

# JOURNAL OF THE CSXT® HISTORICAL SOCIETY

\_\_\_\_\_ Volume 5 Number 2 \_\_\_\_\_



## CSXT 9699 TRAINS MAGAZINE'S 1982 ALL AMERICAN DIESEL

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## PRESIDENT'S MESSAGE

This issue of the CSXT Journal is directed to the modeler. Hopefully within these pages, one of the pictorial topics presented will inspire a modeler to add a new detail to his or her layout.

The 2017 CSXT Historical Society Convention will be held at Marion, Ohio, August 9 to 13, in conjunction with Summerrail, which will be held on Saturday, August 12. Rooms have been reserved at the Marion Holiday Inn Express, 1842 Marion Mount Gilead Road. Phone 740-389-4300. Room rates are \$99 for one bed and \$109 for two beds. Room rates are good until July 26, 2017, however, last year all rooms were gone by June as this hotel will also house those attending Summerrail. Details of the 2017 Conference will be in the next Journal.

CSX has shut down an approximately 60-mile section of its former Louisville & Nashville EK Subdivision between Winchester, Kentucky, and its Jackson Yard in Jackson, Kentucky. All rail traffic is now being funneled east via a branch line connection to the former Chesapeake & Ohio Martin Yard at Martin, Kentucky. The EK Subdivision will continue in service from east of Jackson Yard to Hazard, Kentucky, where a coal customer at Typo, remains active. The EK Subdivision Yard at Ravenna, Kentucky, will be idled. Trains gaining access to Hazard will use CSXT's former Chesapeake & Ohio Big Sandy Subdivision from Catlettsburg, Kentucky, to Martin Yard. Coal trains will then use the Elkhorn and Beaver Valley and the Rockhouse Subdivisions to gain access to active coal customers on the EK Subdivision. All inbound and outbound traffic will use these routes, as opposed to using the EK Subdivision track west to Winchester.

The Russell and Huntington Yardmaster jobs have been combined as there is only one yard crew working in each yard.



November 2016 looking west from the Amtrak platform into the Huntington Yard



November 2016 looking east from the Amtrak platform into the Huntington Yard

## CSXT 9699 – THE ALL AMERICAN LOCOMOTIVE

By

Charles H. Bogart

In 1982, *Trains Magazine* undertook a search for the diesel locomotive that best fulfilled the then needs of America's railroads. Their choice for this honor was EMD's GP38. ***Trains*** magazine chose Baltimore & Ohio Railroad (B&O) B&O 3802 as the typical GP38. In honor of this recognition, ***Trains*** magazine and B&O affixed a plaque to the side of B&O 3802 recording this fact.

Upon the merger of Chesapeake & Ohio Railway and B&O to form Chessie System, B&O 3802 got a new paint scheme but kept her reporting number. When Chessie merged with Seaboard System to form CSXT, B&O 3802 not only got a new CSXT paint scheme but a new number; she was now CSXT 2002. Then circa 2004, CSXT 2002 was assigned to Maintenance-of-Way service and repainted by CSXT into pumpkin orange and given the reporting number 9699. CSXT 9699 was used in Maintenance-of-Way service only a short time before holding down the job as hump engine at CSXT's Louisville Osborn Yard.

In 2006, when visiting some friends who worked in the CSXT Osborn Yard locomotive service center, I noticed CSXT 9699 and a number of locomotives sitting in a siding with the word "SCRAP" chalked on their sides. Upon asking my friend, "Is CSXT 9699 being sold for scrap?" I received an answer of "Yes." I then informed my friend that CSXT had an agreement with the B&O Museum to send CSXT 9699 to the museum at the end of her service life. My friend said that was news to him. I thus invited him to come out to the scrap line and look closely at CSXT 9699. This he did and, upon reading the plaque attached to her side, agreed that perhaps she should not be sold for scrap. When we got back to his office he called the Terminal Superintendent and relayed to him what was written on the side of CSXT 9699. The Terminal Superintendent, upon hearing of the plaque, said he would call Jacksonville and get clarification on CSXT 9699's final disposition. Some thirty minutes later the Terminal Superintendent called back and told my friend to pull CSXT 9699 from the scrap line and to have her cleaned up. The next time I visited Osborn Yard CSXT 9699 was gone and my friend said he got a nice "Attaboy" from his bosses for catching the error of putting CSXT 9699 in the scrap line.

The following photos show CSXT 9699 at Osborn Yard and are presented to help the modeler re-create this historic locomotive.



Working the hump at Osborn Yard



Waiting for a new crew before returning to pushing cars over the hump at Osborn Yard



Above and below: At the Osborn Yard Locomotive Service Center





A close-up of the markings on CSXT 9699's cab





CSXT 9699 sitting at the head of the scrap line at Osborn Yard



## A PICTORIAL LOOK AT SOME CSXT MAINTENANCE-OF-WAY BOXCARS

NYC 230544

One constant at almost all CSXT yards is a converted boxcar sitting at the end of a side track being used for storage of materials by either the Signal Gang or the Maintenance-of-Way crew. The following photos are of one such boxcar, NYC 230544, which for a time graced a siding in DeCoursey Yard.



The B side of NYC 230544 (CSXTHS Collection)





A view of the B end of NYC 220544



A view of the A side of NYC 220544

CSXT 910933

A FORMER FRUIT GROWER EXPRESS CAR IN MoW SERVICE



CSXT 910933 was part of a work train tied down at DeCoursey Yard in October 2016. This view is of her B side. (CSXTHS Collection)



This view of CSXT 910933 is from her B end along her B side. Note NYC 230544 has been attached to the work train and will soon depart DeCoursey Yard.



A view of the A side of CSXT 910933 from the B end



A close-up of CSXT 910933's B side doors. The fold-up ladder is secured in place by clamps; its door is locked. The equipment loading door is also closed and locked.

CSXT 910924

A WAREHOUSE FOR THE RICHMOND, KENTUCKY SIGNAL GANG



From the B end of CSXT 910924 along her B side (CSXTHS Collection)



From the B end of CSXT 910924 along her A side



A view from the A end of CSXT 910924 along her A side

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CSXT 910172

A BOXCAR IN STORAGE SERVICE AT RICHMOND, KENTUCKY



A view from her B end along her B side. Note the two ventilation holes near her eyes. (CSXTHS Collection)

## A PICTORIAL LOOK AT NYC 223095

M. A. Huller

During an August 2016 visit to CSXT's Yard Two in Cincinnati, I found NYC 223095 spotted at the old team track loading/unloading platform. Built for use in autopart service, NYC 223095 was, from a view of her floor, now being used for carrying oil based products. Her particulars are 67 feet 9 inches long, 10 feet 7 inches wide, and 17 feet high. Her doors are 16 feet wide and 12 feet 8 inches high. Her internal space is 7,100 cubic feet and she can carry 263,000 pounds. Hope these walk-around photos can help someone model her.







## CSXT's OSBORN YARD BUSH HOG

Photos by Charles H. Bogart



This former Chessie System tractor has graced CSXT's Louisville Osborn Yard for a number of years earning its living by keeping down vegetation along the fence line. With a WM22F reporting mark, it appears that the tractor at one time belonged to the Western Maryland Railroad.





## TWO FUEL TANKS AT CSXT BOWLING GREEN, KENTUCKY RAILYARD

Photos by Grayson Wilhoite



The white tank holds gasoline and the blue waste oil.



## MAINTENANCE-OF-WAY TRAILER AT MARTIN, KENTUCKY

Photos by Grayson Wilhoite



B&O Z200781, a former Chessie System intramodal trailer, now sits on the ground at the entrance to CSXT's Martin Kentucky Yard. Instead of carrying freight, the trailer serves as a storage shed for holding items needed by the local Signal Gang. The van was one of 101 Z201 40-foot trailers, Z200775 to Z200899, operated by Chessie and then CSXT.





## A CSXT INTERMODAL TRAILER AT BIRMINGHAM, ALABAMA

Photos by Henry Nobbe

With the formation of CSXT, the company inherited intermodal trailers from both Chessie Systems and Seaboard. CSXT, like they did with their inherited locomotives and rolling stock, rebranded a number of these intermodal trailers. Trailer CXRZ 540235 is an example of this rebranding. She has received a CSXT Intermodal decal that fails to completely cover her “Seaboard System Railroad Piggyback Service” decal. The photos below were taken at Birmingham, Alabama, in May 2016.



CSXT CXRZ 540235 at a loading dock in Birmingham, Alabama



The plaque at the top of the front end of the trailer reads “SAL INC Southern Atlantic.”



A 1979 view of a brand-new Seaboard System Railroad Piggyback Service trailer

## A SCRAP YARD OPERATION AT GLASGOW, KENTUCKY

Photos by Grayson Wilhoite

It is September 2016 and the view is of a local scrap merchant at Glasgow, Kentucky, loading scrap metal generated by one of the local industries into CSXT gondolas at the Glasgow Railroad (GRR) Yard at Glasgow, Kentucky. All GRR locomotives are leased from CSXT.



## WHO IS THIS LADY?

by

William Ambrose

The CSXT Historical Society recently received a number of photos of Hay Watkins, A. Paul Funkhouser, and Prime F. Osborn III interacting during a meeting concerning the merger of Chessie and Seaboard into CSXT. However, among these photos of three men was one photo of a woman wearing a Chessie scarf. Unfortunately, nothing on the front or back of the photo identifies this woman. Thus, a question of the membership, “Who is she?”

