

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

____ Volume 6 Number 2 ____



2017 CONVENTION PART II

MARION, OHIO

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PRESIDENT'S MESSAGE

The 2017 CSXTHS Conference at Marion, Ohio, has come and gone, and this is the second report on the conference. As previously stated, five members and two wives took part in the conference. On Sunday, the last day of the conference, we followed former C&O track from Marion to Fostoria, Ohio, and spent the afternoon railfanning there. Note below, the change in date and place of the CSXTHS 2018.

2018 CSXTHS CONFERENCE CHANGE

The CSXTHS Board has decided to re-schedule the 2018 conference from June at Corbin, Kentucky, to 8-10 February 2018 at Jacksonville, Florida. The Seaboard System Historical Society has asked CSXTHS to cohost the conference. At least one third of the presentations will cover present day CSXT operations. For more information on the conference go to <http://www.aclsal.org/2018jaxregistrationform.pdf>.

E. HUNTER HARRISON

1944-2017





Trackside at the Marion Depot and AC Tower. CSXT tracks are to the left of AC Tower and out of sight behind the photographer. The CSXT/CSXT Diamond is 100 feet behind the photographer. Just beyond AC Tower is NS track and the NS/CSXT Diamond is located at the left edge of the photo at the signal tower.



A view up the NS mainline at the CSXT/NS Diamond, AC Tower to the left. Approaching is an empty NS unit coal train headed by NS 2593, an EMD SD70M; NS 7690, a GE ES44DC; and NS 9693, a GE DASH9-44CW.



Above and below are views of the interior of AC Tower.





The local CSXT yard switcher, CSXT 2772, an EMD GP38-2, is seen crossing the CSXT/NS Diamond.



CSXT 3350, a GE ET44AH; CSXT 105, a GE CW44AC/H; and CSXT 3218, a GE ES44AH, are seen crossing the CSXT/CSXT Diamond at Marion Depot with a train of autoracks.



Above and below: Views of Marion's Palace Theater where Summerrail was held.





First stop on Sunday's outing was MD Cabin on the north outskirts of Marion, Ohio.



Sitting in the CSXT Yard just north of MD Cabin was the CSXT Track Geometry Train headed by CSXT 9969, a GP40WH-2. Waiting on the mainline to head south was a manifest freight train headed by CSXT 3442, a GE ET44AH, and CSXT 5389, a GE ES40DC. CSXT 9969 is the only EMD GP40WH-2 on the CSXT roster of locomotives.



This page and next: At MD Cabin, we encountered CSXT Track Geometry Train Number 3 headed by CSXT 9969, a GP40WH-2, followed by business car “Hocking Valley,” CSXT 994365, and Track Geometry Car TGC 3, CSXT 994366.





At Harpster, Ohio, we found this switch locomotive sitting cold at the Smithfield Grain Company silo. The locomotive carried no reporting marks.



This former C&O signal on the south side of Upper Sandusky was to go dark on 15 September when the Darth Vader signals would become operational.



These two grain switchers, GSLX 325 on the left and Heritage Cooperative 429, were encountered sitting dead at Upper Sandusky. The track in the foreground is CSXT mainline, ex C&O.



At Upper Sandusky, we encountered CSXT 571, a GE CW44AC/H, and CSXT 3081, a GE ES44AH, leading an empty unit coal train south.



This former C&O signal still stands in Upper Sandusky on the north side at Meneco Grain storage facility. A GE 70 tonner switch locomotive sits in a pocket track at the grain facility.



A close-up view of Mennco Grain and its GE 70 tonner locomotive



This decal and others like it graced all the windows of the Wheeling & Lake Erie Railroad's dispatch center building at Carey, Ohio.



At Carey, Ohio, we visited the Wheeling & Lake Erie Railroad Yard. Here W&LE 3046 and W&LE 3016, both EMD SD40s, sit waiting for orders.



Leading a mixed freight train into Wheeling & Lake Erie's Carey Yard are W&LE 6992, W&LE 6993, W&LE 6995, and W&LE 6997, all EMD SD40-2.



Above and below: Located at Carey is National Lime & Stone Quarry, which ships out train loads of stone over the Wheeling & Lake Erie Railroad. During our visit, stone quarry locomotive #97 was idling away, waiting its next assignment.





C Tower at Carey still stands and is used today by CSXT Signal Gang.



CSXT 3215, a GE ES44AH, is seen idling at the CSXT Carey Yard.



Still standing at the US 23 grade crossing in Carey, Ohio, was this C&O cantilever signal. Local CSXT maintenance-of-way personnel said it was to go dark on 15 September and come down in December.



Just west of the Fostoria Iron Triangle Park, this B&O cantilever signal still stands, but not for long, as it is to be replaced with a Darth Vader signal in 2018.



A view into the Fostoria Iron Triangle Rail Park from Columbus Avenue



NS 7657, a GE ES44DC, and NS 9004 and NS 9577, both GE DASH9-44CW, lead a stack train over the CSXT/NS Diamond at Fostoria's Iron Triangle Rail Park.



A CSXT freight train is seen westbound at the Fostoria Rail Park. Leading the train is CSXT 3085, a GE ES44AH, followed by CSXT 7871, a GE CW40-8, and CSXT 4548, an EMD SD70AC.



CSXT 155 and CSXT 238, both GE CW44AC/H, are seen taking the northwest leg of the wye as the train moves from the eastbound track to the northbound track.



A view east from Main Street in Fostoria: The manifest freight on the right, headed by BNSF 3952, a GE ET44C4, with NS 7719, a GE ES44DC trailing, is seen passing the local switching job headed by NS 6157, an EMD SD40-2.



This view looking toward F Tower from the former B&O Passenger Depot shows the various signals an eastbound CSXT train encounters as it approaches the diamond at the now closed F Tower.



Located one block from the Iron Triangle Rail Park is this former B&O Depot still used by CSXT maintenance-of-way personnel.



CSXT 866, a GE CW44AC/H, and CSXT 9030, a GE CW40-9, lead a stack train through Fostoria. The diamond is 100 yards in front of the train.