

# JOURNAL OF THE CSXT® HISTORICAL SOCIETY

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## PHOTOS OF RICHARD HERBERT

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## PRESIDENT'S MESSAGE

The 2024 CSXTHS Convention will be held jointly with the Baltimore & Ohio Historical Society from October 3-6, 2024, in St. Louis, Missouri. The convention will be based out of the Earth City Holiday Inn. More information on the convention will be in the next CSXTHS Journal. At present, the final cost has not been determined. The convention agenda calls for two days of presentations, a one-day bus tour, and a banquet meal.

As soon as more information is available, it will be posted to the CSXTHS web page.

This issue of the CSXTHS Journal is blessed with a wonderful photo essay of CSXT by Richard Herbert. If you have photos of CSXT that you would like to showcase in the Journal, please contact the editor.

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Cover: CSXT TOF Train in the winter of 2000 at Bear Mountain, New York (Richard Herbert)

## THE CSXT PHOTOS OF RICHARD HERBERT



CSXT B&O 4119, B&O 6196, plus another B&O locomotive and a CSXT locomotive lead a train through Sand Patch in October of 1989. The leaves on the hillside are starting to turn color. (Richard Herbert)



It is May 1992, and the view down through the lush Sand Patch hillside vegetation is of CSXT pulling a litany of various freight car types. (Richard Herbert)



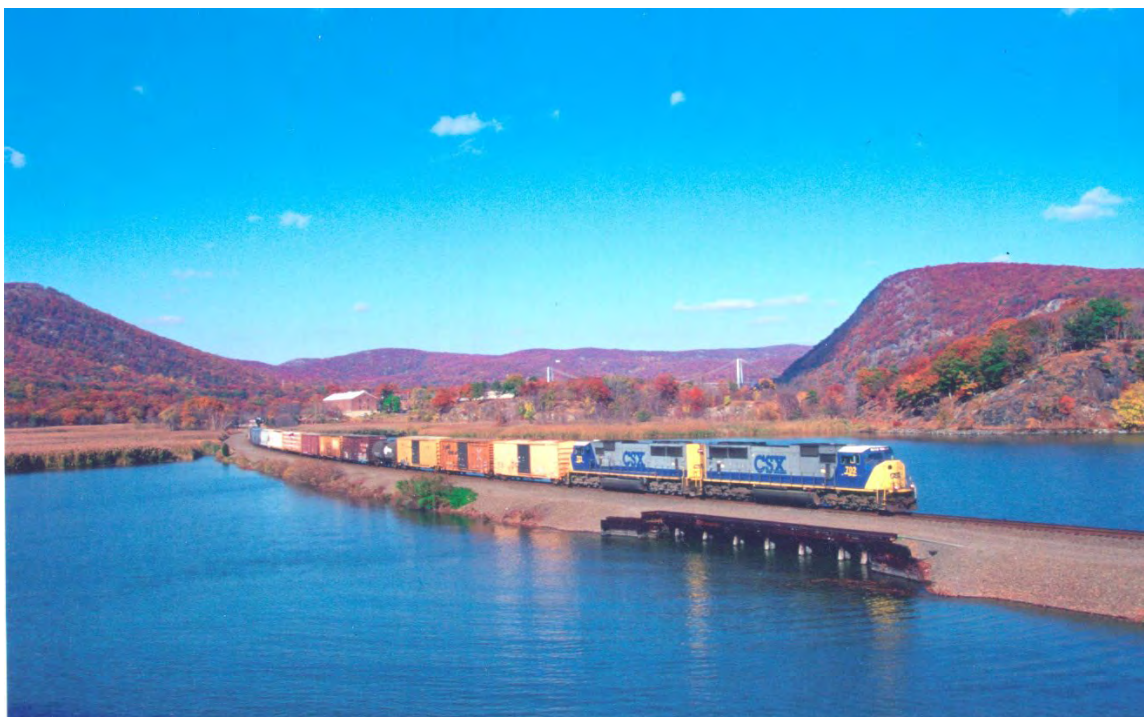
It is October 1998, and we are at Bear Mountain in New York state viewing a CSXT stack train headed by CSXT 169 running north for Selkirk Yard. (Richard Herbert)



It is late October 1998, and CSXT 172 and a sister locomotive are seen at Bear Mountain, New York, leading a train of auto racks to market. (Richard Herbert)



CSXT 1104, a SW1500, is seen in October of 2008 leading a cut of freight cars down the track at Bear Mountain, New York. (Richard Herbert)



Later during the same day, at the same location as above, CSXT 702 and CSXT 720 were encountered pulling a train with a rainbow of colored boxcars. (Richard Herbert)



It is 1991, and we are viewing the St. Louis Line. CSXT 6649, CSXT 6764, and CSXT 8560 are leading a unit train of covered grain hoppers to Baltimore, Maryland, for transloading onto a ship bound for an overseas market. (Richard Herbert)



During the years 1976 and 1977, CSXT experimented with moving Roadrailer equipment over its tracks. Seen here is CSXT 1119 northbound with the Roadrailer train on the Cincinnati, Ohio, to Corbin, Kentucky KC mainline. She has just cleared Tunnel 14 and is now crossing Brush Creek at Orlando, Kentucky. (Richard Herbert)



A great 1986 photo of a CSXT unit coal train headed by CSXT 5619 near Gatliff, Kentucky.  
(Richard Herbert)



CSXT 7010 leads an ex-Conrail locomotive and a consist of freight cars west from Cumberland, Maryland, in June 1992. (Richard Herbert)



CSXT 6121, an ex Chessie System locomotive, and two CSXT locomotives lead a freight train west out of Cumberland, Maryland, in October 1992. Once a vibrant railroad town, Cumberland has fallen on hard times as rail employment at the Cumberland Yard and Shops has been drastically cut by CSXT. (Richard Herbert)



It is October of 1999, and CSXT Train 417, headed by CSXT 7507, CSXT 7545 and CSXT 1545, is seen crossing Iona Island with Bear Mountain in the background. CSXT 7545 is still in Conrail paint and sports an Operation Lifesaver logo. (Richard Herbert)





The CSXT Juice train is seen crossing the Hachensack River as she heads for the Jersey City, New Jersey Tropicanna Plant. (Richard Herbert)



Two CSXT locomotives are seen here crossing the bridge over Popolopen Creek, Mile Post QR 42.5, as they head down the Hudson River for New York City. The train is just exiting the Fort Montgomery Tunnel. In the background is the Popolopen Suspension Bridge. (Richard Herbert)



We are at CSXT's Cumberland Yard, and CSXT 3242 and CSXT 6279 are seen leaving the Departure Yard with a manifest freight train for Pittsburgh, Pennsylvania. (Richard Herbert)



It is October of 1991, and we are somewhere at Sand Patch. Leading the train, in Chessie paint, is C&O 8403. She is followed by a locomotive in CSXT paint and a locomotive in B&O paint. (Richard Herbert)



A great photo of a CSXT unit coal train taken circa 1997; unfortunately, its location is unknown.  
(Richard Herbert)



A view from Bear Mountain, Mile Post QR 42, looking down the Hudson River toward Iona Island. A CSXT stack train is shown running north for Selkirk Yard. (Richard Herbert)



A CSXT train with Seaboard System locomotives is seen running south on the KC Line between Cincinnati, Ohio, and Corbin, Kentucky, in August of 1986. Led by CSXT 5877, the train is southbound for Corbin. She is seen exiting Tunnel 15, the “Eye of the Needle,” and crossing Brush Creek. (Richard Herbert)



This CSXT unit coal drag hugs the North Fork of the Potomac River as it leaves Keyser, West Virginia, for the Virginia Tidewater and the Newport News coalng docks. (Richard Herbert)



A CSXT stack train runs along the shore of the Hudson River near Kingston, New York.  
(Richard Herbert)



It is October of 2009, and a CSXT freight train is seen headed by a CSXT and a Conrail locomotive near Iona Island, New York, Mile Post QR 41, on the Hudson River. (Richard Herbert)



The paint scheme may be Chessie System, but the reporting marks are CSXT. Pictured here in 1991 is an empty unit coal train in the Magnolia Cutoff heading back to the coal tipple for reloading.



Here we are looking down on the CSXT railroad bridge across the Potomac River at Harpers Ferry, Virginia. The CSXT autorack train crossing the bridge is southbound. (Richard Herbert)



The engineer of CSXT 5892, with her two trailing units, has brought his train of Trailers on Flatcars safely to the top of Sand Patch grade. No longer does the engineer have to demonstrate skill in ensuring that the train does not pull a knuckle; now he must show his ability in preventing the train from running away as they descend the hill. (Richard Herbert)



CSXT 7565 and her sister locomotive are seen approaching the crest of Sand Patch on a beautiful July day in 1992. The throbbing of diesel engines will soon die down as the train begins its descent down the west side of the Appalachian Mountains. (Richard Herbert)

## A VISIT TO THE CSXT DANTE, VIRGINIA YARD

Charles H. Bogart

Dante, Virginia, was incorporated in 1903 when the Clinchfield Coal Company acquired the mineral rights in the Turkey Creek area. The area was rich in good quality coal. Dante soon had a population of over 4,000. The town had a hospital, bank, school, hotel, theater, company store and other amenities. Of interest is the large railyard the Clinchfield Railroad opened on the south side of Dante. Due to restrictions imposed by the narrow valley, the railyard was built only six tracks wide but a mile long. It was divided into three sections--a south coal load dispatching yard, a center locomotive service yard, and a north empty coal car receiving yard. When built, the center yard had a roundhouse, turntable, coaling tower, scale, ash pit and water tank. Upon the arrival of diesel locomotives circa 1950, a diesel refueling pad was added.

Circa 1955, coal mining at Dante ended as all mineable coal reserves had been mined. The population of Dante today has collapsed from 4,000 to some 500 residents. The Dante Railyard continued to operate until circa 2015 when other nearby coal mines also closed. Russel County, the county Dante is in, had a population of 31,761 in 1980 and 25,781 in 2020.

When I visited the Dante Rail Yard in November 2023, it was full of empty CSXT coal hoppers in storage. I would estimate there were at least 1,500 hopper cars sitting, rusting away in the yard. All auxiliary buildings in the central yard area, except for the yard office, have been torn down. The yard office was being used by the local Maintenance-of-Way crew. The turntable is still in place, but the track leading to it looked suspect. The refueling pad had been decommissioned. The scale has been dismantled. There was no locomotive in sight, only a CSXT MoW truck. It was sad driving through the yard and the remains of the town of Dante. During our visit to Dante, the coal museum was closed, and what few commercial stores that had been open during our last visit were permanently closed. The nearest store and gasoline station are in Haysi, Virginia, some 30 miles away.







The bridge leading off Virginia 83 into the southern end of CSXT's Dante Rail Yard



Seaboard flatcar SBD 976570 guarded a pile of old ties.



CSXT 377523 was one of the many CSXT coal hoppers in long term storage at Dante.



Looking back toward the south end of the departure yard



Looking north into the departure yard. In view is one of the many piles of old railroad ties that lined the yard.



Midpoint view of the departure yard as we head to the service yard.



A view of the north end of the departure yard from the service yard



The Service Yard. The yard office is on the right, the fuel pad to the left, the turntable just beyond.



A view north from the south end of the abandoned fuel pad



Close-up of the south end of the refueling pad



A view south from the refueling pad.



Front of the Dante Yard office



All that remains of the scale track.



Switch from the mainline to the turntable.



The turntable



Entry track into the Receiving Yard



The outskirts of Dante with the railyard beyond



## CSXT FLEXI-FLEET BOXCAR

These two photos were posted to Train Orders.com asking for information on this CSXT class of boxcars. No information has been forthcoming. The photos were then forwarded to CSXT Historical Society. We have been unable to find any information on these boxcars in our archives. Can any of the CSXTHS membership provide information on this boxcar class?



CSXT 173531



NKRC 66258

## THREE CSXT LOCOMOTIVES BOUND FOR SCRAP YARD

David Baer

In February of 2024, three GECX units were found sitting in CSX's New Castle Yard, New Castle, Pennsylvania. The GECX units were CW44-8 9049, C40-8W 9150 and C40-8 7640. GECX 91560 is formerly CSX 7369. All three units remained in CSX paint with the CSX lettering painted out. On the 9150, the CSX number had also been painted out on the cab. All three units were moving from GE's plant in Erie, PA, to LTE in Lordstown, Ohio, for dismantling.



## CSXT'S CHESSIE C&O 60573 – A ONE OF A KIND

Grayson Wilhoite

Circa 1974, the Chessie System, during a rebuilding of Chesapeake & Ohio Railway 60000 series 100 ton steel coal hoppers, had one car rebuilt as an outside brace composite wood side 100 ton hopper, C&O 60573. This composit rebuild was undertaken in response to the 25 percent increase in the cost of steel that occurred that year as a result of the OPEC oil embargo. Does anyone have any additional information on C&O 60573 during the CSXT era?



October 1982 Sheby Yard – EveretYoung

## CSXT AND ST. LOUIS, MISSOURI 1982

Robert Dawson

In 1982, CSXT reached St. Louis, Missouri, via two routes, Chessie Systems' Baltimore & Ohio Railroad (B&O) route from Cincinnati, Ohio, and Seaboard Systems' Louisville & Nashville Railroad (L&N) route from Evansville, Indiana. While during the passenger era both the B&O and L&N ran passenger trains across the Mississippi River into St. Louis, their freight service operations ended in East St. Louis, Illinois, on the east bank of the Mississippi River in the area's flood plain bottoms. Movement of freight cars between the various east and west bank rail yards was carried out by the local belt railroad, Terminal Railroad Association (TRRA). Both the B&O and L&N held a financial interest in the TRRA.

The B&O's Cincinnati to St. Louis rail line was a single track mainline using ABS signals and was dispatched from Washington, Indiana. The trackside signal lights were approach lit, but the dispatchers at Washington, Indiana, also used the radio to communicate with trains on the line. The B&O line entered the greater St. Louis area from the east at O'Fallon, Illinois. From here the B&O's track headed northwest to Caseyville, Illinois. From Caseyville, the B&O rails paralleled Conrail's Pennsylvania Railroad (PRR) track into East St. Louis. During the B&O journey to the Mississippi River in the East St. Louis area, it crossed the track of the Alton & Southern Railroad (A&S) at HN Cabin and the TRRA and Southern Railway (SR) tracks just west of Willows near Cone Yard. Due to the good grade and curvature of the B&O rail line between Cincinnati and St. Louis, almost all of the CSXT power used on the line was EMD B-B units, mainly GP 38 and GP 40.

Cone Yard was the B&O's major St. Louis area yard, located in East St. Louis on the Mississippi Riverbank. It was a stub end yard located between Willows and Relay. The B&O engine terminal, with steam era roundhouse, was on the northeast side of the yard. Access to Cone Yard was by St. Clair Street. During the summer of 1981, CSXT closed the L&N's East St. Louis engine facility in favor of both railroads using the B&O Cone Yard engine facility. The B&O, at this time, also had a small piggyback yard on the east bank of the Mississippi River near the M L King Memorial Bridge.

Previous to the forming of CSXT, all B&O road freight originated or terminated at Cone Yard. But starting in 1982, only a few CSXT road freights originated or terminated at Cone Yard. Most CSXT freight trains run directly over A&S track from HN Cabin to Gateway Yard or over TRRA to Madison Yard. Both A&S and TRRA pick up pre-blocked trains from Gateway and Madison Yards for turning over to CSXT crews so the cars do not have to be sorted into a train at Cone Yard.



B&O's Cone Yard on the Mississippi River. The L&N Yard is the un-named yard below the B&O Yard and above the PennCentral (PC) Yard.



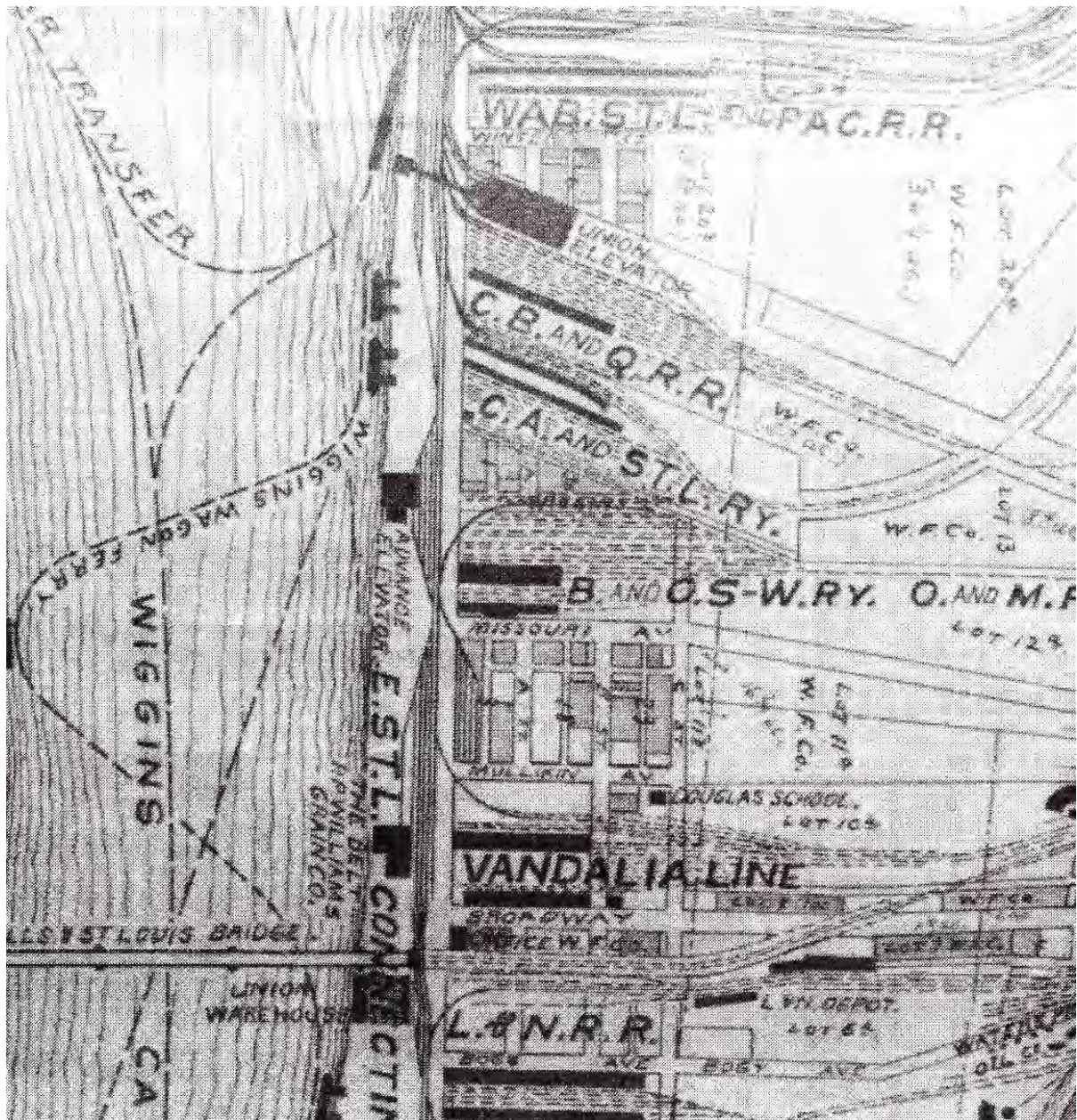
Note B&O Yard in the upper right and L&N Yard in the lower left.



*Travelift crane operator deposits demountable body onto flat car at B&O's East St. Louis TOFCEE handling facility. At present B&O has 255 demountable bodies in piggyback service, and 405 wheeled vans. An additional 100 vans are now on order*

The L&N's mainline from Evansville to East St. Louis was the single-track St. Louis Subdivision Line that used ABS signaling and radio dispatch. The subdivision's dispatch center was located at Evansville. The L&N rail line approached East St. Louis from the southeast, entering the Greater St. Louis area at Belleview, Illinois. At Belleview, the L&N crossed the SR mainline. Upon crossing the SR, the L&N ran northwest along the Mississippi River Bluffs to the bottoms at French Village, Illinois. The L&N rail line then ran through the bottoms for East St. Louis. At East St. Louis, the L&N crossed the A&S track at Louisville Crossing. The L&N, upon leaving Louisville Crossing, crossed over the track of the TRRA and SR at Winstanley. The L&N track then headed for the B&O main, which it followed to the Third Street Yard. The L&N operated both B-B and C-C units on the St. Louis Subdivision.

CSXT in 1982 closed the L&N's Third Street Yard and moved much of its activity to B&O's Cone Yard. The Third Street Yard was relegated to car storage for a short period of time and then CSXT took up the yard's track centering all of its train operations at Cone Yard. The Third Street Yard was reached by Missouri Avenue.



1897 map of East St. Louis, Illinois, showing both the L&N Yard and the B&O Yard. The B&O, at this time, was known as the Baltimore & Ohio Southwestern Railway.

CSXT 1871 – ATLANTIC COAST LINE HERITAGE UNIT  
Everett Young







## CSXT AND SHORT LINE RAILROADS

CSXT is served by 242 short line railroads. A short line railroad is generally said to be a railroad operating over less than 30 miles of track that provides direct rail service to a trackside customer or customers. All freight cars handled by a short line railroad are taken to a trackside location for loading or unloading by a customer, unless they are being stored for another railroad or a private car owner. All of the freight cars moved over a short line are interchanged with a Class One or Class Two railroad. Short line railroad operators generally have lower labor, overhead, and regulatory costs than Class One and Class Two railroads, and therefore are often able to profitable operate rail lines that lost money for their Class One or Class Two owners.

The short line railroads serving CSXT are of three types, Handling Railroad, Interline Settlement System Carrier (ISSC), or Junction Railroad. A handling railroad, per written contract, is paid a fixed amount of money by CSXT for each type of freight car it receives from CSXT. In general, the fixed fee, depending on the car's commodity and the distance the car must be moved, is somewhere in the range of between \$250 and \$500 per car. The handling railroad's name will not be listed on the invoice CSXT presents to the freight cars shipper or owner. An ISSC railroad differs from a handling railroad in that it sets the cost of moving a freight car over their rail line and their name appears on the billing invoice CSXT presents to the shipper. A Junction Railroad, depending on the car type and commodity carried, may function as either a handling railroad or a ISSC railroad.

CSXT is currently served by 78 handling railroads, 70 ISSC railroads, and 94 junction railroads. In a number of cases these short line railroads are not owned by an independent operator, but are part of a larger railroad holding company, i.e. R J Corman or Genesee & Wyoming.



R J Corman Central Kentucky Lines connects CSXT track at Winchester, Kentucky to CSXT track at Louisville, Kentucky. Seen here are the R J Corman 50<sup>th</sup> Anniversary locomotives RJCC 2023 and RJCC 1973 at Benson, Kentucky, hauling flatcars that carry 60-ton aluminum ingots.  
(Charles H Bogart)

# Congratulations, **Cecilia Schmierer**

## *Railway Age's 2024 'Fast Trackers' Under 40 Honoree*

Cecilia joined CSX with boundless enthusiasm and determination to make a difference. Today, eight years later, she is a valued contributor to our team, the company and the broader rail industry.

Rising through the ranks, Cecilia now serves as Director of Risk Management, a testament to her exceptional collaborative skills, expertise in claims resolution and strong leadership capabilities. She embodies the spirit of ONE CSX with an unwavering commitment to continuous learning, industry involvement and improving our communities.

Congratulations, Cecilia, on being named a 2024 Railway Age 'Fast Tracker' honoree.



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