

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

Volume 3 Number 1



CSXTHS 2014 CONVENTION ISSUE

CSXTHS is not affiliated with CSX Transportation® and is a nonprofit corporation chartered under the laws of Kentucky.
CSX Transportation ® and its logos are used here within with the written permission of CSX Transportation. ®

CSXTHS PRESIDENTS MESSAGE

I wish to thank Everett Young for putting on such a great 2014 CSXTHS convention at Pikeville, Kentucky. We visited both ex Chesapeake & Ohio Railway and Clinchfield Railroad track, (some of this track I had not known existed), saw a number of working and non-working coal tipples, visited some difficult to find railroad tunnels, viewed various active and inactive CSXT yards, chased a number of trains to grab that great photo, passed through a number of coal camps in various stages of decay (some were ghost towns), and were guests of honor at the Elkhorn City Railroad Museum.

The 2015 CSXTHS Convention is scheduled for June 5-7 at St. Albans, West Virginia. More information will be posted on the society's web page in January 2015. Our group leader for the convention will be Matt Crouch. The 2015 Convention will be a joint CSXTHS and Chessie System Historical Society outing. Anyone interested in hosting the 2016 CSXTHS Convention, please send a proposal to the CSXTHS President.

During the past quarter, I met with the C&O Historical Society concerning CSXTHS and C&OHS working as a unit on preserving rail history. C&OHS was somewhat willing to work with CSXTHS. The first proposed endeavor between the two organizations will be the sale by the C&OHS company shop of a joint CSXTHS and C&OHS book containing 1990 era diagrams of various classes of CSXT freight cars. If any member of CSXTHS has a later edition of CSXT's freight car diagram book or of a CSXT locomotive diagram book, CSXTHS would be willing to pay the cost of copying such a book for placement in the CSXTHS library.

CSXTHS, during the last quarter, received e-mail messages from a local historical society in Alabama seeking information on the history of the CSXT rail lines in their area. We were able to supply some basic information and direct the historical society to two fallen flag historical societies. We were also approached by a local NMRA chapter seeking information on a CSXT covered hopper that they hope to build in HO scale as a fund raising venue. We were able to supply most of the information they sought.

**SEE YOU AT
ST. ALBANS, WEST VIRGINIA,
ON JUNE 5-7, 2015
FOR THE CSXTHS CONVENTION.**



This sign on the outside wall of the Coal Run Yard Office shows the yard's C&O heritage.



A view east into Coal Run Yard. On the left are CSXT 756 and CSXT 979 preparing to leave the yard, while on the right, mine critter NERX 1287, ex Canadian Pacific, waits for its next call by Ramsey Mine for work. In the background are two more coal load outs: Coal Mac 2 and Stone Coal.



NREX 1287, ex Canadian Pacific #1287, a SW 10 mine critter owned by Ramsey Mining Company, is seen at rest on the track that runs under the company's coal tipple.



CSXT 756 and **CSXT 979**, under the watchful eye of the conductor, lower left, pulls her string of 45 loaded coal hoppers out from the yard. Once clear of the yard switch, the conductor will throw the switch and the engineer will back into the yard to pick up the remaining 45 cars of his train.



Above and below: Located at CMP 9.5 on the Coal Run Subdivision is the Scotts Branch Mine coal tipple owned by Excel Mining. The tipple loads a train once a week. The tipple has its own mine goat, JDNX 2001, a cableless ALCO locomotive. Note the operator's platform to the left of the front coupler.





Located near the end of the Coal Run Subdivision is the High Ridge Mining Coal Preparation Plant and Coal Loadout. Coal is seen here being carried by conveyor belt from the preparation plant to the coal stockpile. From here it will be transported by another conveyor belt to the tipple. The CSX siding name is "Goff."



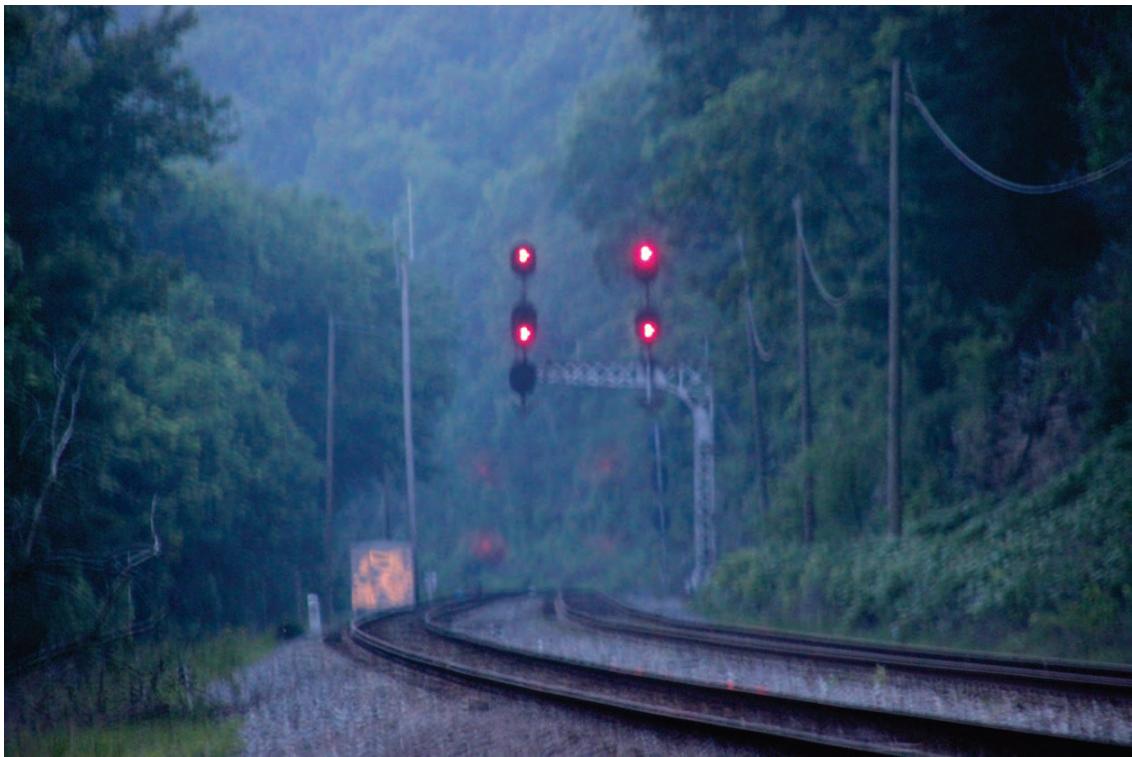
NS pokes its nose into what should be CSXT territory near Lick Creek Station. This area had been served by the C&O in the past but the building of Fishtrap Dam by the Corps of Engineers severed this area from the C&O mainline. The NS locomotive is preparing to pull the train under the coal flood loader.



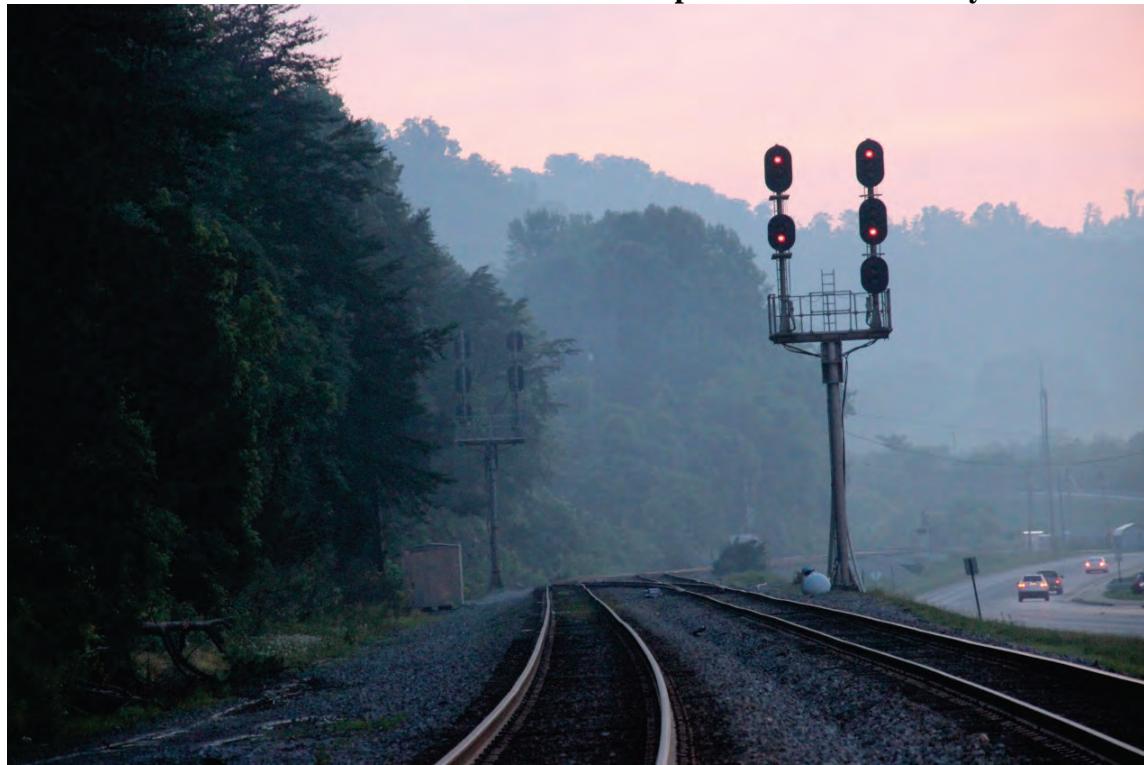
CSXT 5236 and CSXT 5427, both GE ES44DC units, lead a unit coal train across KY 80 at Elkhorn City.



CSXT 557 and CSXT 526, both GE CW44AC units, are seen at Elkhorn City running light back to Shelby Yard after completing their unit coal train pushing service.



Above and below are photos of the signals governing the CSXT mainline and passing tracks at the rear of our motel. The track is ex Chesapeake & Ohio Railway.





CSXT 237, a GE CW44AC, and CSXT 3098, a GE ES44AH, lead a unit ballast train north on the main at Coal Run.



Looking south from the CSXT main at Coal Run Junction. The cantilever signal protects the track on the left that leads into Coal Run Yard and Coal Run Subdivision.



During our visit to Shelby Yard they were having a safety stand down. The track gang in this truck drove beyond their limits and collided with a stopped train waiting for the track gang to report they were clear of their work block.



The photo line is being set up at the middle entrance to Shelby Yard.



Seen heading out of the Shelby Yard locomotive service area to pick up a unit coal train tied down in the yard are CSXT 8029, a SD40-2; CSXT 4037, an EM SD40-3; and CSXT 646, a GE CW60AC. Note the conductor is on the ground throwing the switch.



Thursday night at the south end of Shelby Yard CSXT had on display an imposing line up of locomotives. From left to right are CSXT 5367, a GE ES44DC with a unit coal train; CSXT 65, a GE AC4400CW with a unit coal train; CSXT 588, a GE AC4400CW-H in helper service; and CSXT 763, a GE ES44AC-H heading up an ethanol unit train.



CSXT 5367, a GE ES44DC, and CSXT 104, a GE AC4400CW, head out south from Shelby Yard with their unit coal train



Within five minutes of CSXT 5367 and CSXT 104 leaving with their unit coal train, CSXT 5236, a GE ES44DC with a ballast train in tow, pulled up to occupy the track just vacated.



Photo by Chris Anderson - Appalachian News-Express, Pikeville, KY

Above and below: On April 26, 2014, the CSXT Tunnel on SV&E Subdivision (Sandy Valley & Elkhorn) at Robinson Creek caught on fire. It took fire fighters almost three weeks to control the fire as the tunnel's creosote timber linings burnt sending out toxic fumes. During our visit, CSXT crews were inserting bolts into the tunnel's roof to hold it in place. Train service to three cut off coal mines was to start within the next two days. All the mines reported large stockpiles of coal ready to move.





With the sounds of a horn blowing in the distance, the photo line starts to form at the Elkhorn City Railroad Museum. City officials were nice enough to open the museum for the membership to tour. The membership is standing on the spot that is covered with children on the Saturday before Thanksgiving waiting for the Santa Train.



With CSXT 8029, a GM SD40-2 in the lead; followed by CSXT 4033, a GM SD40-3; and CSXT 646, a GE AC4000CW-H, a grain train rolls past the Elkhorn City trackside marker. CSXT 8029 is on Clinchfield track while CSXT 4033 and CSXT 646 are on Chesapeake & Ohio track. The Elkhorn City trackside sign is Mile 0 on the Clinchfield and Mile CMG 128 on the C&O.



It was a 90 minute wait at the Elkhorn City Levisa Fork Railroad Bridge before this unit coal train headed by CSXT 3109, a GE ES44AC-H; and CSXT 667, a GE 6000CW-H; with CSXT 526 and CSXT 557, both GE AC4400CW-H in pusher service, completed its journey from Shelby Yard to this point. We would chase this train to Dante, Virginia.





While standing trackside at the Levisa Fork Railroad Bridge in Elkhorn City, we were visited by Mayor Mike Taylor, blue shirt center, who welcomed us to his city. He stated that if he had known we were coming, we could have eaten with him at the city's breakfast fish fry.

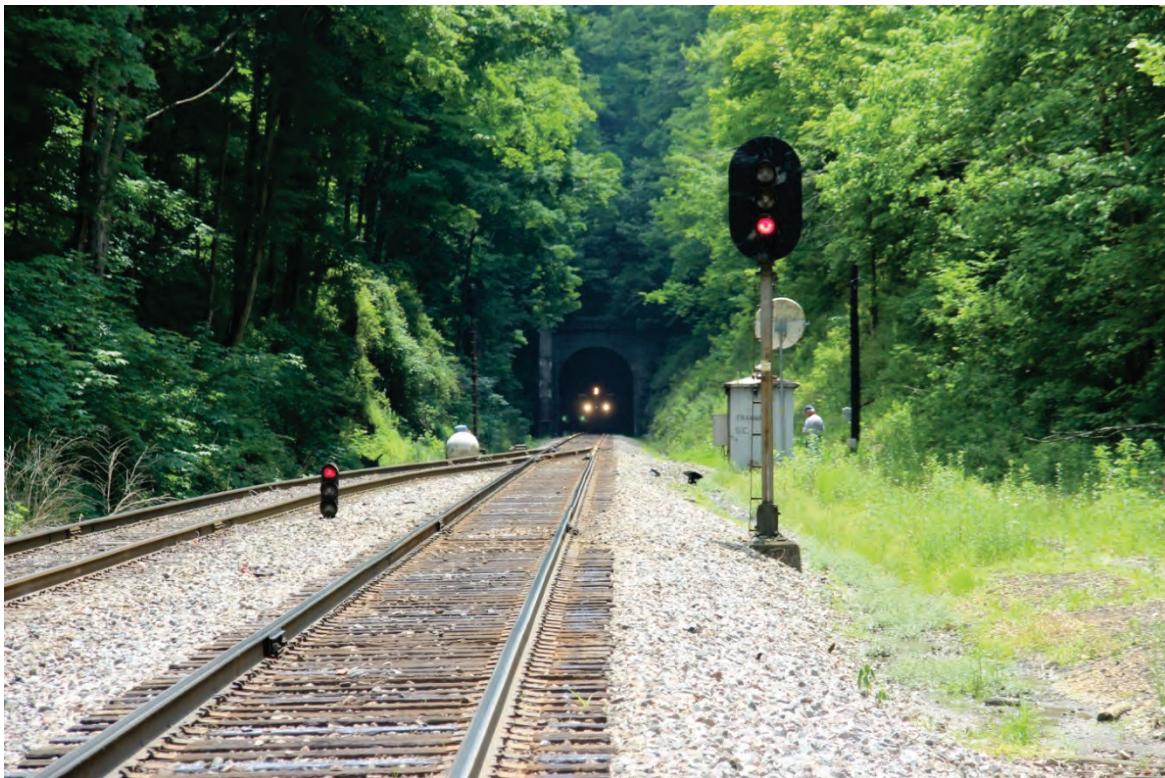


CSXT 3109, with CSXT 667, are seen here exiting Sykes Mill Tunnel, MP 16.8, on their way south from Shelby Yard.

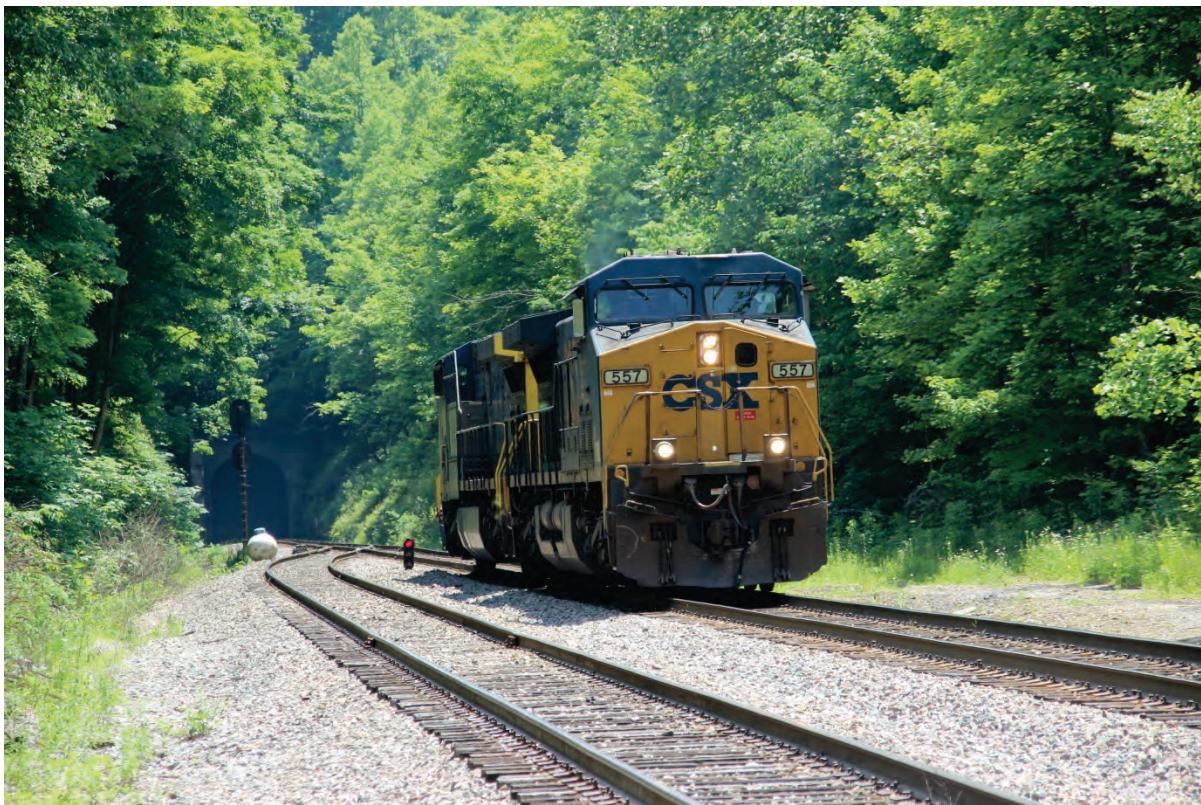


Above and below: CSXT 3109 and CSXT 667 are seen at the approach to Sandy Ridge Tunnel. This tunnel is, at 7,854 feet, the longest on the former Clinchfield Line.





Above and below: CSXT 557 and CSXT 526 are seen here running light northbound at Sandy Ridge Tunnel. They have cut loose from the unit coal train they were helping and are now returning to Shelby Yard.





Looking north through CSXT's Dante Yard, ex Clinchfield. The yard was devoid of power during our visit. An empty unit coal train occupied the yard's center track while the right track held a string of bad order cars.



A view south into Elkhorn City Yard. CSXT 254, a GE AC4400CW, was working a unit coal train at the coal loadout at the south end of the yard during our visit. This yard was owned by Clinchfield, but C&O had track rights to the yard for interexchange purposes.



Above and below: We are at Milepost One on the Clinchfield, viewing a unit coal train heading south powered by CSXT 5236 and CSXT 5427, both GE ES44DC; with CSXT 588, a GE AC4400CW-H; and CSXT 5465, a GE ES44DC, providing pusher service.





Above and below: Located on the CSXT mainline at Ivel, Kentucky, is the Southern Marine Terminal Coal Preparation Plant and Coal Loadout. While coal was being stockpiled for a unit train loadout, no train was to be loaded until the following week.





Looking into the east end of Martin Yard. Note the sign stating that crews, upon entering the Martin Yard Limit, are running over the Elkhorn & Beaver Valley Subdivision, and Rule 96, "Trains may use tracks other than main track, signaled tracks, or sidings without permission" now applies.



Waiting to leave Martin Yard were two unit coal trains, one headed by CSXT 436, a GE AC4400CW, and the other by CSXT 3031, a GE ES44AC-H. Both trains are carded to run south, but the lead to the mainline faces north. This is a result of the fact that when under C&O ownership, all trains from the Big Sandy Valley ran north to Russell Yard before being sent forward. Thus when CSXT 436 pulls clear of E&BV on to the mainline, she will have to tie her train down and then uncouple from her train. CSXT 436 will then run around the train and couple onto the other end. The Conductor will be shuttled back and forth between the ends of the train by a crew van as the train is made ready for its run to South Carolina.



Sitting at Beaver Junction waiting for permission to leave the mainline to enter the E&BV Subdivision to reach Martin Yard were CSXT 5211, a GE ES44AC, and CSXT 101, a GE AC4400CW, with an empty unit coal train.



Situated on the east side of the Paintsville Yard is the former C&O Passenger Depot now used by CSXT Signal Gang. Note the wye that leads out into the street behind the photographer. The lead is just long enough to hold one locomotive.



CSXT 2802, a GM GP38-2, was holding down the Paintsville Yard switching job. She has behind her a string of covered hoppers full of Ammonia Nitrate which will be delivered to a nearby plant. At the plant the Ammonia Nitrate will be turned into an explosive for use in mining.



This former C&O locomotive shed still stands on the east side of the Paintsville Yard. CSXT uses it for storage of odds and ends, but the track is still in place.