

JOURNAL OF THE CSXT[®] HISTORICAL SOCIETY

____Volume 1 Number 1____



2012 CONVENTION COVERAGE

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JOURNAL OF THE CSXT® HISTORICAL SOCIETY

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2012 Volume 1 Number1

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MESSAGE FROM THE PRESIDENT OF CSXTHS

Charles H. Bogart

I will try to answer a number of questions that have been posed to me about the Who, What, Where, How, and When of the formation of CSXTHS.

Over the years, a number of railfans belonging to various fallen flag historical societies, now gathered under the CSX Transportation umbrella, have had discussions about forming a historical society dedicated to recording the history of CSX Transportation. CSXT has been a major player in the movement of goods within the United States and Canada since 1986. While we all agreed that forming such a society was a needed step in preserving U.S. rail history, no one had the time to step up and get the organization running. Shortly after I retired, it was suggested that I take on this responsibility of organizing CSXTHS. After talking with Tom Dixon about his efforts to form the Chesapeake & Ohio Historical Society, and with some guidance from Rick Tabb and Kevin EuDaly, I set out to form the legal structure of CSXTHS.

My request of CSX Transportation in Jacksonville to form a CSX Transportation Historical Society was met with quick approval; however, filling out all the internal CSXT legal forms took quite a bit longer. Filling out these CSXT forms required CSXTHS to exist as a legal entity and have a banking account. We thus filled out the necessary papers with the Commonwealth of Kentucky and are a registered non-profit organization with the office of the Kentucky Secretary of State. We also proved to Homeland Security that we were not out to launder money and gained their approval to open a bank account with Whitaker Bank, a Kentucky corporation.

Now, who am I? I recently retired as a Planning Project Officer for the Kentucky Department of Military Affairs, Division of Emergency Management. I was born next to the Chesapeake & Ohio Railway in Newport, Kentucky, and went to school alongside the tracks of the Louisville & Nashville Railroad. I am Rules Training Officer and conductor at the Blue Grass Railroad Museum. I have chaired conventions for C&OHS, L&NHS, and Chessie System HS.

Our Executive Board consists of Ron Flannery, a railroad artist, photographer, and writer; Jim Corbett an active railroader, owner of private railcars, and a member of the Board of the Cincinnati Railroad Club; William Ambrose, a banker, small business operator, and accountant who has authored a number of railroad history books; and Greg Stevens who is computer operations manager, railroad photographer, and editor of the Journal of the Chessie Historical Society.

We had hoped to start out 2012 by CSXTHS publishing a bi-annual printed journal and then move to quarterly in 2013. The funding we had lined up for this project, however, collapsed due to changes in the United States economy, but our goal of opening a web site was achieved. Our eventual aim is to open a web site fully controlled by CSXTHS.

With the printing of a hard copy no longer possible, but having a web site, it was decided to publish the CSTHS Journal electronically four times a year. Since no one was willing to take on the job of being Editor, it has fallen to me to put out the first issue. I want to assure the members that the position of

Editor of the Journal of CSXTHS is open to whoever would like to take on this responsibility. In addition, we will need writers to provide material for the Journal.

At our first annual meeting held in Cincinnati at Tower “A” on August 11, 2012, the following was decided: 1) Set up annual dues of \$15 to cover administrative expenses; 2) Have an electronic journal; 3) Have a 2013 convention; and 4) Develop a membership program. Any volunteer wishing to take on membership development or the 2013 convention should contact me at csxths@fewpb.net.

CSXTHS 2012 GATHERING

FRIDAY, AUGUST 3, 2012, TRAVEL DIRECTIONS

KY 177 AND KY 1930 ARE NARROW

AND HAVE VERY SHARP CURVES.

DRIVE SLOWLY AND WATCH OUT FOR FARM EQUIPMENT.

11:30 AM – Meet in Holiday Inn lobby, 600 W. Third Street, Covington

Noon – Leave Holiday Inn and take CSXT Ohio River Bridge to Cincinnati. At end of bridge, turn left on Third Street.

You will go a short distance on Third Street when Third will fade to the left, and Gest Street will be in front of you. Take Gest Street and continue out Gest Street. Do NOT go up ramp.

Just before the railroad overpass is Dalton Street. Turn right on Dalton and go under Cincinnati Union Terminal. ONCOMING TRAFFIC DOES NOT STOP. Stay in right lane. Dalton will become Spring Grove Avenue. Queensgate will be on the left. It is a few miles to the Queensgate Yard entrance.

On Spring Grove get in left lane and go under CSX overpass. Then make an immediate left turn on Ralston Street. Park on left side before road leading into Queensgate.

12:30 PM - We will walk up to the CSXT Police shack to view the yard.

1:00 PM – Leave yard for the Greater Cincinnati Railroad Museum. Return to Spring Grove and turn right and follow I -75 Alternate signs back to CSXT Ohio River Bridge. Cross CSXT Ohio River Bridge back to Covington. Turn left on 5th Street and go to Madison Street.

Turn right on Madison. At MLK JR continue out Madison. The dark brick building on the right is the former C&O Covington Roundhouse.

1:30 PM – Drive a few blocks, and Kroger and Masonic Temple will be on your right. Just after these and BEFORE the railroad overpass, turn right onto 16th Street. You are at KC Junction. Footer for tower still stands. The track to the left is CSXT to Ashland. The track running south is CSXT to Winchester and Louisville.

1:45 PM – leave for Greater Cincinnati Railroad Museum. Turn right on Madison. At fork where Madison splits into KY 16 and KY 17, follow KY 16. Go under railroad track. At the intersection, turn left. Just short of the on-grade railroad track, turn right onto 34th Street. Go two blocks and turn left on Graff Street. You are at the Railroad Museum.

2:00 PM – Arrive Greater Cincinnati Railroad Museum.

3:00 PM – Leave for Progressive Rail. Return to KY 16 and turn right. In a few blocks you will turn left onto KY 177. Follow KY 177 BUT do NOT enter north end of DeCoursey Yard. Where road forks, take KY 1930 south. DeCoursey is on the left. Continue a mile or so to Railroad Drive, first road on left. Park in upper parking lot. We will be met by local officials.

5:00 PM – Leave Progressive Rail.

To visit CSXT Grant Tunnel upon leaving Progressive Rail, turn left and in two miles you will see the south end of the twin bore CSXT Grant Tunnel. To reach Covington, retrace the route to the CSXT Bridge, following KY 1930, KY 177, and KY 16.

To visit the site of the former Latonia Station and junction of CSXT LCL Subdivision, C-C Subdivision and CSXT Wilder Branch, return to Latonia via KY 1930, KY 177, and KY 16. One street before the CSXT on-grade railroad track, turn right onto 36th Street and go to Park Avenue. Turn left at Park Avenue. You are at the site of the former Latonia Depot. It was located inside the wye. The track to the left is to Louisville, right to Corbin. Directly across is Wilder Branch that leads to the steel mills at Wilder and a connection with CSXT track in Newport. Retrace the route via KY 16 and Madison to hotel.

To visit CSXT in Wilder and Newport, upon reaching Madison and M L King JR Street, turn right on M L King and cross the bridge to Newport. To your right will be the CSXT Ashland-Covington Licking River Bridge. Turn right at traffic light. The former Cincinnati, Newport & Covington Streetcar barn is on the right. Turn left on 12th Street for the former NX Tower. Park and walk up on to the pedestrian bridge. To reach Wilder, turn right and follow KY 9. Turn right on Steel Mill Plant Road to reach the steel mill. Do NOT enter as they are unfriendly. Return to KY 9, turn right for Fredericks Landing Park and the CSXT Wilder Branch Licking River Bridge.

Return to hotel by retracing the route to the CSXT Ohio River Bridge.

6:30 PM – Supper at Frisch's Big Boy in Covington under CSXT Bridge.

7:30 PM – Train watching from Devou Park. Great view of CSXT Bridge.

CSXTHS 2012 CONVENTION REPORT - DAY ONE

by
Charles H. Bogart

The first annual CSXTHS Convention kicked off at 11:00 AM at the Holiday Inn in Covington, Kentucky. We departed the hotel at noon for CSXT's Queensgate Yard. We had been granted permission to visit the north end of the yard from 12:30 PM to 1:00 PM, the central section from 1:00 PM to 1:30 PM, and the southern end of the yard from 1:30 PM to 2:00 PM. At 2:00 PM, we relocated first to CT Junction and then MD Cabin to watch various CSXT trains climb in and out of Queensgate via the Ohio River Bridge. At 3:00 PM, we set up at KC Junction in Covington where the former Chesapeake & Ohio Railway line from Ashland, Kentucky, joins the former Louisville & Nashville Railroad from Winchester, Kentucky, and from Louisville, Kentucky, and caught some more CSXT action. Our stay was short, as we had to be at Progress Rail at 3:30 PM for a tour of their car and paint shop. The tour started with a briefing of their corporation operations and then of their operations at DeCoursey Yard. We left DeCoursey at 5:30 PM and were fortunate to find a CSXT local in the yard preparing to leave to service local industries. After this photo shoot, it was now time for food, and after dinner, it was off to Tower "A" at Cincinnati Union Terminal for an evening of train watching.



A view into CSXT's Queensgate Yard from the northern entrance to the yard.



CSXT 3059, an ES44AC, and CSXT 8606, an SD50-2, lead a train north out of Queensgate.



Queensgate ran CSXT 1601 up to our viewing point to allow us to take some photos of their newest remote control Genset.



CSXT 8380, a SD40-2, is seen pulling a container train out of CSXT's Cincinnati container terminal.



CSXT 7928, a C40-8W, and HLCX 6230, a SD40-2, are seen entering the southern end of Queensgate Yard, having come off the Ohio River Bridge. They are passing the local switcher with shoving platform CSXT 904149 on its rear.



CSXT 7534, a C40-8, and CSXT 255, an AC4400CW, are seen near MD Cabin, climbing up the approach to the Ohio River Bridge



CSXT 8743, a SD60I, and CSXT 8100, a SD40-2, are north bound at KC Junction with a trainload of autoracks from Louisville. In the foreground is the former C&O track to Ashland.



We are inside Progress Rail Service car repair shop at DeCoursey Yard in Covington, inspecting the boxcars, autoracks, and gondolas undergoing repair. They do not work on tank cars here.



The yard goat at Progress Rail Service DeCoursey Yard; the ex-L&N turntable no longer turns.



CSXT 6403, GP40-2, and CSXT 2223, a road slug, are seen preparing to head out of DeCoursey Yard to do some local switching.



A view from Cincinnati Union Terminal Tower “A” down into Norfolk Southern Gest Street Yard, A Triple Crown trailer train is coming down Erlanger Hill and crossing over the Cincinnati Southern Ohio River Bridge. CSXT 116, an AC4400CW, and CSXT 7490, a C40-8, are waiting for a signal change to receive permission to start the climb up to the CSXT Ohio River Bridge.

CSXTHS 2012 GATHERING

SATURDAY, AUGUST 4, 2012, TRAVEL DIRECTIONS

ALL THE ROADS WE WILL BE ON TODAY

ARE NARROW AND HAVE VERY SHARP CURVES.

KY 8 HAS BAD DIPS IN IT DUE TO SHOULDER SLIDING.

DRIVE SLOWLY AND WATCH OUT FOR FARM EQUIPMENT.

Bring water and food with you; there are few places to obtain this along the way.

7:30 AM – Meet in Holiday Inn lobby, 600 W. Third Street, Covington

8:00 AM – Leave motel and take I-75 South to I-275. Take I-275 east to I-471/US 27. Take US 27 South to Paris, Kentucky.

Judge your time. Tour of TTI Yard at Paris starts at 10:00 AM. A number of sites along the way that can be visited are the following: At Falmouth, Kentucky. one can see the CSX Bridge over the Licking River. There is a small yard at Butler, Kentucky, and also one at Cynthiana, Kentucky. Cynthiana was twice attacked by Confederate troops, 1862 and 1864, and all railroad property burnt. At Lair, the bridge was burnt and the train robbed in 1863 by bushwhackers.

At Paris, turn left on US 460 and follow it into town. Turn right on High (US 68). Go two blocks and turn left on 10th Street, KY 627. Cross railroad tracks. Turn left into TTI Yard. Stop about 100 yards in and park. Wait until we are escorted the rest of way into yard.

10:00 AM – Tour of TTI Yard

11:30 AM – Depart for Maysville, Kentucky. On exiting the yard, turn left on KY 627 to Main Street, US 68. At US 68 turn right and follow US 68 to Millersburg, Kentucky. TTI will be on right. Continue on US 68. Take KY 36 where US 68 makes a sharp right and go into Carlisle, Kentucky.

As you enter Carlisle, turn right on Elm Street and then left on Market Street. The L&N Depot is still here. This was a large tobacco warehouse area. There are still some on-line shipments to Carlisle. Turn left on Broadway. It will become KY 32. Follow KY 32.

For a side trip at Cowan, Kentucky, you can turn left on KY 560. Then turn right on KY 165. This will take you to Ewing, Kentucky. There is a TTI spur and old L&N Depot here. Turn right just before the railroad tracks. Return to KY 165 and turn right. At KY 32 turn left.

At Elizaville, Kentucky, turn left onto KY 170. At KY 161 and KY 170 is the Flemingsburg Junction Depot which served L&N and Flemingsburg & Northern Railroad. TTI MoW equipment is often stored here. Continue on KY 170 to KY 324. Turn right on KY 324 and go to KY 11. Turn left on KY 11 and follow KY 11 into Maysville.

At Maysville, turn right on Forest Avenue, KY 10, by the old L&N freight depot. Follow KY 10 East past cemetery. Just beyond the cemetery on the left is a sign for the CSX Yard. Turn here and park in parking lot, by the house on the left just before the tracks. This is the CSX office building.

1:30 PM – Tour of CSX/TTI Ohio River Coal Loadout

3:00 PM – Return to KY 10 and turn right. In town when KY 10 turns left, KEEP STRAIGHT on Forest Avenue. It will become KY 8.

Follow KY 8 back to hotel. CSX will be on your right until Dayton, Kentucky.

As you leave Maysville, the Amtrak Depot is one block off KY 8 at Rosemary Clooney Drive. Here is located a small CSX Yard.

At Augusta, Kentucky, make a right turn at the first exit for a look at street running. The last exit back to KY 8 is Main Street.

At Silver Grove, Kentucky, the Lafarge Gypsum Plant covers the site of the C&O/Chessie Stevens Yard.

In Newport, Kentucky, at Saratoga Street, to your right is the ex-L&N Highway/Streetcar/Railroad Bridge closed by CSX and now used as a footbridge.

6:00 PM – Pizza and slide shows at Cincinnati Union Terminal Tower A. ===== To reach Tower A, take the CSXT Ohio River Bridge from Covington. On the Cincinnati side, turn left on 3rd Street. After about a block, turn right on Gest Street and follow Gest. Do NOT go up ramp. Turn right at Dalton Street just before railroad overpass. Go under CUT. At the end of the tunnel, turn left on to Kenner Street. At the end of Kenner, turn right, then right at the next street. CUT is in front of you. Park in parking lot. Parking is \$8.00.

TTI Railroad frequencies - 160.665, 161.265, 161.445

CSXTHS 2012 CONVENTION - DAY TWO

Saturday saw us leaving the hotel at 8:00 AM for a drive to Paris, Kentucky. We stopped at Butler, Kentucky, hoping to catch a CSXT train but it had already passed northward. We arrived at Paris at 10:00 AM for a tour of TransKentucky Transportation Inc. (TTI) Rail Yard. TTI, a short line running from Paris to Maysville, Kentucky, has been owned since 1991 by CSXT. TTI runs over former Louisville & Nashville track. Our escort at the railyard was TTI President Russell Rogers. With the exception of one locomotive at Maysville, TTI's complete locomotive fleet was at the yard. TTI's sole business is pulling CSXT coal hoppers from Paris to the CSXT Ohio river barge loadout at Maysville. We had complete run of the yard and roundhouse as no rail traffic was moving. Coal delivery was down and no train run was scheduled until Monday. High points of our visit included a ride on the turntable, a tour of Mr. Russell's private rail car, a converted Chesapeake & Ohio Railway caboose, and a TTI baseball cap for each of us.

From Paris, we followed TTI's rail line to Carlisle, Kentucky, where we had lunch and explored the former L&N Depot and the inactive TTI Yard. Then it was on to Maysville and a tour of CSXT's Ohio River Coal loadout, Transcontinental Terminal Inc. (TTInc). Here Kendall Gulley, the site manager, gave us a tour of the coal hopper discharge facility and then of the Ohio River barge loadout facility. We were all amazed to learn that CSXT, through TTInc, owns an Ohio River towboat, *Janet Elaine*. While we were at TTInc, a CSXT steel coil train roared by, eastbound on the CSXT mainline.

Upon leaving TTInc, we drove to CSXT's Maysville Yard where we found the local switcher tied down. We drove back to Covington following CSXT's ex C&O line to Newport, Kentucky. Stops were made at Dover and Augusta, Kentucky, but no trains were found. At Newport, we headed for Wilder, Kentucky, the location of a steel pipe fabricator. Here we found a CSXT train tied down on the Wilder Branch, waiting to head east over the ex-C&O track to Ashland.

Next we drove to the former site of the Latonia Kentucky Depot by way of DeCoursey Yard. In the yard waiting for a green signal sat a CSXT train trying to get into Queensgate. Our next stop was the site of the former L&N Latonia Depot. It is here that the Wilder Branch, the C-C Subdivision (Winchester-Cincinnati), and LCL Subdivision (Louisville-Cincinnati) meet, the LCL joining the C-C by a wye. Thanks to recent CSXT rebuilding of the interexchange, one cannot get up and personal with it as in the past. No train arrived to greet us while we were here. We then drove to Devou Park and settled down at the overlook above the CSXT Ohio River Bridge. Lack of pruning meant we had to cut back some of the bushes for a good view. During our stay, we saw only one northbound CSXT train. One other CSXT train was tied down on the bridge waiting to get into Queensgate.

We reluctantly left Devou Park for a quick dinner, and then it was off to Tower "A." First, a CSXTHS business meeting was held to discuss the direction of the organization. After the meeting, we were treated to great slide show put on by Steve Fuchs and Rick Acton of CSXT train operations from NJ Cabin to Circleville, Ohio. Before leaving Tower "A," a number of members shot some nighttime pictures of the rail activity taking place below.



Above: CSXT 5118, an AC4400CW-H, and CSXT 4755, a SD70MAC, are seen waiting in the CSXT Yard at Paris for permission to leave the yard.

Below: The dispatcher has given the two locomotives permission to leave the yard. CSXT 4755 emits a trail of black smoke as its diesel is revved up.





TTI's newest power, TTI 5884, TTI 5902, TTI 5911, and TTI 5819, all B36-7s, show off TTI's latest paint scheme.



TTI's business car, TTI 253, is an ex-Chesapeake & Ohio Railway caboose that has had its interior upgraded.



Above and below are interior views of TTI's business car. Members are showing off their new TTI hats.





TTI 5839, a B36-7, rests on the turntable while CSXT 5808, a B36-7, sits outside of the roundhouse. CSXT 5808 is being prepared to enter TTI service.



TTI 257, a U28B, and TTI 5807, a B36-7, rest on the RIP track at the yard ready to be brought back to service when coal traffic increases.



CSXT 5817 and CSXT 5809, both B36-7s, are used as spare part sources to keep TTI's other ex-CSXT locomotives running.



TTI 5857, a B36-7, rests over the inspection pit in the roundhouse as two CSXTHS members explore the roundhouse.



We are taking the tour of the TTInc coal unloading facility. In the foreground is the coal dumping station and to the right is the operator's console. Power to move the coal cars into the facility is supplied by TTI 260, a U28B.



The 1980 built, 1,400 horsepower *Janet Elaine* is TTInc's harbor boat. She is used to bring empty barges to the riverbank coal flood loader and to remove loaded barges.



TTInc barge flood loader at Maysville. The facility delivers coal to power plants along the north shore of the Ohio River, which do not have rail access. A cooling tower of such a plant can be seen right center under the conveyor belt.



CSXT 783, an ES44AC-H, and CSXT 438, an AC4400CW, are east bound with a steel coil train at TTInc Ohio River coal loadout.



CSXT 2290, a road slug, and CSXT 6484, GP40-2, are seen tied down at the Maysville Yard.



CSXT 903945 is the Maysville Yard's showing platform.



CSXT 5118, an AC4400CW-H, and CSXT 4755, a SD70MAC, are seen tied down on the Wilder Branch. We had encountered this train as we entered the CSXT/TTI Yard at Paris.



At the north end of CSXT's DeCoursey Yard, an impressive lineup of CSXT locomotives wait to drag their train across the Ohio River to Queensgate. In the consists are CSXT 78, an AC4400CW; CSXT 7771, a C40-8W; CSXT 4744, a SD70MAC; and CSXT 5220, an ES44DC.



The view from Devou Park down onto the Kentucky approach to the CSXT Ohio River Bridge. CSXT 136, an AC4000CW, and CSXT 656, an AC6000CW, lead a unit coal train.



CSXT 7340, a C40-8W, and CSXT 5414, an ES44DC, are heading south out of Queensgate Yard for Louisville with a train made up of boxcars full of auto parts and empty autoracks. In the upper center is CSXT Queensgate Intermodal Yard. The two GP40-2s that are assigned to the intermodal yard are seen tied down.



Two night views from Tower "A," looking south in the above photo and north in the lower photo. In both photos, a CSXT autorack train sits waiting for a green signal so she can proceed southward. Off to the right is Norfolk Southern's Gest Street Yard.



CSXTHS 2012 GATHERING

SUNDAY, AUGUST 5, 2012, TRAVEL DIRECTIONS

WATCH YOUR SPEED. I-71 IS PATROLLED

KY 227, KY 467, KY 16, AND KY 17 ARE NARROW

AND HAVE VERY SHARP CURVES.

DRIVE SLOWLY AND WATCH OUT FOR FARM EQUIPMENT

!!CHECK THE GROUND FOR SNAKES!!

7:30 AM – Meet in Holiday Inn lobby, 600 W. Third Street, Covington.

8:00 AM – Leave hotel. Take I-71 south to Exit 44 -- KY 227 and exit.

Turn left and drive south on KY 227, a little over a mile. Carrollton Railroad is on right.

9:30 AM – Carrollton Railroad Yard will be on right. A no name farm road leads into the yard from KY 227 at its south end. This is a public road to the turnaround in the middle of the yard. Road is narrow and beat up, not recommended for cars with low clearance.

Return to KY 227 and continue south to KY 467. Turn left, east for Worthville. Public parking alongside road by CSX Yard. This was a coaling and watering point for L&N. When facing CSXT Yard, Louisville is to the right and Cincinnati to the left. Carrollton Railroad track is nearest the road. (CSXT Kentucky River Bridge and Worthville Yard can be seen from KY 227 overpass.)

After viewing yard, drive east on KY 467 following CSXT LCL Subdivision track through Sanders and Sparta to Glencoe. Small CSXT MoW yard at Glencoe.

Continue on KY 467 past Glencoe. Roughly 2 miles east of Glencoe on the left is Eagle Tunnel Road. This road now dead-ends at the site of the former tunnel. It was daylighted by CSXT circa 2005 due to a cave in. Be careful. This road is very narrow and steep. There is only a small turn around at end of road.

From Eagle Tunnel Road, return to Glencoe. Turn right, north on US 127. Turn right, east, on KY 16 to Verona and Walton. Just north of Walton, KY 16 crosses CSXT/NS railroad track. The view is from the north side of highway bridge.

Continue on KY 16 to KY 17. Turn left on KY 17 and follow KY 17 back to Covington. The ex-L&N now CSXT Independence Trestle will be on your left just past KY 1501. (Doe Run Park)

Noon – Follow KY 17 to Covington and the hotel. End of CSXTHS Gathering.

CSXTHS 2012 CONVENTION - DAY THREE

We again left the hotel at 8:00 AM and crossed over the Ohio River to Cincinnati. Here we turned and followed the river west. Running along the north shore of the river were CSXT track, (ex-Baltimore & Ohio Railroad), and Indiana & Ohio Railroad, (ex-New York Central System), parallel tracks. At Fernbank, we found the CSXT local switcher tied down outside of a rail to barge grain loadout facility. After a quick picture shot from our car, we ran onto Cleves, Ohio, and the Indiana & Ohio Railroad Yard. After checking in with the guard, we took some photos of the only power in the yard, a switcher carrying Pittsburgh Industrial Railroad reporting marks.

Upon leaving Cleves, we ran down along the Ohio River to Markland, Indiana, where we crossed to the Kentucky shore. Here we visited Gallatin Steel's locomotive facility and were able to photograph Carrollton Railroad making a delivery of lumber. From here, we drove to Langstaff, Kentucky, and visited the Carrollton Railroad Yard. The Carrollton Railroad is owned by CSXT. Sitting in their yard on the outbound track was a train ready to pull to Worthville for an inter-exchange with CSXT. After taking some photos here, we drove to CSXT's Worthville Yard. Disappointedly, it was empty of power. Normally a train will be waiting here to proceed east or west. It is single track for 10 miles both eastward and westward from Worthville.

From Worthville, we ran east along CSXT's LCL subdivision for Eagle Tunnel. The tunnel is now daylighted and makes a great location for shooting photos. Here we caught one train. It was now past noon when we were supposed to be back at Covington since some had planes to catch. The 2012 CSXTHS Convention ended at Eagle Tunnel. With goodbyes to all, we scattered to the wind, and I took my riders to the Cincinnati-Northern Kentucky Airport. I headed home from the airport by way of Worthville in hopes of finding a CSXT train. As I drove into Worthville, a CSXT train westbound came to a stop, holding for an eastbound train. As I needed to get home, I grabbed some shots of this train and did not wait around for the eastbound train.



CSXT 6452, a GP40-2, rests outside of Cargill's rail-to-barge facility. Grain is being stored in the open under tarps behind the locomotive. The track in the foreground is Indiana & Ohio Railroad.



Indiana & Ohio Railroad Yard at Cleves. Pittsburgh Industrial Railroad 2342, a SW1200RS, had behind her a string of twenty CSXT covered hoppers.



A Carrollton Railroad train, headed by leased CSXT 2258, a road slug, and CSXT 6487, a GP40-2 with four cars of plywood, is seen at the end of the track.



Gallatin Steel at Ghent, Kentucky, operates a number of remote controlled switchers within its facility. Undergoing service within the locomotive shop is GMTX 92, a SW1001.



Gallatin Steel 1002 died a few years ago and has been shoved toward the back of the property. In the background is Gallatin Steel offsite storage yard where they interchange cars with Carrollton Railroad.



The Carrollton Railroad Yard has five tracks and lies between KY 227 and the Kentucky River. CSXT 8199, a SD40-2 under lease to Carrollton Railroad, waits for a crew. The tank cars have come from Dow Corning Chemical Plant.



We are looking west from the former site of Eagle Tunnel. Heading east on the LCL Subdivision is a manifest train headed by CSXT 3052, an ES44AC; CSXT 7812, a C40-8W; and an unknown unit. The tunnel was daylighted following a cave-in at the east portal circa 2005. (Dave Morse)



A westbound CSXT grain train powered by three locomotives: CSXT 7888, a C40-8W; CSXT 4595, a SD80MAC; and CSXT 5239, an ES44DC, waits in the hole at the Worthville Yard.

CSXT RULES TEST

Rule 60-A

94. Audible defect detectors are equipped with a defect light and two integrity lights (continuously lighted _____ light(s) located adjacent to the track at the detector location.

1. White.
2. Green.
3. Orange.

Rule 60-A

95. _____ the entire train passes an audible defect detector, the detector will make a Post Train Analysis.

1. As soon as.
2. Two minutes after.
3. Approximately one minute after.

Rule 60-A

96. Crewmembers of trains having passed an audible defect detector must _____ the identification of the defect(s) given in the post analysis message during the message transmission.

1. Observe.
2. Record.
3. Repeat to each other.

Rule 60-A

97. After the rear of a train has passed a functioning defect detector and the post analysis message indicates no defects, _____.

1. The train must be stopped.
2. The train must be stopped and inspected per rule 45.
3. The train may proceed.

Rule 60-A

98. After the rear of a train has passed a functioning defect detector and no post-analysis message is received:

1. The train may proceed without stopping.
2. The train must be stopped and the entire train inspected.
3. The train must be inspected by a running inspection.

ANSWERS – 94-1; 95-3; 96-2; 97-3; 98-2;

Photo Credits to – C H Bogart for all, except Eagle Tunnel which is by Dave Morse