

# JOURNAL OF THE CSXT® HISTORICAL SOCIETY

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## RICE YARD WAYCROSS, GEORGIA

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## PRESIDENT'S MESSAGE

I wish to thank M.A. Huller for the excellent article on Rice Yard that is featured in this issue of the CSXT Historical Society Journal. We are always looking for articles to add to our railfan page and to be published in the Journal. We are also in need of photos and slides. You can contract me at [CSXTHS@gmail.com](mailto:CSXTHS@gmail.com) if you have any to offer.

The past quarter has seen CSXTHS receive three requests from different model manufacturers about CSXT paint. We have no information on this subject in our files and have been unable to get any feedback from Jacksonville about their paint colors and schemes. If any member has any information on CSXT paint colors and schemes, please contact me at [CSXTHS@gmail.com](mailto:CSXTHS@gmail.com) so I can pass this on to interested model car manufacturers.

Among the items donated to CSXTHS during the last quarter were some CSXT Safety Posters.

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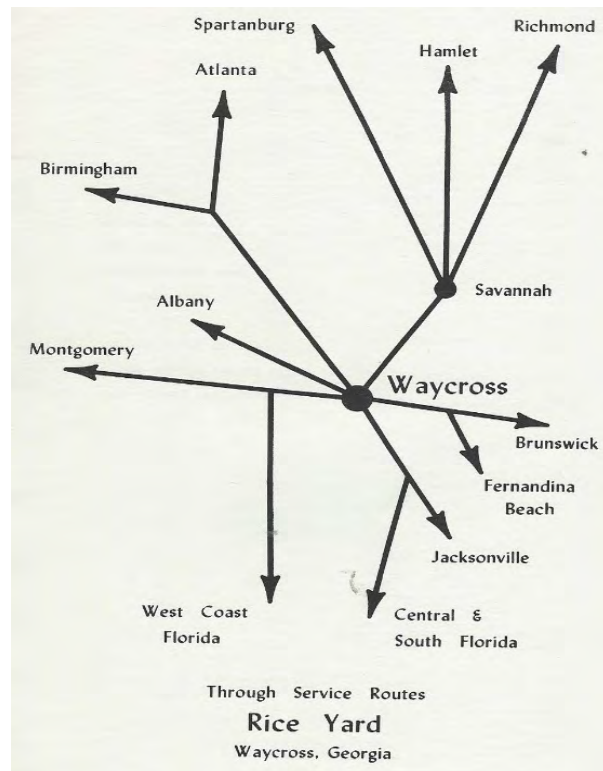


One of the donated CSXT posters



## A VISIT TO RICE YARD

by  
M.A. Huller

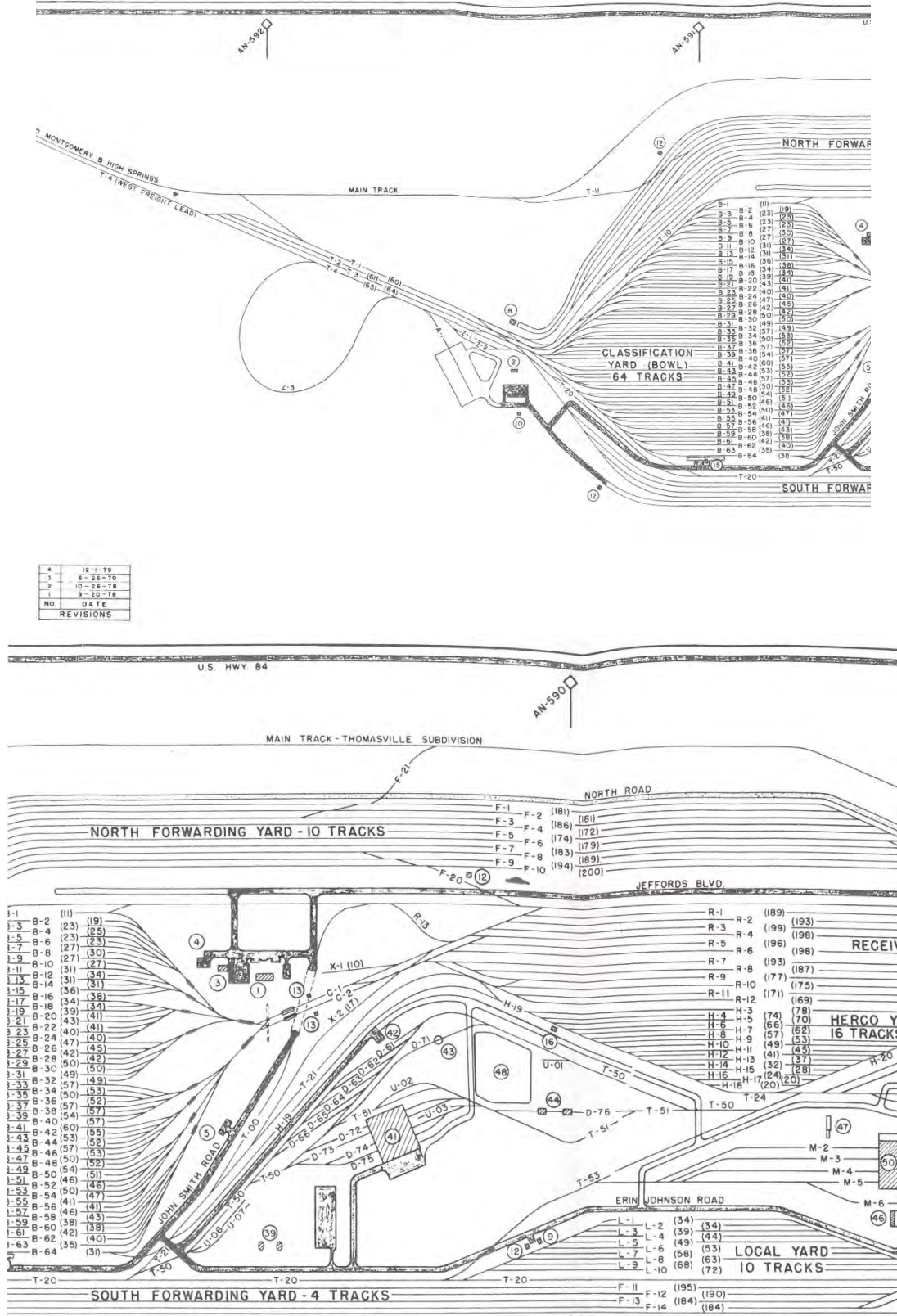


A CSXT map showing the importance of Rice Yard to the railroad



An aerial view of Rice Yard

This page and the next contain a four-segment map of Rice Yard.









A view of the double track hump and its tower







The hump yard switchers rest on the track leading to the hump. A CSXT scale car for calibrating the retarders is seen below the locomotives.



A view of the hump tower looking north over the hump track



Above and below are views of the hump tower and the yard offices looking south toward the hump.







A view from the east end of Rice Yard toward the hump tower



A view looking south of the railroad that passes under the hump



CSXT 839, an ES44AH, and CSXT 3006, an ES44AH, preparing to pass under the hump.



A string of out-of-service locomotives in storage at Rice Yard: CSXT 838, an ES44AH; CSXT 20, a CW44AC/H; CSXT 249, a CW44AC/H; and 23 other locomotives.





CSXT 2478, a SD40-2, leads four other locomotives from the locomotive service center into the yard to couple onto a cut of freight cars.



A general view of Rice Yard



A view of Rice Yard's fuel pad with tank cars of diesel fuel



A view into the diesel service area





This page and the next three illustrate various signs encountered in Rice Yard.















This Atlantic Coast Line caboose serves as a gate guard for the entrance to the yard's shops.



CSXT 819, an ES44AH, and CSXT 62, a CW44AC/H, lead a freight train west out of Rice Yard.



Above and below: CSXT 6491, a GP40-2, and CSXT 2320, a Slug, are seen leading a ballast train east out of Rice Yard.







CSXT 2424, a SD40-2; CSXT 1062, a SWMT; and CSXT 8368, a SD40-2, are seen building a train in the Departure Yard.



A view across Rice Yard toward the Heavy Repair Shops



A view east from the east end of Rice Yard at the diamond formed by the rail line running on east to Jessup, Georgia and the crossing Parson-Douglas to Folkston line. Note the connecting track in the foreground and the 40 MPH speed restriction sign.



These mechanical boxes are the replacement for the tower that once controlled the diamond and wye at the east end of Rice Yard.





Above and below is the entrance to the Waycross Heavy Repair Shops.





A view of the scrap line at Waycross Heavy Repair Shop



A large fleet of Maintenance-of-Way equipment was being worked on at the Waycross Shops.





This page and the next contain some views of the John W. Hawthorne Locomotive Repair Shop.









A view of one part of the locomotive repair shops



A close-up of the shop showing CSXT 7532, a CW40-8, being serviced



A general view of the locomotive service area



A general view of part of the Car Repair Shop





Part of the Car Repair Shop at Waycross



These cars were undergoing repair at Waycross.



CSXT 377, a CW44AC/H, had just been out shopped after receiving its FRA mandated inspection.



A line of locomotives waiting to enter the Waycross Shops for their FRA inspection





CSXT 8229, an SD40-2, is seen working the hump yard.



Sitting in a CSXT work train at Rice Yard was tool car CR 60313.

## CSXT's RAVENNA KENTUCKY RAILYARD

Between 1910 and 1914, the Louisville & Nashville Railroad (L&N) built a new low-grade rail line south from its Lexington & Eastern Railroad (L&E) rail line at Winchester, Kentucky, to Irvine, Kentucky, where it connected with the L&N-owned Richmond, Irvine, Nicholasville & Beattyville Railroad (RINB). Both L&E and RINB met at Beattyville, Kentucky, from where their track ran east to Jackson, Kentucky, and onto the fringes of the Eastern Kentucky coalfields. Both L&E and RINB were plagued with steep grades and sharp curves as they made their way east from Central Kentucky for the coalfields. The new L&N track extension from Winchester to Irvine bypassed these troublesome L&E and RINB tracks. Just east of Irvine, L&N built a new 22 track classification yard to handle the coal cars that would soon arrive loaded with coal as a result of L&N pushing its tracks deeper into Eastern Kentucky toward the rich coal veins at Benham, Lynch, and McRoberts. L&N, to house its workers at its new railyard, laid out a town north of the yard. This town L&N named Ravenna, with the result that its new railyard was soon known as Ravenna. The rail line from Winchester through Ravenna to McRoberts became L&N's EK Subdivision

From 1914 to 1970, Ravenna flourished, as all coal cars, after being loaded at the eastern end of the EK, were brought to Ravenna before being made into trains for dispatch to customers north of the Ohio River. Unfortunately for Ravenna, the 1950s and 1960s saw individuals and industry switch from purchasing coal for heating in favor of purchasing electricity from utilities for this purpose. This change in coal customer base led to the development of the unit coal train, which traveled directly from the coal mine site to the utility plant. Ravenna was no longer needed for marshalling coal cars into a train for a particular destination, but Ravenna, from 1970 to 1990, remained an important clog in the movement of coal from Eastern Kentucky. However once CSXT gained control of L&N, it built a connecting track between L&N track and the former Chesapeake & Ohio Railway (C&O) track at Deane, Kentucky. This allowed CSXT to re-route coal that formerly went west to Ravenna before turning south at Winchester for Georgia and Florida, eastward to its C&O Big Sandy Subdivision, and then south via the Clinchfield to South Carolina and Georgia. This resulted in a substantial decline in coal traffic through Ravenna.

Then, as the "War on Coal" movement grew during the start of the 21<sup>st</sup> century and utility companies, as a result, switched to gas-fired plants, coal traffic on the EK declined even more. In 2018, there is only one active coal mine loading trains on the EK. Thus, by 2005, CSXT had basically closed Ravenna Yard. The yard was, thereafter, used for long-term car storage and as a locomotive crew change point. In 2010, CSXT began to take up the yard's track and sell off portions of the yard so that in 2018 only a single track mainline remains. Four tracks are available for car storage, the wye is still in place for turning locomotives, and the L&N office building, CSXT Car Shop, and locomotive refueling pad still stand. The L&N office building is used by CSXT MoW personnel while the car shop and refueling pad are abandoned.

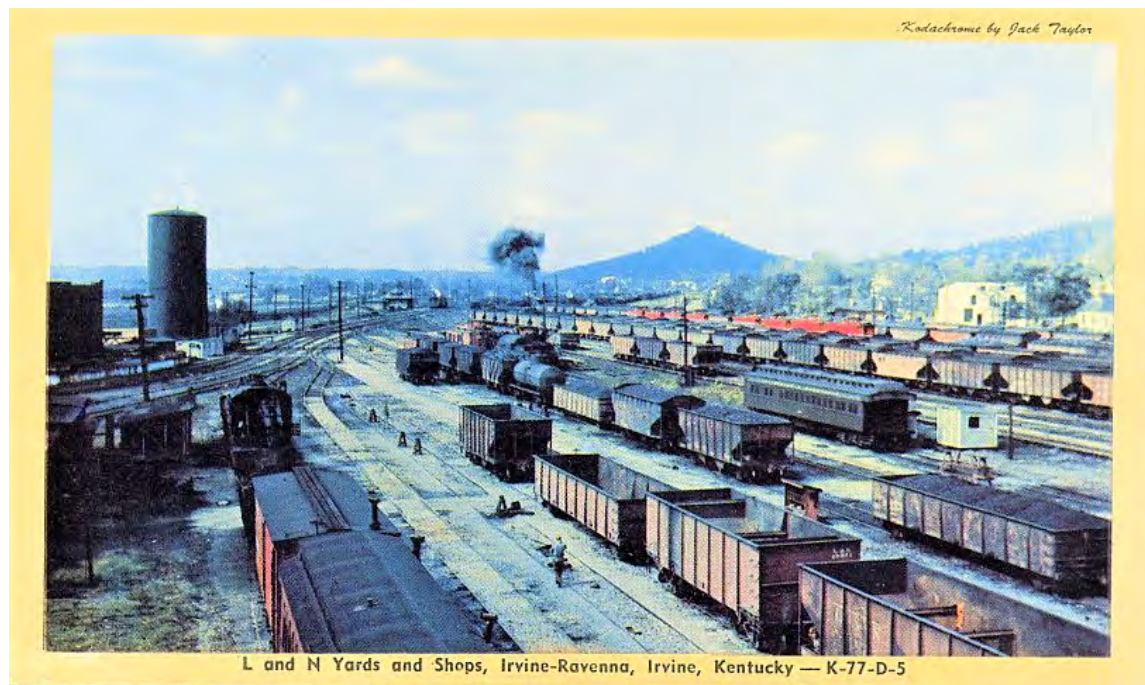
In April 2018, rumors began to circulate in the railfan community that CSXT was going to sell the east end of Ravenna Yard to Kentucky Steam Heritage Corp (KSHC). The sale would include the car shop, refueling pad, L&N office building, and wye. The reason for the sale was that KSHC planned to restore within the Car Repair Shop, Kentucky Railway Museum's C&O



2716, a 1943 American Locomotive Works 2-8-4 Kanawha. This locomotive is tentatively scheduled to return to steam power operation in 2025 and then run between Winchester and Ravenna. This track is, in 2018, part of CSXT's EK Subdivision.

On 19 May 2018, a joint CSXT, local government, and KSHS press conference was held in Ravenna. At this press conference, CSXT formally announced that it was selling part of Ravenna Yard, to include the Car Repair Shop, to KSHC. As a backdrop for this press conference, CSXT had brought in its newest locomotive, CSXT 3440, a General Electric ET44AH. CSXT had applied three special commemorative markings to CSXT 3440 cab: "Spirit of Ravenna," "L&N Heritage," and "Kentucky Steam Heritage Corporation" logos. CSXT stated at the press conference that CSXT 3440 was being named "Spirit of Ravenna" to recognize the pioneering spirit being shown by the citizens of Ravenna and Estill County in using Federal rail redevelopment funds as part of a public/private partnership to revitalize the economy of a federally-designated "coal depressed" region. CSXT went on to say that it looked forward to future collaborative efforts with the city of Ravenna and KSHC and was proud to have the "Spirit of Ravenna" traveling the country over CSX's rail system.

KSHC plans to have C&O 2716 moved from New Hope, Kentucky, to the Ravenna Car Shop by mid-2019 and work completed on her by 2025. At present, a 600-foot section of track needs to be put into place in the Ravenna Yard to reconnect the car shop with the lead that comes off the CSXT mainline to the wye.



**Ravenna Railyard in 1940. Note L&N office building on left edge by water tank.**



**A 2010 overhead view of the remains of the CSXT Ravenna Yard. In the foreground is the former CSXT Car Shop that was sold to KSHC. In 2018, most of the land around the Car Shop is covered in trees. The L&N office building is just out of sight to the left. (KSHC)**



**A 2018 view from the east end of the yard west. CSXT mainline track and four storage tracks are to the far right. In the far left is the lead from the CSXT mainline to the wye. The Car Repair Shop is in the trees in the center of the photo.**





**A view in 2018 from the west leg of the wye toward the Car Shop hidden in the tress. Note the end of the track 100-feet beyond the switch.**



**The Car Shop in 2018**



**A 2018 view of the L&N office building, which is being used by CSXT's signal gang.**



**A 2018 view of the diesel fuel storage area, with the refueling pad and car shop to the left.**

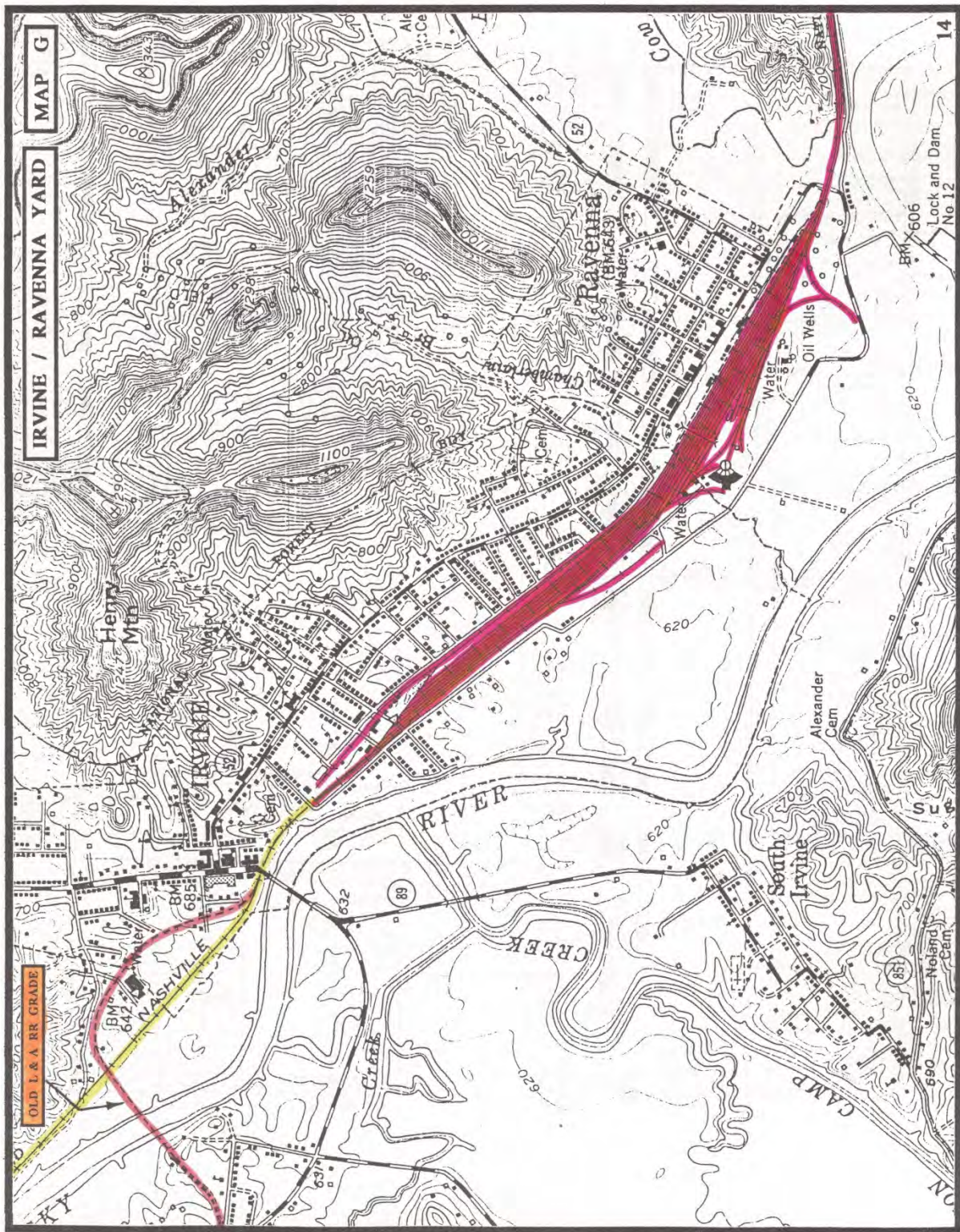




Above and below are views of CSXT 3440. (KSHC)







**1940 map of Ravenna Yard. The Car Shop was built at the site of the former roundhouse.**