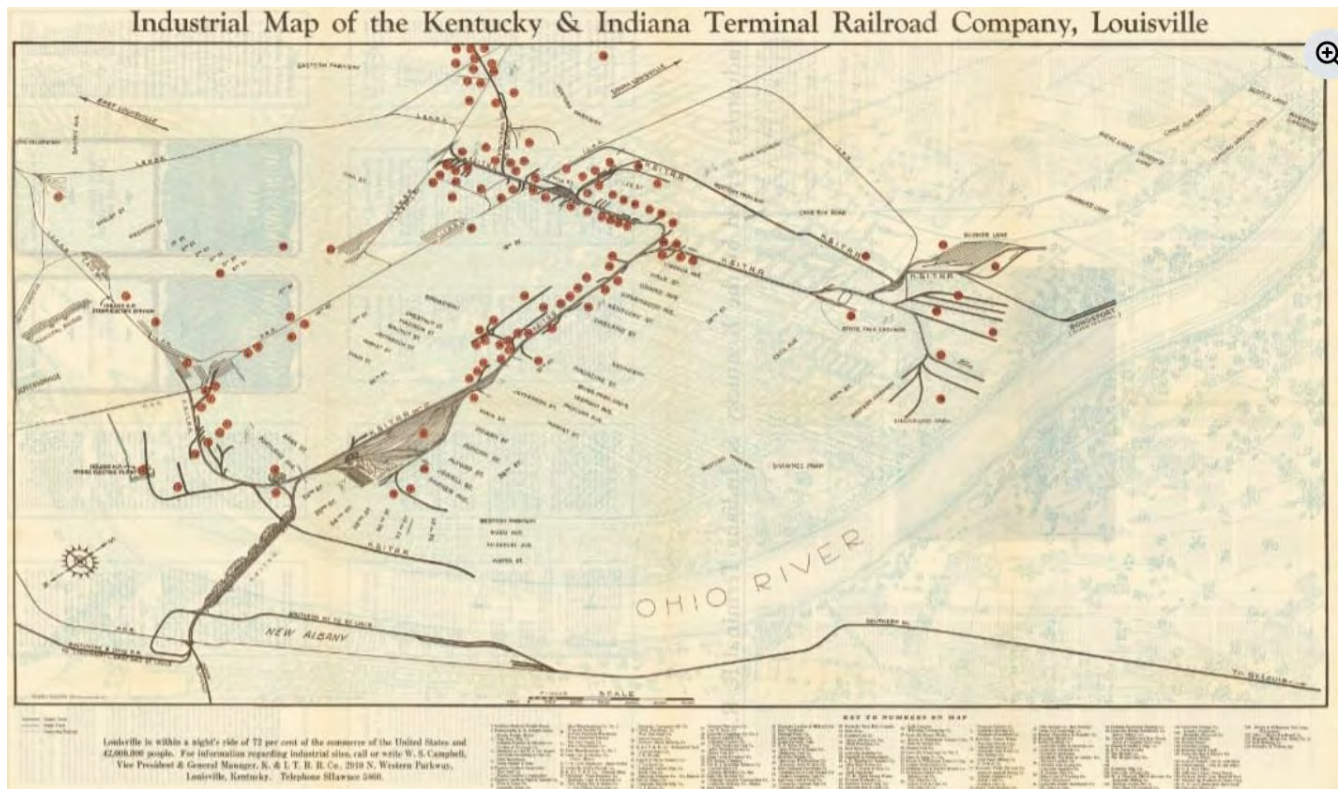
K&IT to provide switching and transfer service within Louisville acquired at first a steam powered fleet of locomotives and that a fleet of diesel locomotives. Youngstown Yard was expanded and soon contained a roundhouse, coaling tower, and water tanks for servicing its three tenant railroads locomotives plus K&IT locomotives. Switching in Youngstown Yard was flat switching.

In 1971, with the formation of Chessie System the Chesapeake & Ohio Railway closed their Ohio River yard and moved their operations to Youngstown Yard. That same year Monon was merged into the Louisville & Nashville Railroad and moved its Louisville yard operations to the Louisville & Nashville Railroad Strawberry Yard. Ownership in K&IT was now invested in Southern Railways, Chessie System, and Louisville & Nashville Railroad. In 1981, Louisville & Nashville Railroad was merged into Seaboard Coast Line Railroad. Thus, ownership in K&IT was now Seaboard Coast Line Railroad, Southern Railways, and Chessie System.

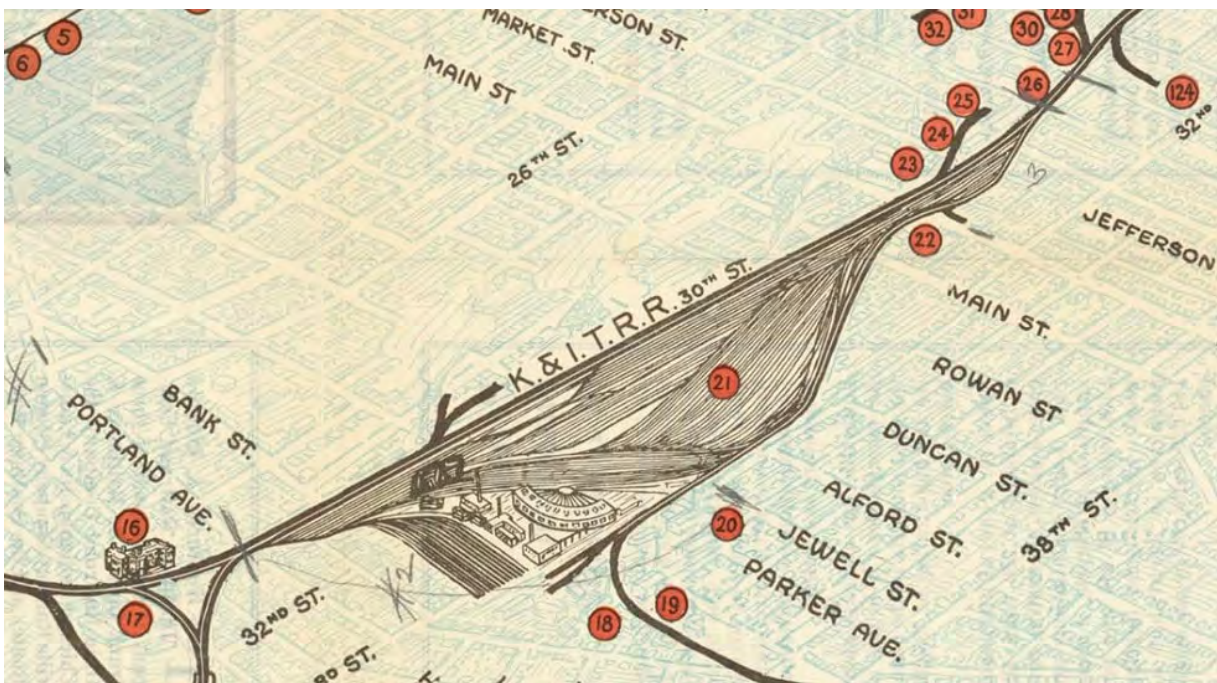
In 1981, when CSX Transportation went to combine Seaboard Coast Line Railroad and Chessie System into CSXT one of the objections Southern Railways raised with the Surface Transportation Board was that with CSXT controlling Seaboard Coast Line Railroad and Chessie System it would have two third ownership of K&IT. With CSXT holding two third ownership of K&IT CSXT had the potential to close down Southern Railway operations over the K&IT Bridge. As a result of the Southern Railway concerns the Surface Transportation Board directed CSXT to sell the shares Seaboard Coast Line Railroad and Chessie System had in K&IT to Southern Railway. Southern Railway in turn had to grant CSXT track rights over K&IT rail network and the K&IT Bridge. The sale by CSXT to Southern Railway of K&IT took place on December 31, 1981. Shortly thereafter Southern Railway absorbed K&IT into their organization and K&IT ceased to exist. Youngstown Yard is still used by Norfolk Southern Railway and part of the roundhouse is used for servicing locomotives.

In 2026 CSXT still uses the K&IT Bridge to reach industrial customers in New Albany. The Monon track north of New Albany have been taken up as has been the track of the Baltimore & Ohio Railroad. CSXT now uses the Louisville & Indiana Railroad Bridge, ex Pennsylvania Railroad, to reach north from Louisville to Chicago. It is stated that CSXT is a minority stockholder of Louisville & Indiana Railroad.

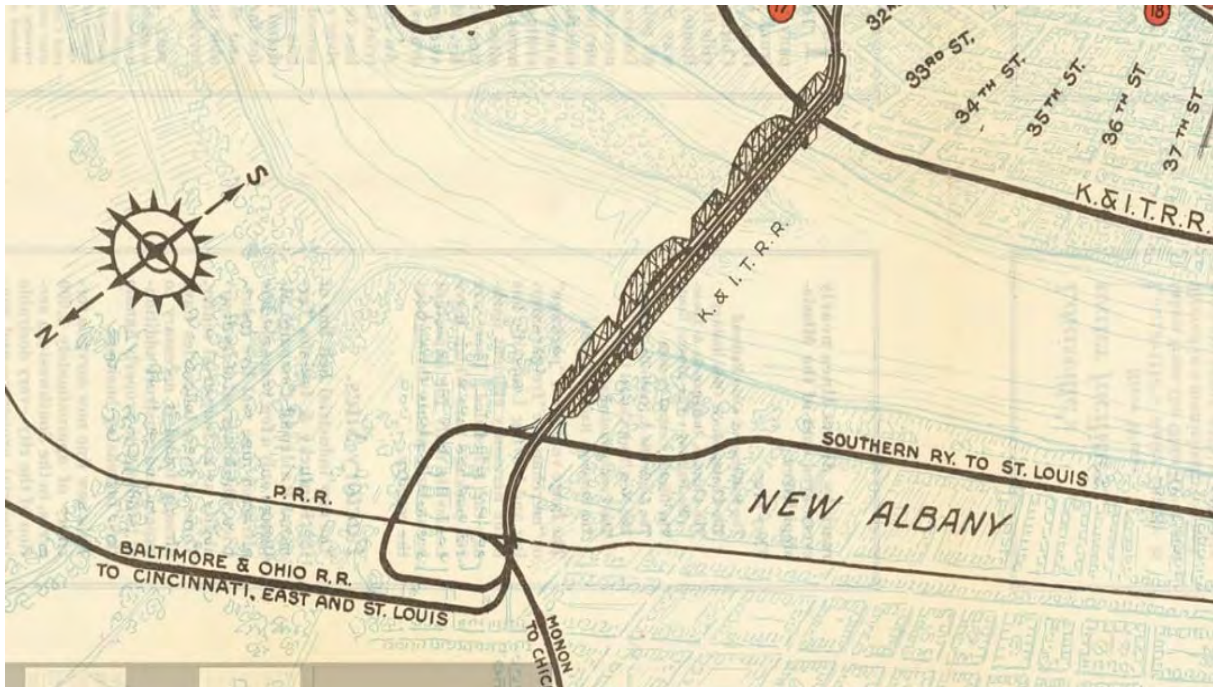
Two items need to be mentioned. First the K&IT never owned any freight cars used in interexchange service. Second for a short time in the 1970s the Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee Road) had track rights over the Monon to use the K&IT Bridge and reach Youngstown Yard.



K&IT MAP (University of Louisville Archives)



Youngstown Yard (University of Louisville Archives)



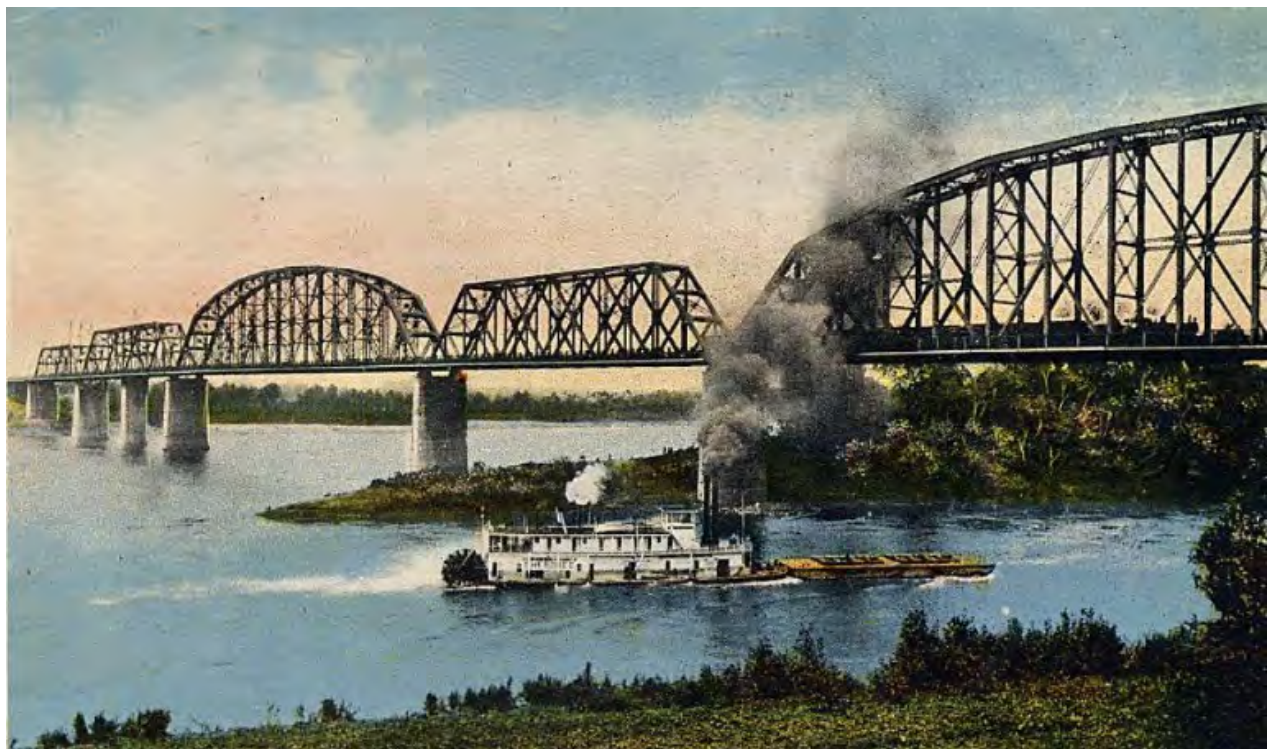
The Ohio River crossing from New Albany, Indiana. (University of Louisville Archives)



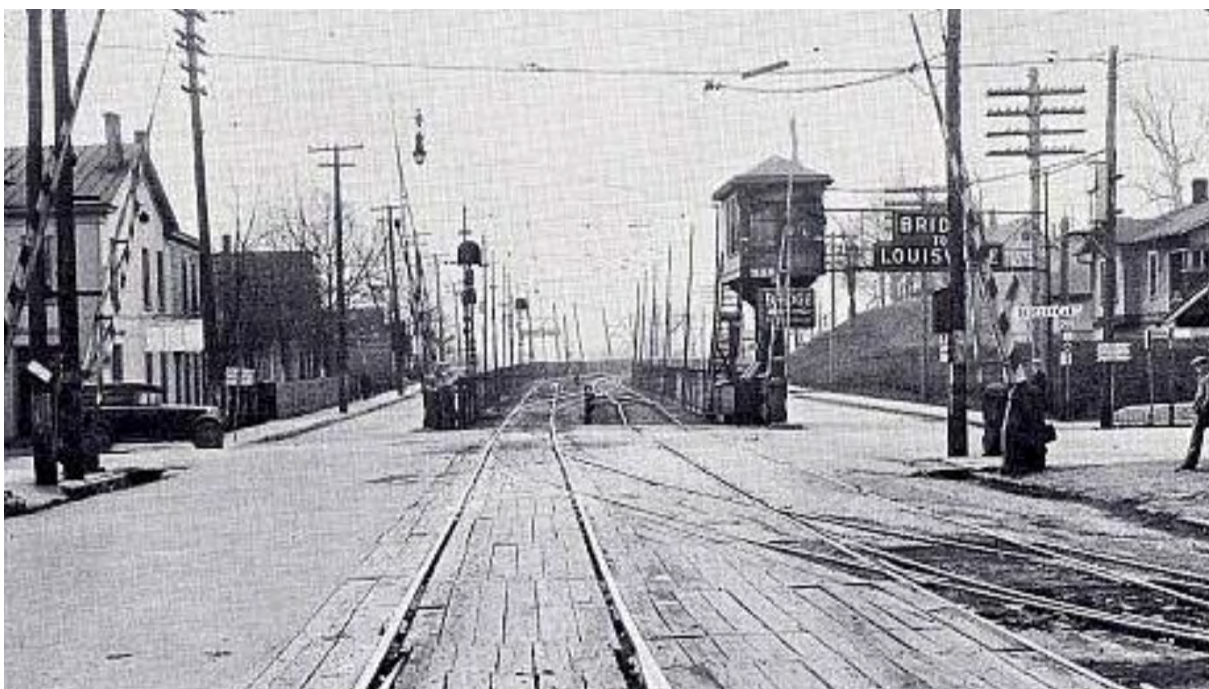
The K&IT Bridge from the Kentucky shore to the Indiana side. Waterway in bottom of photo is downriver entrance to the Portland Canal. Second span in from Indiana shore is swing bridge



The swing span being tested



A view of the K&IT Bridge with a towboat and barge entering the canal.



View from Indiana side toward K&IT Bridge. Roadways to either side. (University of Louisville Archives)



View from K&IT Bridge into Indiana, Track to left is Monon railroad and track to right is Baltimore & Ohio Railroad. (University of Louisville Archives)



A closeup of VI Tower controlling entrance to the north end of the K&IT Bridge. (University of Louisville Archives)



View of K&IT Bridge from Kentucky shore. (University of Louisville Archives)



Aerial view of Yougstown Rail Yard. (University of Louisville Archives)



K&IT #88 is engaged in switching. In the upper left K&IT #50 is hooking on to the K&IT Crane. Above the Santa Fe boxcar can be seen the roofline of a K&IT Fairbank Morris H10-44. (University of Louisville Archives)



Above and below. In 2026 six stalls of the roundhouse plus the turntable still are in use.
(University of Louisville Archives)





The Younstown coaling tower stood until circa 1982 when it was demolished, In the background is the K&IT Bridge. (University of Louisville Archives)



K&IT #55 works the yard. Note the talk bak speakers on the pole. For some reason the hats, management, is out in the yard congregating alongside of K&IT #55. Management wore hats and workers caps. (University of Louisville Archives)



The icing dock sat unused for a number of years before being torn down circa 1982. (University of Louisville Archives)

Road No.	Bldr & Model	Bldr Nmbr	Bldr Date	Notes
44	BLW VO1000	64419	8/42	Trade-in to EMD, 1968
45, 46	BLW VO1000	64424, 64430	10/42	45 trade-in to EMD, 1966; 46 trade-in to EMD, 1968
47	BLW VO1000	70117	12/43	Trade-in to EMD, 1966
48-50	FM H10-44	L1082-L1084	10-11/47	Trade-in to EMD, 4/71
51, 52	FM H10-44	10L44, 10L46	3/48	Trade-in to EMD, 4/71
53	BLH DS4-4-1000	73926	9/48	To SCL 92(2nd), then to Streigel Supply for scrap
54	BLH DS4-4-1000	73927	9/48	To SCL 93(2nd), then to Nucor Steel 02(via Lemac)
55	FM H10-44	10L141	5/49	To Precision National Corp., 11/73
56-58	FM H10-44	10L142-10L44	5/49	Trade-in to EMD, 9/72
59	FM H10-44	10L145	5/49	To Precision National Corp., 11/73
60-64	FM H12-44	12L402-12L406	3-4/51	To PNC
65, 66	FM H12-44	12L719, 12L720	3/53	To PNC 65-66
67	EMD SW1500	31590	7/66	To Southern > NS 67 > Peaker Services 67 > ILSX 67 > Progressive Rail
68	EMD SW1500	31591	7/66	To Southern 68 > NS 68 > Wisconsin Central 1559
70, 71	EMD SW1500	33769, 33770	2/68	To Southern 70-71 > NS 70-71 > Wisconsin Central 1560-1561
72, 73	EMD SW1500	36861, 36862	3/71	To Southern 72-73 > NS 72-73 > Wisconsin Central 1562-1563
74	EMD SW1500	36863	3/71	To Southern 74 > NS 74 > ILSX 75 > Progressive Rail
75, 76	SW1500	36864, 36865	3/71	To Southern 75-76 > NS 75-76 > Wisconsin Central 1564-1565
77-79	EMD SW1500	7385-1 to -3	9/72	To Southern 77-79 > NS 77-79 > UP 1019, 1022 > #1022 to BVRV 1022
80-81	EMD SW1500	73603-1, -2	10/73	To Southern 80-81 > NS 80-81 > 80 to UP 1016 then to HLCX 1016
82, 83	EMD SW1500	73635-1 & 2	1/74	To Southern 82-83 > NS 82-83 > HLCX 82-83

Kentucky & Indian Terminal Railroad diesel locomotive roster. (THE DIESEL SHOP)



K&IT 50 was a Fairbank Morris FM 10-44 purchased in 1947. In 1971 she was used as a trade in for five EMD SW 1500, K&IT 72 to 76. She is seen in the early K&IT diesel paint scheme.



K&IT 55 was a Fairbank Morris FM 10-44 purchased in 1949 and sold in 1973 to Precision National. Note the FM medallion below the headlight and the running boards.



K&IT 55 a Fairbank Morris FM 10-44 is seen working in Youngstown Yard. A Trainmen is riding on the footboard a NO NO today. She is seen repainted in the K&IT utilitarian paint scheme.



K&IT 59 was a Fairbank Morris FM 10-44 purchased in 1949 and sold in 1973 to Precision National. She is seen here waiting pickup by Precision National.



K&IT 66 was a Fairbank Morris FM 10-44 purchased in 1951 and sold in 1965 to Precision National. She is seen here returning from a transferee run to Southern Railways suburban Magnolia Yard.



K&IT 67 was the first EMD SW1500 switcher purchased by Kentucky & Indiana Terminal Railroad. Bought in 1966 she later became Southern 67, Norfolk Southern 67, Parker Service 67, ILSX 67, Progress Rail 67. Note K&ITRR lettering has been moved from the hood to the cab.



K&ITRR 68 was a EMD SW1500 purchased in 1966. She is seen paked at Youngstown Yard between work assignments. K&ITRR 68 later became Southern 68, Norfolk Southern 68 and Wisconsin Central 1559.



K&ITRR 70 was a EMD SW1500 purchased in 1968. She is seen here pushing a boxcar into a siding of one of Louisville's trackside industries. Engineer is looking back alongside his consists to see singals of his traiman. K&ITRR 70 later became Southern 70, Norfolk Southern 70, and Wisconsin Central 1560



K&IT 71 a EMD SW 1500 purchased in 1968 is seen sitting at the locomotive service line. She later became Southern 71, Norfolk Southern 71, and Wisconsin Central 1561.



Just beyond K&IT 71 a Chessie caboose off either a Baltimore & Ohio Railroad train or a Chesapeake & Ohio Railway train sits waiting to start its return journey.



K&IT 73 a EMD SW 1500 purchased in 1971 sits in Youngstown Yard its cab door closed and locked per the rule book when a locomotive is sitting unattended. She later became Southern 73, Norfolk Southern 73, and Wisconsin Central 1562.



K&IT 74 a EMD SW 1500 purchased in 1971 is seen at Illinois Central Oak Street Yard. Note the trainman on the front footboard and the trainmen standing on the steps leading into the cab.



K&IT 74 is seen sitting on the servive line at Youngstown Yard, she later became Southern 74, Norfolk Southern 74, ILSX 75, and Progressive Rail 75.



K&IT 74 as NS 74. Note Southern sub lettering undr the 74 on the cab.(Mike Bay)



K&IT 74 after sale to Progressive Rail



K&IT 75 a EMD SW 1500, purchased in 1971, and sister K&IT 71 are seen working the K&IT's Boughes Lane Yard. K&IT 75 later became Southern 75, Norfolk Southern 75, and Wisconsin Central 1564.



K&IT 76 a EMD SW 1500, purchased in 1971 is shown with her United States bicentennial markings. K&IT 76 later became Southern 76, Norfolk Southern 76, and Wisconsin Central 1565.



K&IT 77 a EMD SW 1500, purchased in 1972, is seen at Louisville & Nashville Railroad Strawberry Yard, note the L&N locomotive #2703 behind K&IT 77, waiting to pickup a cut of cars to take to Youngstown Yard. K&IT 77 later became Southern 77, Norfolk Southern 77, and Union Pacific 1019.



K&IT 79 a EMD SW 1500, purchased in 1972 is seen parked at the end of a stup track at K&IT's Boughes Lane Yard.



K&IT 79 later became Southern 79, Norfolk Southern 79, and Union Pacific 1021. Note the flashing yellow light by the horn.



K&IT 80 a EMD SW 1500, purchased in 1973 is seen parked on the ready track at Youngstown Yard. K&IT 80 later became Southern 80, Norfolk Southern 80, Union Pacific 1016 and HLCX 1016



K&IT 82 a EMD SW 1500, purchased in 1974 is seen parked on the ready track at Youngstown Yard. It must be summertime as cab's door and window are open. K&IT 82 later became Southern 82, Norfolk Southern 82, and HLCX 82.



K&IT 83 a EMD SW 1500, purchased in 1974. She was the last locomotive purchased by K&IT. She is seen here on a transference run to the New York Central System Ohio River front yard. K&IT 83 later became Southern 83, Norfolk Southern 83, and HLCX 83.



K&IT 81 leads a Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee Road) caboose through Youngstown Yard. During the 1970s the Milwaukee Road had track rights via the Monon Railroad into Youngstown Yard.



It is 1978 and five K&IT SW 1500 switchers sit on a siding. To their left is a Chessie System caboose and on beyond the caboose a Chesapeake & Ohio Railway train is entering Youngstown Yard from Lexington, Kentucky



K&ITRR 130 was a boxcar converted to Maintenance of Way use. Note the window in the side of the boxcar and the smoke stack jutting out of the roof. K&ITRR has removed the boxcar's roof walk. Note the location of the former ladder. Also the hand brake has been moved down from the roof line to ground level. An orange Southern Railway scale car sits just beyond K&ITRR 130.



Above and below: steam powered crane K&IT100 and its boom car.





CSXT has exercised track rights over K&IT Bridge to reach some industries in New Albany, Indiana.

XxxX



See on the LCLSubivion. TILX 421001 riding on XTTX 146382. (Conner Dant)

A MODELING PROJECT THE HAMLET YARD SHOVING PLATFORM









CSXT CURVE GANG EQUIPMENT TRAILER

M.A. Huller

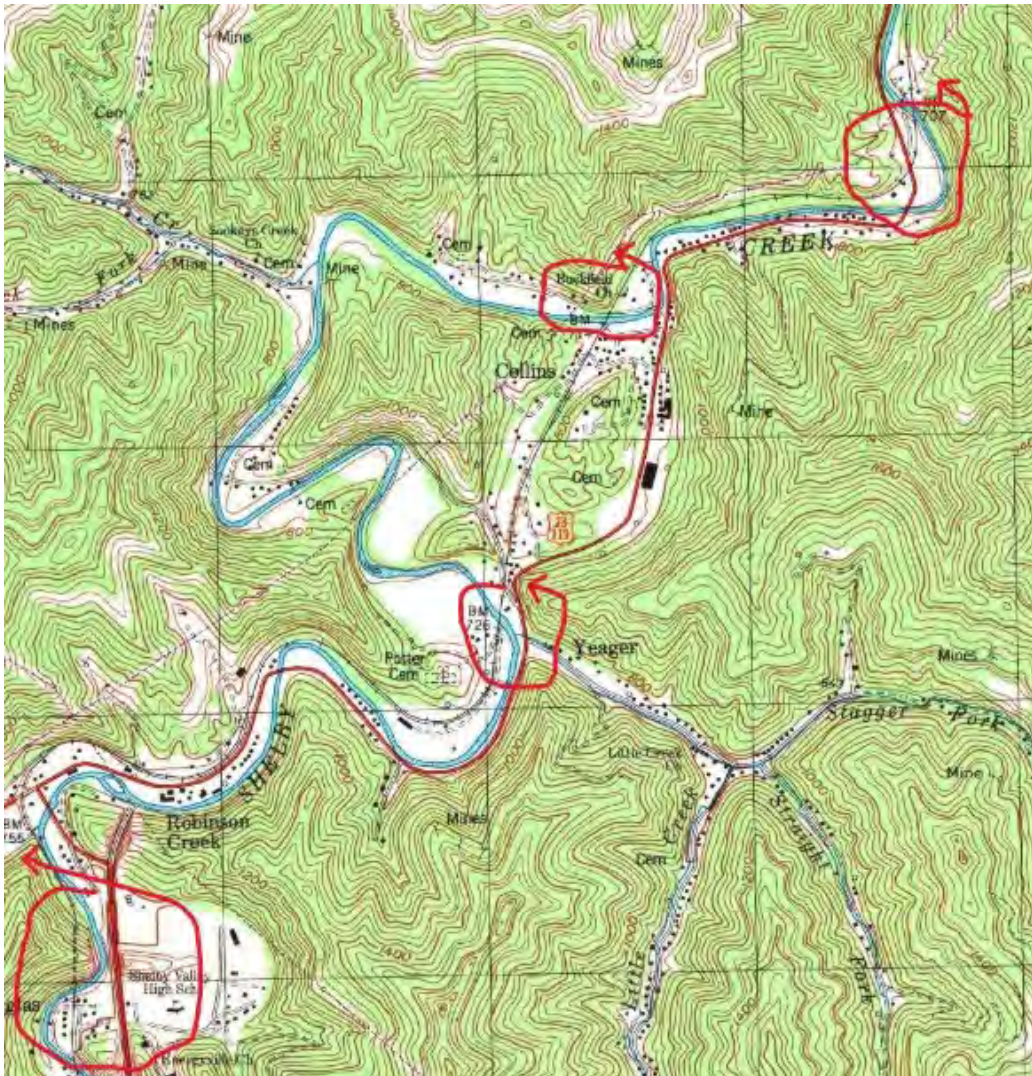




LAST DAYS FOR SV&E SD?

Everett Young

Trains on CSXT's Big Sandy Division, Sandy Valley & Elkhorn Sub Division (SV&E) have been sporadic over the last few years. Damron Fork (Kentucky) Mine, the last one active, quit loading in 2024. After that, CSXT stored coal tubs at Esco siding. Then the flood came in February 2025.



USGS Pikeville quad, 1992, 24,000 scale. From top right to bottom, I've circled Richman, Kentucky; Collins, Kentucky; Yeager, Kentucky; and the Robinson Creek-Douglas tunnel



The tracks were flooded by Shelby Creek at Esco, Kentucky to a level above the trucks on the coal tubs.



Ballast was washed out in numerous spots. This has been the condition for several years on the inactive segment from Penny, Kentucky, (junction with Damron Fork Mine spur) to Myra, Kentucky.



On Sunday, Nov. 2, 2025, I got a tip that R240, the regular 0600 job, would be going to Esco to bring back flood-damaged tubs. CSXT MofW had repaired the bad spots on the track. R240-02 with 712-7247 approach the KY 122 crossing at Richam, Kentucky about 2.5 miles out of Shelby, Kentucky. Needless to say, these crossing flashers don't activate very often now.



Another mile and R240 crosses Buckfield Road and Shelby Creek at Collins, Kentucky. Many decades ago, there was a mine at Collins. I'm very familiar with this spot because Sue's (wife) parents' property (homeplace) came down to the bridge.



Another half mile, R240 crosses Shelby Creek again at Yeager. Kentucky.



Above and next page: The SV&E circumvents a big bend in Shelby Creek by utilizing this 744' tunnel between Robinson Creek and Douglas, Kentucky. It was damaged by arson in 2015 and underwent extensive repairs. We're on the Douglas end at around MP 6. This tunnel was excavated in 1912.



Ambling on toward Esco at the same location.



Attaching the red flag and visually inspecting the tubs before moving. CSXT MofW has filled the washouts with ballast.



Above and next page: R240-02 heads back west toward Shelby and is approaching the tunnel at Douglas.



Eastern Kentucky probably won't succumb to a nuclear bomb, but I will not guarantee kudzu won't smother us!



R240 approaches Shelby Jct. with forty-one flooded tubs



This page and top of next page: Some of the tubs from Esco were repaired, but others were scrapped at Shelby. 1-19-26





On 2-19-26 I found several ITFX and HKRX gondolas loaded with scrap steel setting in Shelbiana Yard. These gondolas were leased by the Edward C. Levy Co. of Dearborn, Michigan. Levy is a global company that deals in steel mill services (scrap included), as well as a wide variety of construction materials.

A POP TOP HOPPER FOR CSXT

In 1980 Chessie had a surplus of open top hoppers for moving coal and a deficit in covered hoppers for transporting grain. Chessie thus decided to convert some of their open top coal hoppers into closed top grain hauling hoppers by installing a temporary metal roof on them. The metal roof could be installed and removed in 5 minutes and would protect grain, plastics and other commodities from the weather. During 1980 and 1981 the Pop Top Hopper concept was heavily advertised by Chessie in various trade magazines including Business Week, in which the following ad was found. CSXT upon gaining control of Chessie continued for a few more years to offer Pop Top Hopper service but soon opted to purchase more enclosed hopper cars.

CHESSIE INTRODUCES THE POP-TOP HOPPER.
OUR WINTER CONVERTIBLE PUTS A LID ON COVERED-HOPPER SHORTAGES.

Chessie's converting coal hoppers can reduce hopper shortages in winter. The "Pop-Top Hopper" means that you can get a hopper in the winter for grain, plastics and other commodities that would otherwise be unavailable. Besides grain, the Pop-Top Hopper can also transport such as building materials, plastics and other materials and materials.

Our Pop-Top Hopper is made of heavy-duty steel and is built to last. It can be converted in 5 minutes and can be removed in 5 minutes. It can be converted in 5 minutes and can be removed in 5 minutes. It can be converted in 5 minutes and can be removed in 5 minutes.

THIS POP-TOP HOPPER'S CAPACITY INCREASES TO 4,300 CUBIC FEET. IT CAN CARRY A VARIETY OF PRODUCTS. GIVE US A CALL, AND A CHANCE TO WORK WITH YOU.

Chessie Truck Facts

15 TO 30 CARS CAN BE CHANGED FROM COAL TO GRAIN IN ONE DAY.

IT TOOK A NEW LOOK BY CHESSIE TO MAKE MORE WINTER SHIPPING POSSIBLE.

CHESSIE FOR THE 80'S
Chessie System Railroads



A CSXT open top hopper with a Pop Top Roof

SPURLOCK AND LANCER MINE SHIFTERS

Everett Young

On November 27, 2025 Christian got info on mine shifters that were to work the Spurlock Mine near Martin, Kentucky, and the Lancer Tipple near Prestonsburg., Kentucky While not exactly Ultra, we acted on this intelligence.



On Friday, 11-28-25, we found R240-28, the regular 0600 Shelby job, already at the Spurlock mine and starting to load the first cut.



We left for about an hour and a half to eat lunch and check out CSXT Martin Kentucky Yard. When we got back, R240-28 had finished loading the first cut, and R282-28, the regular 2:00 PM Shelby job, had arrived to finish.



Loading coal!



A dozer keeps the stockpile heaped up.



Blackhawk was the former operator. Elk Horn Resources (Elk Horn Coal) is now in control. Blackhawk still operates several plants on CSXT in West Virginia.



Shadows are long at 5:30 on a November afternoon when R282 leaves for Martin. The remaining 10 miles of the Long Fork SD up to Price, Kentucky, are now owned by Elk Horn Coal and are out of service. The Long Fork SD is gone from Price to Weeksbury, Kentucky.



Crossing the county road at Hite, Kentucky, MP 1 from Martin Jct.



R282-28 with 710-3293 approaching Martin. 11-28-25.



USGS Harold quad, 1992, 2,400 scale. The larger red circle is the Spurlock mine spur. The smaller circle is the junction with the Long Fork SD. The railroad's name for the junction is Salisbury, but the post office is Printer. Kentucky.



On 12-16-25, R240-16 went west to pull Onyx Coal at Lancer. SD70MACs 4560-4536 and CM44AC 7258 provide plenty of power. They have arrived at the west end of the tippie, but the switch is frozen.



R240 backs up to couple onto 16 loads.



Later, R240-16 crosses Middle Creek at Prestonsburg, Kentucky.



R240 pulls into the passing siding and cuts off the 16 loads.



The crew has switched ends, and now 7258 is leading.



R240 waits to get the signal to enter the siding.



R240-16 is heading back to Shelby, Kentucky.



R240-16 is passing the Lancer tipple, which still has empties to load when needed. The 16 loaded hoppers will pass this location later in the day on the head end of westbound manifest M652 destined for an unknown industrial customer.

XXX



Fremont, Virginia November 27, 2025 – James Lipscomb

A “NOSEY” BIG ADVENTURE Dwight Jones

Does CSXT 6394 qualify as a Heritage Unit? Maybe Half-a-Heritage! With Richmond Fredericksburg & Potomac Railroad (RF&P) heritage unit initials on the nose one might think this is a full heritage unit. But No! Photos can be deceiving.

The story that has been circulated is that this unit was in local service at Cartersville, Georgia. Everything was OK when the crew left at the end of their work day on November 27, 2023. When they returned the following day the front of the unit had been painted and lettered with the RF&P initials. I found it interesting how the internet report covered this stating the work was completed “by individuals unaffiliated with CSXT”. True? Or could this be an inside job? In addition to this RF&P nose job, similar treatment was given to a Chess-C nose creation and an Louisville & Nashville Railroad (L&N) one on two other units. The first CSXT full heritage painted unit came out of the shops at Waycross, Georgia, as Baltimore & Ohio Railroad (B&O) 1827 in May 2023.

Some thought went into the selection of CSXT 6394 for this cosmetic makeover as CSXT 6394 is a former RF&P unit, number 142, a GP40-2. Normally found in local service down South, the unit crossed the Ohio River and made it in to Cincinnati, Ohio, in mid-January 2026. The unit was used in local service around the area including at DeCoursey, Kentucky.

The exceptionally cold weather that was encountered in late January and early February took its toll on the four axle unit and it suffered from freezing problems. It arrived at the Queensgate Yard locomotive shops for evaluation and possible repair. I had the opportunity to take the nose shots on February 13, escorted by a CSXT official and wearing all prescribed safety equipment (PPE). They promised to let me know when work was completed and the unit could be spotted for better images. On this day another unit was coupled to the front which greatly hampered my photos. And there were other units on adjacent tracks which also made photography a challenge.

The future does not look good for this unit. Evaluations showed freeze damage to at least 9 power assemblies and both aftercoolers. Likely more work than could be handled at Cincinnati. And keep in mind this is a four axle unit, nearly 54 years old, with no dynamic brake, and with CSXT having hundreds of other units in storage. A recent report showed 400 units being offered for sale. The new CSXT CEO, Steve Angel, is also most likely restricting the expenditure of funds for unnecessary activity. I made one final Cincinnati trip on March 26, 2026, and found the unit sitting outside the shop with hood doors open and with no unit coupled to its front.

As built the RF&P 142 did not have a nose logo. It appears that the railroad adopted this for its engines around November 1984. I contacted the RF&P Historical Society to see if they had determined a specific date when the stylized logo was adopted for RF&P locomotives but received no reply. My guess of late 1984 is based on an evaluation of photos.



RF&P 142 in original scheme with no nose logo. Ebay photo by Y.M. Seidl 3-18-74



RF&P 142 after repainting and now with a nose logo. Ebay photo by Doug Boyd 8-15-85



Nose closeup on February 13, 2026. They must have used latex paint so it would dry quickly and the logo could be added the same night.



Closeup showing small CSX even with a Trademark indicator, February 13, 2026. The TM only would be appropriate if the railroad did something to the “CSX” to create a graphic (such as add brackets and wheels). The CSX by itself is a commercial font.



At the Cincinnati shops on March 26, 2026.

XXX



Note difference in paint and lettering between CSXT 2101 and CSXT 2102 – James Lipsomb

CSXT HERITAGE LOCOMOTIVES



Joe Nugent



Dwight Jones



Matt Murphy



Matt Murphy



Johnathan Hendrix



Kenny Jones



David McClure



James Earljones



Tim Houck



Bill Haines



Roger Smith



Curtis Tate

A "BEST LOOKING" BIG ADVENTURE

Dwight Jones

It is finally here, my nomination for the best looking of the CSX Heritage Units, 1900, painted in this beautiful scheme in honor of the Seaboard. It has been through a difficult short life as a heritage unit, and my personal health issues have combined to delay this report.

This unit was outshopped from the Waycross, Georgia, locomotive paint shop on April 1, 2024. Almost immediately it hit a downed tree and experienced some minor damage (bent hand rails and snow plow). On May 9, 2025, it was on coal train C319 (lead unit 529) travelling between Evansville, Indiana, and Cross, South Carolina, when it experienced fire damage in the compressor room at the end of the long hood. The unit was being used as a mid-train helper on that coal train. A local fire department put out the fire but the end of the unit was heavily discolored. It was sent back to the Waycross shops, arriving there on May 13 but was placed into the storage lines where it languished for nearly a year. It looked like it might never be repaired/repainted.

However, the unit was released from Waycross after repair/repaint in March 2026 and headed North on train X514 as a DPU. Watching its movement it travelled Waycross to Nashville to Louisville and finally into Cincinnati. Perfect!

Out of Cincinnati it was dispatched North on train M204 assisted by unit 5500 (Spirit of Cincinnati). I watched it past the Glendale railcam at 12:32 PM on April 2. This train comes up the B&O Toledo Division and turns East at Sidney to the CSX Conrail line over to Ridgeway where it turns South on the Scotts Lawn to access work at the Honda Plant near Pottersburg.

It was not the best day for photography with heavy clouds. CG Tower informed us of the train's movements out of Cincinnati. I elected to wait on it at Quincy, East of the Sidney connection. An older fan was waiting there also. He stated he formerly worked in the DT&I Tower there. We watched a three unit orange consist of I&O units cross the diamond South on the old DT&I.

Only unit 1877 left!



: From the internet showing the fire damage to the 1900. I suspect the CSX manager is about to ask the fire fighter if he has permission to be on CSX property. Photographer not noted



Unit arrives at Quincy, Ohio



Going around the bend at Ridgeway to head South to the Honda Plant.



: Arrival at the Honda Plant, April 2, 2026

THE MAGIC OF AI

Ron Flanary

When Charlie Buccola and I were combing every corner of the world (it seemed) to find more L&N M-1 ("Big Emma") photos, for our book L&N'S BIG EMMA this is one that Charlie flushed out. The original was a medium format Ektachrome transparency taken by Jack Fravert. The subject was the last of these locomotives built--Lima-Hamilton No. 1991. Jack found it parked at Ravenna, Ky. on December 3, 1951.

I tried every digital trick I knew to salvage something usable from this severely faded image, but with no luck. Even a grayscale image brought a number of dust specs, scratches, and other defects--too many to clean up. We already had good black and white images of No. 1991, so this image remained in "maybe one day" status.

The use of AI in railroad photography is being banged around quite a bit lately (with yours truly being one of the proponents). Just to see what might happen, I ran the image through Google Gemini. The result was amazing! I found a few minor errors I was able to correct with Photoshop, but the image of the 1991--one of the last commercially built steam locomotives for a common carrier railroad in the US--was certainly usable. Had this technology been available to us in 2024, I'm sure we would have added it to the book. Yes, the exhaust from the old 2-8-2 coupled tender to tender with the Big Emma was left out, for some reason. While I didn't request removal of the poles, the program dropped those as well.





XXX

WOOD CHIPS ON THE MOVE



Steve Berry

MAINE CENTRAL RAILROAD 3404

A SD 40-2 AT RUSSELL KENTUCKY APRIL 2026

