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## 2015 CONVENTION ISSUE

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## REPORT ON THE 2015 CSXTHS CONVENTION

The 2015 CSXTHS Convention was headquartered at St. Albans, West Virginia. The CSXTHS Convention opened Thursday night, 4 June, at the St. Albans Depot with two railroad related power point presentations by members of the St. Albans Depot Historical Society. The rest of the convention was spent railfanning former Chesapeake & Ohio Railway sites that are now part of CSXT. Thursday night after the meeting at St. Albans some of us went trackside in back of our hotel and shot some CSXT action.

Friday morning we started our railfanning early by standing trackside in back of our hotel to watch Amtrak's Cardinal roll by. Then we were off to visit CSXT's South Charleston Yard where we were given permission to shoot photos of the Yard activity as long as we stood in the employee parking lot. Next we traveled south to CSXT's Danville Yard where, from public right-of-way, we took photos of the Yard, which contained a work train and two sets of power. Then we ran south for Logan and its yard where CSXT granted us permission to photo the Yard from the employee parking lot. The Yard was empty except for a coal train waiting to leave and a lone locomotive. While we were there, CSXT officials were inspecting the Yard's turntable to see if the cost of repairing it was justified. From Logan, we ran south to Williamson and a tour of the NS Yard from surrounding public roads. After viewing the NS Yard, we crossed into Kentucky to visit CSXT's Coal Run Yard and Shelby Yard. Coal Run Yard was bare of CSXT cars and locomotives. At Shelby, from a public road, we caught a northbound coal train entering the Yard and, with permission from CSXT, used the Yard's employee parking lot to take some photos of two sets of power resting in the yard.

On Saturday, we started the morning off by revisiting South Charleston Yard before running for Huntington, West Virginia. At Huntington, we stopped at the CSXT car repair shop and received permission to photograph the shop from the employee parking lot. Next we went to CSXT's Huntington locomotive repair plant. Here we were allowed to shoot photos through the surrounding fence; two of the facility's gates were open allowing us to stand outside of the fence and get a clear shot of the repair tracks. Then we traveled to the CSXT Huntington Yard where we photographed some locomotives and a Chessie caboose from a nearby parking lot. We then visited the former C&O Huntington Depot where we were able to photograph from the public parking lot the CSXT locomotive painted for Marshall University and a string of SD-40s waiting to be rebuilt as SD40-3s. From Huntington, we ran to Ceredo, West Virginia, for a visit to the Kanawha River Terminal where we were given a tour of their locomotive service area. We proceeded into Kentucky to visit Big Sandy Junction from a public street. Here we caught a train coming off the mainline headed for Russell plus a north and a southbound train on the Big Sandy Subdivision. Next we stopped at the Ashland Amtrak station and NK Steel parking lots to shoot some photos. From NK Steel, we headed for Russell Yard. Outside of Russell, we caught three westbound trains waiting to get into the Yard. Stopping at CSXT's Russell Shops, we were given permission to shoot photos of the Shop area from the employee parking lot. For our enjoyment, a locomotive was put on the turntable and rotated 540 degrees, 360 plus 180, in order to turn it for servicing. Next we visited the Russell locomotive service area where once again the rules were to shoot our photos from the parking lot. We ended our stay at Russell by visiting the

former C&O Raceland freight car rebuilding/building shop now owned by Progress Rail who plans to start building tank cars here in 2016.

On Sunday, we ran eastward along the CSXT tracks on the south side of the Kanawha River. We turned to explore the Winifrede Railroad and caught a 27 car coal train heading for the coal loadout on the Ohio River. At the mine, operated by Kanawha Eagle Coal, the mine manager greeted us and spent an hour giving us a tour of the mine site. From the mine, we continued up the Kanawha River to Mt. Carbon, West Virginia, site of the February 2015 CSXT oil tank car derailment and fire. As we waited trackside to take a photo of a CSXT train, various local citizens stopped by to show us photos of the train derailment and say how nice CSXT had been to them during and after the emergency. After getting our photos at Mt. Carbon, West Virginia, we ran for our final stop of the 2015 convention, the lookout at Hawk's Nest. Here we caught a westbound CSXT unit grain train. On that note, the convention ended. The 2016 CSXTHS Convention will be on June 3-5 at Jeffersonville, Indiana.



Sherri Holland of C&OHS and Mary Ann Bogart of CSXTHS hold one of the CSXTHS archives items now stored at the C&OHS facility at Clifton Forge, Virginia





From in back of our hotel, we caught Amtrak Train #50, The Cardinal, headed by locomotive 92, a P42DC. Train #50 is five minutes out from Charleston, West Virginia's, Amtrak Depot.



CSXT 1325, a National Railway Equipment 3GS21B-DE, had just been parked by her crew after completing their shift. In the background CSXT 1208, an EMD MP15T, moves a cut of covered hoppers.





Among the locomotives operating in South Charleston Yard was CSXT 1170, an EMD MP15AC.



The knowledgeable railfan will not identify CSXT 16440 as a caboose, but as a shoving platform. However, CSXT 16440 is not a shoving platform but instead a spaced car used at South Charleston Yard when moving placard chemical cars. Note the Chessie Safety Ladder sign at the left of the CSXT 16440.





Wearing the reporting marks JDNX 201, but carrying a number 3 on her headlight, this EMD SW9 locomotive was for sale at a price of \$45,000. She had recently worked a coal mine as loose coal lay on top of her hood.



At Danville Terminal, we found these three sets of power waiting to head out of the yard. From left to right CSXT 295, a GE CW44AC/H; CSXT 2802, an EMD GP38-2; and CSXT 535, a GE CX44AC/H.





This set of power was preparing to leave Danville Yard and head south. The units were CSXT 535, a GE CW44AC/H; CSXT 334, a GE CW44AC/H; and CSXT 614, a GE CW60AC.



This former C&O Trailer Service trailer, located at Danville Terminal, was being used by the CSXT signal gang to hold spare parts.





This CSXT work train found at Danville Terminal consisted of locomotive CSXT 2802, an EMD GP38-2; CSXT 913332, a side dump car; CSXT 912107, a flatcar; CSXT 912107, a side dump car; and caboose C&O 904158.



A close-up view of the Danville Terminal work train's caboose C&O 904158. She was one of the sixty-six unit Class C-27A cabooses built by Fruit Growers Express in 1980. The Class C-27A, C&O 904094 to C&O 904159, were the only bay window cabooses owned by C&O.





Three locomotives were in Logan Yard during our visit: CSXT 530, a GE CW44AC/D; plus CSXT 268, a GE CW44AC/D; and CSXT 647, a GE CW60AC, heading up a coal train.



The turntable at Logan was out of service during our visit. Two CSXT officials were on site inspecting the turntable to see if it was worth the cost of repairing.





In Chief Logan State Park we found C&O 2755, a 2-8-4 Kanawha, built by Lima in 1947. She was retired by C&O in 1956 and moved to the park in March 1961.



In the NS Williamson, West Virginia Yard, we found these two locomotives, NS 8380, a GE C40-8W, and NS/ 9955, a GE C40-9W, heading up a unit coal train.





Sitting in the CSXT Shelby, Kentucky Yard were two sets of power: CSXT 511, a GE CW44AC/H, and CSXT 4557, an EMD SD70MAC; plus CSXT 490 and CSXT 444, both GE CW44AC/H.



At the south end of Shelby Yard, we found CSXT 636, a GE CW60AC, and CSXT 942, a GE ES44AH, heading an empty unit coal train waiting for a green signal so they could enter the yard.





The photo line at the north end of Shelby Yard patiently waits for a CSXT unit coal train to pull north. The track alongside the photo line is the lead from the Yard into the S. V. & E. Subdivision.



At the end of the day, we returned to the CSXT track in back of our hotel and caught this eastbound unit tank train headed by CSXT 7380, a GE CW40-8, and CSXT 9021, a GE CW44.





At Huntington, we visited the CSXT freight car wheel repair shop where damaged freight car wheels are swapped out for new wheels.



Upon entering the grounds of the CSXT Huntington locomotive repair facility, one is greeted by this sign.



Rows upon rows of CSXT locomotives were available for viewing at the Huntington Shop. The problem was that they were all on the wrong side of the fence. From right to left CSXT 4704, an EMD SD70AC; CSXT 1137, an EMD MP15AC; CSXT 1145, an EMD MP15AC; and CSXT 1122, an EMD SW1001.



A view from outside the fence into CSXT's Huntington Shop. In the foreground is CSXT 4708, an EMD SD70Ace, and seen through the open doorway is one of the twenty-three EMD SD40-2 locomotives CSXT acquired from NS in exchange for twelve CSXT EMD SD80MACs. These former NS SD40-2s will be converted by Huntington to SD40-3 configuration.





A view through the open gate into the Huntington Shop. In the foreground is CSXT 4705, an EMD SD70AC, and from left to right in the background are CSXT 8457, CSXT 8328, CSXT 8356, and CSXT 8414, all EMD SD40-2s.



Sitting in the repair line at Huntington was CSXT 8480, an EMD SD40-2.





CSXT 8503, an EMD SD50, has just been painted into CSXT's new color scheme. The SD40-2 locomotive to her right has had her number boards removed and her hood reporting numbers obliterated.



Looking down the Shops' north holding tracks, on the left is CSXT 8623, an EMD SD50, and on the right is NS 5548, an EMD SD40-2.





Still in Chessie paint and C&O reporting marks, this CSXT shoving platform, C&O 904157, was found in the CSXT Huntington Yard. Note the correctly painted vertical safety ladder painted on her side, unlike the horizontal safety ladder sign in the South Charleston Yard.



CSXT 6917, an EMD GP90, and CSXT 2371, an EMD Road Slug, have just tied down after working CSXT's Huntington Yard.





Found sitting in the Huntington Yard was CSXT crane, LRC 500, riding on crane car B&O 950468. The crane's boom rests on CSXT boom support car 960562.



Sitting at the former C&O Huntington Passenger depot, now a CSXT office building, were Marshall University #1837 and CSXT inspection car GMS-1. CSXT painted #1837 in Marshall University colors to recognize the members of the Marshall University football team who died in the 1970 airplane crash.



A line of sixteen CSXT SD40-2s wait in the Huntington Yard for movement to the Huntington Shops and conversion to SD40-3. From right to left are CSXT 8349, 8394, 8445, 8874, 8324, 8331, 8861, 8865, 8835, 8867, and 8862.



Sitting in back of the CSXT office building was Iowa, Chicago & Eastern Railroad #6413, City of Minneapolis, an EMD SD40-2. She was heavily damaged in a wreck on 26 March 2012 and had recently been bought by CSXT for conversion to a SD40-3.





A view into the Kanawha River Terminal Company Yard and their Ohio River Coal Loadout. In the foreground is KRT 1100, a GP40-2LW.



A view of two of Kanawha River Terminal's GP40-2LW, #1100 and #1200, at Ceredo, West Virginia.



Sitting in the Kanawha River Terminal service area was an EMD GP-9 carrying DGVR 6153 reporting marks. This locomotive is ex C&O 6153.



A view looking south down along the Big Sandy Subdivision from Big Sandy Junction. CSXT 714, a GE ES44AH, and CSXT 553, a GE CW60AC, were leading a unit hopper train westward on the Mainline to Russell Yard. The control tower for the Junction is the two story building hidden behind the signal tower.





Here CSXT 997, a GE ES44AC, and CSXT 3021, a GE ES44AC-H, lead an empty unit coal train south on the Big Sandy Subdivision toward Martin Yard.



Seen passing Big Sandy Junction is CSXT 490, a GE CW44AC/H, pulling a manifest freight train. She is preparing to leave the Big Sandy Subdivision for Russell Yard. The sign on the right reads "CSX Transportation – Big Sandy Subdivision – Welcome to the – C&O Business Unit – Where Safety is #1."



Upon entering Russell, we found all three main lines blocked by westbound trains seeking to enter Russell Yard. On the far track is CSXT 706, a GE ES44AH, and CSXT 7863, a GE CW40-8; on the center track, CSXT 714, a GE ES44AH, and CSXT 553, a GE CW44AC/H; and on the near track CSXT 835, a GE ES44AH, and CSXT 144, a GE CW44AC/H.



A view of the CSXT locomotive repair facility at Russell Yard. On the left is CSXT 459, a GE CW44AC/H, and on the right CSXT 942, a GE ES44AH. A Trackmobile is parked next to CSXT 459.





For our pleasure, the locomotive shop personnel rotated CSXT 459 two times so we could take our fill of photos of a locomotive being turned on the turntable.



Sitting just outside of the CSXT Russell locomotive repair facility was PRLX 3604 but carrying Shelby Company lettering on her hood.



These two sets of power have left the Russell Yard Service Area where they were re-fueled and cleaned. From left to right: CSXT 7790, a GE CW40-2; CSXT 8448, an EMD SD40-2; and CSXT 8123, an EMD SD40-2; plus CSXT 66 and CSXT 76, both GE CW44AC/H.



Sitting at the west end of Russell Yard was a track laying train with caboose CSXT 904000 on its rear. This caboose was repainted in 2012 to honor B&O's 185<sup>th</sup> Anniversary of the laying of its first track.





JTPX 2011, an EMD GP38-2, and JPTX 2012, an EMD GP38AC, lead a coal train from Kanawha Eagle Coal mine loadout to its connection with CSXT at Deepwater, West Virginia.



The Kanawha Eagle Creek mine loadout. The mine's railyard is around the curve past the silos.





CSXT 831, a GE ES44AH, and CSXT 11, a GE CW44AC/H, were found at Mount Carbon, West Virginia, with a loaded eastbound unit coal train. In February 2015, a CSXT eastbound unit oil train had derailed just beyond the rear of this train, forcing an evacuation of the area. All the locals we talked to were happy with how CSXT handled the cleanup.



From the Hawk Nest State Park overlook we caught this empty unit grain train heading west. The 90 car train was powered by CSXT 109 and CSXT 233, both GE CW44AC/H.