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CUMBERLAND MARYLAND LOCOMOTIVE SHOP

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PRESIDENT'S MESSAGE

FALLEN FLAG CARS STILL IN CSXT REVENUE SERVICE

According to The Official Railway Equipment Register as of 1 January 2017, CSXT still had 569 fallen flag, excluding NYC, freight cars in revenue service. This fallen flag fleet consists of 299 cars carrying B&O reporting marks, 120 with C&O, 34 with L&N, 2 with RF&P, 98 with SBD, and 16 with SCL. Not included within the 569 fallen flag revenue car total are various CSXT Maintenance of Way service cars carrying fallen flag reporting marks. CSXT still owns the following fallen flag reporting marks; ACL, AWP, CRR, CSLI, CSXE, GA, MON, NC, SAL, WA, and WM but has no revenue cars carrying these reporting marks.

Do not forget that the 2017 CSXTHS Convention will be held from 10 – 13 August at Marion, Ohio, in conjunction with Summerrail. Go to the Convention web page for more information. I would advise making your reservations today as there is limited motel room space at Marion and Summerrail attendees can overwhelm the local accommodations.



L&N 185848, built in January 1971, was found still in CSXT revenue service in November 2016 at Parkersburg, West Virginia. (Grayson Wilhoite)

CSXT CUMBERLAND LOCOMOTIVE SHOP

CSX Cumberland Locomotive Shop was originally built in 1913 by the Baltimore and Ohio Railroad (B&O). That year B&O constructed a 31-stall roundhouse with a 100-foot turntable at Cumberland. Today the roundhouse still stands but it only has ten stalls of which eight are used to service locomotives. Stalls 7 and 8 are used for locomotive static inspection and stalls 9 and 10 for washing of locomotives which includes: car body, cab, engine, and trucks. In addition, the turntable has been rebuilt to 115-foot length.

In 1919, B&O built their main steam locomotive repair center at Cumberland. This facility was torn down circa 1955 and a diesel locomotive repair shop built. This facility was B&O's main locomotive repair shop. It continued as a diesel locomotive repair facility, along with Huntington, during the Chessie era. No job was too big for Cumberland; damaged locomotives and diesel engines were rebuilt, traction motors, generators, alternators, turbos repaired, wheels turned and trued, and locomotives repainted.

Circa 1985, CSXT reorganized its locomotive repair facilities. CSXT heavy locomotive repair would thereafter only be performed at Waycross and Huntington. Cumberland Shop would be restricted to light to medium repairs; i.e. power assemblies, turbos, generators, alternators, traction motors, trucks, brakes, and anything cosmetic. Cumberland also was responsible for conducting FRA mandated 184-day locomotive inspections. On the average Cumberland preforms monthly 300 FRA 184-day inspections. Cumberland is also responsible for providing locomotive turnaround service: fueling, sanding, inspecting, and cleaning.

Cumberland Shop in 2017 consists of three bays, Center, North and South. The Center Bay consist of three through tracks, with capacity for holding eighteen locomotives. It has one 50-ton full truck drop table, with single wheel capability, one 50-ton full drop table non-releasing center castings only, one 10-ton traction motor drop table for single wheels, three 5-ton cantilever cranes, and two 100-ton cranes. The North Bay has one 30-ton crane, and one locomotive wheel truer. The South Bay has one 15-ton crane and two tracks each capable of holding one locomotive.

In 1996, CSXT invested \$7.2 million in upgrading the Cumberland Locomotive Service Center. The Locomotive Service Center as rebuilt has three inbound tracks with unilateral turn outs and electric/pneumatic remote derails, a 60-foot by 300-foot service building, and two outbound tracks with unilateral turn outs and electric/ pneumatic remote derails. The service building has two tracks and is equipped with twelve fueling masts, five sanding stations, four service cabinets to dispense water and oil, and one retention tank drain system



The entrance to the Cumberland Locomotive Shop. The sign proclaims it is “Summer Time,” “Safety Equals O Injuries,” “Cumberland Locomotive Shop, Strong Today Stronger Tomorrow, How Tomorrow Moves.” Setting on one of the Shop’s service tracks is CSXT 7676, a GE C40-8W



A view toward the Cumberland roundhouse



A view into the Cumberland Roundhouse. Three of the bays, #4, #5, and #7 house locomotives. From left to right CSXT 3176, a GE ES44AH; CSXT 788, a GE 44AC-H; and CSXT 688 a GE AC6000CW-H



Another view into the Cumberland Roundhouse. From left to right; in Bay 4 CSXT 770, a GE ES44AH; in Bay 5 CSXT 3183, a GE ES44AH; and in Bay 6 CSXT 7827, a GE C40-8W



A close up of the Cumberland roundhouse with CSXT 3176, a GE ES\$AH in Bay 4.



A close up of Bay 7 with CSXT 638, a GE AC6000CW-H being serviced.



A general view of the Shop area, roundhouse is on right and main shops in background center.
Twelve locomotives sit on the repair tracks waiting to enter the Shop.



A close up view of the Cumberland Shop service tracks with CSXT 3159, a GE ES44AH; CSXT 3077, a GE ES44AH; CSXT 770, a GE ES44AC-H; CSXT 8427, a GM SD40-2; and CSXT 1045 a slug; waiting serving. Note the track numbers displayed on the upper edge of the turntable wall.



A view of the Cumberland turntable with the Shop's trackmobile on it. The banner reads, "Leaving them running doesn't make cents."



Above and next page. These photos show CSXT 788, a GE ES44AC-H, being pulled onto the turntable by the Trackmobile for turning. Note that even with most of the locomotives weight, on the left side of the turntable, the turntable is not flexing.





A view from the north side of the turntable toward the roundhouse. On the left is CSXT 5226 a GE ES44DC, and on the right is CSXT 4012 a GM SD40-3 and CSXT 6011 a GM GP40-2.



A telephoto view of the roundhouse from the spot of the previous photo.



Above and below, a close up view of the turntable control shack.





A close up view of the turntables pivot point.



The above photo and the next four photos provide a 360 degree view of the Cumberland Shop Trackmobile.







A general view of the backside of the Cumberland Locomotive Shop.



A close up view of the backside of the Cumberland Locomotive Shop. Having left the shop ready for return to service are on the left CSXT 5335 a GE ES44DC and CSXT 1509 a GM GP15T, and on the right CSXT 7734, a GE C40-8W



The above and following photos provide views into the Cumberland Locomotive Shop. This photo shows one of the service tracks waiting for the arrival of CSXT 788.



This view is 45 degrees to the right of the previous photo showing CSXT 8808 being worked on.



A view to the left from in front of CSXT 8808



We have moved two tracks to the right of CSXT 8808. To the left is CSXT 302 and on the right CSXT 5471.



A look into the shop showing CSXT 5226 being serviced.



We have moved to the last track to the right in the shop. Visible are CSXT 5471 and CSXT 6028



We have turned 180 degrees from looking into the Shop out toward the storage tracks holding locomotives waiting to enter the Shop. From left to right are CSXT 7676, a GE C40-8W; CSXT 7342, a GE C40-8W; and CSXT 739, a GE ES44AC-H waiting to enter the Shop.



A close up of the service tracks with CSXT 7676 and CSXT 7342. In the right background is CSXT 828, a GE ES44AC-H. Note the yellow derailler in front of CSXT 7342, The yellow safety line, the light stands, and the overhead crane. Just visible sticking out from the engineer side of CSXT 7342 cab window is a metal Blue Flag.



A view of CSXT 7924 and CSXT 3286 near the Shop's refueling pad.



A view from the Shop toward the turntable. From left to right are CSXT 2226, a road slug; CSXT 7679, a GE C40-W; and CSXT 8427, a GM SD40-2. Note the Stop sign next to CSXT 2226, it reads "Stop Dismount" the sign below reads "Close Clearance." Inside the building safety signs grace its wall. In front of the safety sign is an orange and white cone and a safety barrel is to the left of CSXT 7679. Three metal Blue Flag signs and a ladder rest to the left of CSXT 8427. An orange safety barrier is seen left foreground. Note the right rail running to the turntable contains a yellow derail.



CSXT 7831, a GE C40-8W was found sitting on a track alongside the shop. She had been involved in a side swiping incident and was in need of body work.



A view of the Cumberland Yard locomotive ready track located just to the east of the locomotive shop. From left to right are CSXT 7656, a GE C40-8W; CSXT 9018, a GE C40-9W; CSXT 4709, a GM SD70MAC ; and CSXT 5481, a GE ES44DC.



A view into the the west end of the Locomotive Shop ready track. The round house can be seen in the right background. From left to right is CSXT 8427, CSXT 9012, CSXT 3176, and CSXT 768.



Signage at the entrance to the Cumberland Locomotive Shop employee parking lot.



Sign alongside the door leading into the Locomotive Shop.



This sign was on the other side of the door way.



This sign was by the roundhouse.



Sign directing trucks coming into Cumberland Yard on how to reach the Sand Silo and the Locomotive Shop.



This sign was on the track leading from the turntable into the Yard.



Two safety banners located at locomotive ready track.

WHEN IS A CSXT CAR NOT A CSXT CAR?



This grab photo taken at McKinney, Kentucky, on 13 January 2017, shows Genesee & Wyoming's, Alabama & Gulf Coast Railway boxcar, with reporting marks AGR 8195, still in overall CSXT paint. (Tom Mitchell)



Work gloves seen at Newport News, Virginia. (Dwight Nobelton)