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CSXTHS 2016 CONVENTION

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PRESIDENT'S MESSAGE

We had a great 2016 convention, even though turnout was low. We toured Louisville & Indiana Railroad and MG Railroad, Consolidated Grain loadout, CSXT Osborn, Watson, worthville, and Obanon Yards plus other sites. Next year, 2017, the convention will be held in Marion, Ohio, on August 10-12. It will be held in connection with Summerrail. This train show and multi-media presentation has been drawing people for over 20 years. There is also alot of CSXT rail activity in the area.

In July, part of the CSXT archives was moved to Clifton Forge, Virginia, for storage at the C&O Historical Society archive building. One of the problems with collecting CSXT printed material for placement in the archives is so much of what once was printed material is now only available electronically. Even Amtrack has stopped printing its all route train schedule.

A recent question asked of CSXTHS by a scale model builder was whether we could supply their company with paint chips of CSXT locomotive paint or a sample of the paint. Despite calls to CSXT departments, CSXTHS was unable to come up with any information on the true color of the paint CSXT uses on its locomotives. Do any of the members have access to this information?

SOME PHOTOS OF THE 2016 CONVENTION



The Louisville & Indiana Railroad (L&I) corporate headquarters building in Jeffersonville, Indiana, next to their Jeffersonville Yard. CSXT has purchased for 999 years rights to run its trains over L&I track. CSXT has railbanked its Monon line.



The L&I is part of the Anacostia Group of railroads.



The L&I dispatch center at their Jeffersonville Yard. CSXT has track rights over the L&I and is investing considerable money to upgrade the L&I track for 39 MPH track running



A view of the L&I dispatcher board. Segments of their track, which runs from Louisville, Kentucky, to Indianapolis, Indiana, can be blown up for ease of viewing. The side screen to the left carries track bulletins and status of L&I locomotives and crews. The screen to the left of the track diagram screen displays video fed from security cameras, and the screen to the right displays the latest track bulletins.



These two locomotives, GEFX 3807 and L&I 2004, were undertaking switching while we were at the L&I's Jeffersonville Yard.



As the two L&I yard switchers rolled past us, we were surprised to find a CSXT train creeping up. Powered by CSXT 7563 and CSXT 7868, the train consisted of autoracks. Louisville is home to two Ford plants, one building pick-up trucks and the other one SUVs, while Bowling Green, Kentucky, located some 100 miles to the south of Louisville is home to the General Motors Corvette plant. Due to congestion on the CSXT's Louisville-Cincinnati-Lexington Line (LCL) in Kentucky, Louisville to Cincinnati, Ohio, segment, CSXT is using L&I track from Louisville to Seymour, Indiana, to access its line from St. Louis, Missouri, to Cincinnati to move autoracks east from Louisville. Note that the L&I Jeffersonville Yard office is located at Mile 106 on the L&I's rail line, while Mile 0 is in Indianapolis. The Louisville to Lexington portion of the LCL is now operated by R J Corman Central Kentucky Railroad.

As of October 2016 CSXT has instituted directional running of its autoracks between Louisville and Cincinnati. Autoracks going from Louisville to Cincinnati travel over the L&I to Seymour, Indiana, where they switch to CSXT track. Autoracks going from Cincinnati to Louisville travel via the CSXT LCL subdivision.



We were given a tour of the L&I's locomotive service repair facility during our visit. Sitting outside of the repair shed is L&I 2378 with L&I 2002 inside the shed. L&I locomotives come in two color schemes: Green and Yellow and Red and Yellow.



A view of a three locomotive lashup under the L&I sanding tower. From front to back, CEFX 3804, L&I 2003 and L&I 2006.



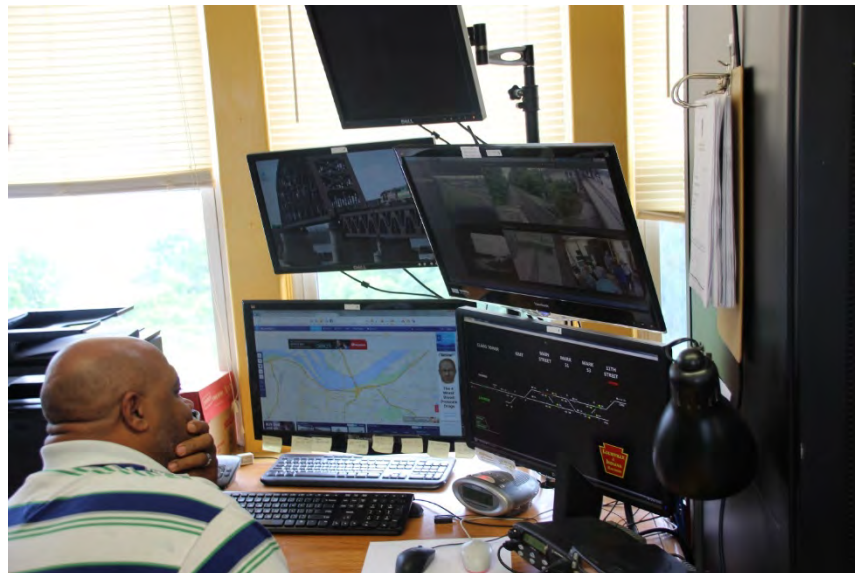
A view from the Louisville shore of L&I's Clagg Tower and the Portland Canal lift bridge. The Falls of the Ohio River cut river traffic at Louisville. To allow boat traffic to bypass the Falls, a canal with a lock was opened in 1830. The canal and lock have been modernised over the years and today 1200-foot long and 110-foot wide pass through the canal daily carrying all kinds of bulk products.



A close-up view of Clagg Tower. Twenty-four hours a day, seven days a week, the tower is manned by a bridge tender. Boat traffic always has the right-of-way over rail traffic. The area around Clagg Tower is covered by ten security cameras that are monitored both in the tower and at the dispatcher desk.



A view of the bridge tender's desk in Clagg Tower with Jerome Kramer, the Trainmaster, looking on. During our visit, the L&I, with CSXT funding, was replacing all of the tower's equipment with modern solid state equipment. L&I, with CSXT's help, has also renewed the lift bridge machinery and cables.



A view of the bridge tender monitors. The monitor on top contains information on expected train movements and other train operating information. The monitor in the upper left shows the selected video camera view. The monitor in the upper right shows video feed from all the video cameras surveilling the area around the tower. The monitor in the lower left displays the track from the L&I's Louisville Yard to its Jeffersonville Yard. The monitor in the lower right displays a chart of the river above and below Gregg Tower. This monitor shows the real time locations of tows operating on the Ohio River. The bridge operator has radio communication with all tows approaching the Portland Canal from up or down river.



The L&I local, powered by L&I 2375 and L&I 2007, is seen bringing cars from the Paducah & Louisville Railroad's Oak Street Yard for movement to the L&I's Jeffersonville Yard. The local is being held while an up river towboat with her barges clears the L&I lift bridge. Boat traffic through the Portland Canal always has right of way over rail traffic. The track swinging off to the right in the lower right leads to Norfolk Southern Youngstown Yard.



The towboat *Yvonne Conway* of Crouse Corp was the reason why the local L&I transfer train had to hold short of the L&I Bridge. *Yvonne Conway* is bound up river, pushing 18 barges of coal destined for a power plant.



With the towboat and its load of barges clear of the Portland Canal, the lift bridge has been lowered and the L&I local transfer run is cleared to cross over the Ohio River to the L&I's Jeffersonville Yard. Here L&I 2375 is starting to pass Clagg Tower.



The tail end of the L&I transfer run is preparing to cross the lift bridge. The bridge tender, per the operation rule book, is on the steps of the tower visually inspecting the train.



As the L&I train cleared the lift bridge, a look up the canal brought into view the excursion boat *Belle of Louisville* waiting to dock on the Kentucky shore and the 9,000 hp. *Carol McManus*, owned by Gulfport Shipping, pushing 18 barges preparing to enter the canal.



Later that afternoon as we arrived at the Consolidated Grain loadout at the Port of Indiana, we encountered the train we had witnessed passing Clagg Tower. The L&I train would proceed another .5 miles and then drop its cars off at its yard outside of the Port of Indiana. The Port's switching railroad, MG Rail, would then pick the cars up for delivery to the Consolidated Grain Ohio River facility.



This former Long Island Railroad commuter coach, #304, was found sitting abandoned a mile west of Watson Yard.



This Chessie gondola, B&O 356684, was encountered sitting on a yard track at the L&I Jeffersonville Yard.



A view from inside Consolidated Grain's fence back at its grain sampling building. Hidden behind this building is the MG Rail locomotive facility. A MG switcher, MG 2002, sits to the right next to a string of hopper cars loaded with grain waiting to be unloaded. During daylight, the facility off loads trucks carrying grain and at night covered hoppers loaded with grain. The tank cars in the background, headed by two MG locomotives, are entering the L&I's Port of Indiana railyard.



The photographer has turned 180 degrees from the previous photograph. CSXT covered hoppers loaded with grain are seen on the right. Just past the covered hoppers can be seen the railcar grain unloading shed. Each one of the silos holds a different type of grain or grains of different quality. The pyramid shaped shed off to the left is for holding fertilizer. The large concrete pad in front of this shed is used to hold grain at harvest time. The black rolls of tarp are spread over this outside storage area to protect the grain from rain.



As the trucks enter Consolidated Grain, they stop at the grain sampling station. A long pole, like that on the right, is inserted into the cargo at random locations. Samples are sucked into the sampling station and the grain checked for moisture, dirt, size, and whole kernel. If the load passes the test for the quality wanted, the truck is sent to a scale for weighing.



The two sheds on the left are used by trucks to dump their grain load; the one on the right is for rail cars. The grain is carried up by pneumatic pipes to the top of the appropriate grain silo. The conveyor belt for carrying grain to the barge loadout runs off the right side of the photo.



A truck is preparing to dump its load of grain. After the grain is dumped, the truck will proceed to the scale to be re-weighed. The difference between the first weigh in and the last is the amount of grain unloaded.



Another view of the grain silos from the river bank.



A view of the Consolidated Grain barge loadout. Note the right end of the barge sits lower in the water than the left end. This is because the barge is half loaded. The barge will be moved down river to New Orleans where its grain will be loaded on board a ship for movement overseas.



MG 2002 is seen sitting in the Consolidated Grain holding yard. Rail cars are emptied by the night shift and daylight hours are reserved for truck delivered grains.



Having dropped off some covered hoppers at the Louisville & Indiana Railroad Port of Indiana Yard, the crew of MG 700 is returning to the MG locomotive service facility.



MG Rail has one calf unit, MG 3693, which is used when heavily loaded tank car trains have to be moved from the port to the L&I Yard. Behind her is MG 2001, a GM GP20.



MG 1847, a GM GP20, is used at the Consolidated Grain site for pulling covered hoppers through its grain off-loading shed.



These two Plymouth locomotives were found sitting in a parking lot near Watson Yard. No ownership markings were on them. Notice the different heights of the couplers.



Vegetation is reclaiming Watson Tower which guarded the west end of Watson Yard.



C&O caboose 903630 still in Chessie paint welcomes visitors to downtown Seymour, Indiana. The track in front of the caboose is a lead from the L&I track to CSXT's Cincinnati-St. Louis line.



On display in downtown North Vernon, Indiana, next to the CSXT track, is this B&O caboose and watchmen shanty.



This North Vernon, Indiana, view is looking east along the B&O track. The track in the foreground is the former Pennsylvania track that runs southward to Madison, Indiana. Missing in the photo is the former track of the Big Four which cut diagonally from left to right to join the B&O rail line to Jeffersonville, Indiana, and Louisville, Kentucky



On our way to the CSXT LCL track at Worthville, Kentucky, we stopped in Madison, Indiana, for this view of the steepest standard gauge grade in the United States, 5.89 %. This line was opened in 1841 by the Madison & Indianapolis Railroad. In 1890, the railroad was taken over by the Pennsylvania Railroad. Since 1976 this track has been operated by the Madison Railroad. The last train to use this grade went up the hill on 1992. Today the active track ends at the top of the hill and this part of the right-of-way is a hiking trail.



The former Pennsylvania Railroad Depot in downtown Madison, Indiana, is now a railroad museum.



At Worthville, Kentucky, on the LCL Line, we found three sets of power idling: CSXT 326, CSXT 7789, and CSXT 6978 in the foreground, and CSXT 2378 hiding in the distance between CSXT 326 and CSXT 7789.



Outside Obanon Yard, on CSXT's LCL Line, CSXT 6494 and CSXT 2217 sat on the lead that runs back into the adjacent industrial park.



While we visited Obanon Yard, an epic thunderstorm dumped on our group as CSXT 8707 and CSXT 836 backed into the Yard with a load of autoracks and auto parts boxcars.





Osborn Yard is the main CSXT Yard in Louisville, Kentucky. To the right is the hump tower and the hump.



A view south into Osborn Yard from the north end of the Yard. The hump tower is just beyond the tree line seen above the autoracks.



A view of the K&I Bridge from New Albany Riverfront Park. The K&I Bridge was once owned by B&O, Southern, and Monon. CSXT sold its share of the bridge to Norfolk Southern. Under the right span can be seen the lower entrance to the Portland Canal.



The K&I Bridge is to the rear of the photographer. Chessie B&O track joined this track just beyond the billboard seen above the track. The rails swinging off to the left were used by Monon and Milwaukee to reach K&I's Youngstown Yard.



A 180 degree turn from the previous photo looking south at the K&I Bridge. A Norfolk Southern train is seen heading south for Youngstown Yard. The Kentucky & Indiana Terminal Railroad was owned by Southern Railway, Baltimore & Ohio Railroad, and Monon Railroad. CSXT sold its ownership in K&I to Norfolk Southern but retains track rights over the bridge.



A view north from the northern end of Youngstown Yard. The track on the left leads to the K&I Bridge. The track swinging right and running across the top part of the photo used to run to Chessie's C&O Louisville Riverfront Yard and to the Illinois Central and Louisville & Nashville Yard riverfront yards. The track is now used to allow Norfolk Southern to make a connection with Louisville and Indiana Railroad.



A view south from the above photo into Youngstown Yard. This Yard was used by Chessie until the merger with CSXT.



On the way home from the convention, ElectroMotive's test units #1610 and #1609, both SD70ACe-T4, were found southbound on CSXT track in Louisville.