

# JOURNAL OF THE CSXT® HISTORICAL SOCIETY

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## CSXTHS 2018 CONVENTION

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## PRESIDENT'S MESSAGE

We had a nice 2018 Convention at Jacksonville, Florida, in cooperation with the Seaboard Historical Society. There were a lot of great presentations by CSXT officials. We also did some railfanning with a few members of the Seaboard Historical Society. During the convention CSXT donated to CSXTHS the number board and bell from CSXT 6604, a GP40, which was recently retired

The CSXTHS 2019 Convention will be held in Southeastern Kentucky. We will visit CSXT's Cumberland Valley Subdivision (CV) during the weekend of 7-9 June 2019. More information on the convention and convention hotel will be posted in the next issue of this Journal. Train traffic on the CV in 2018 is almost non-existent; for with the exception of two operating coal mines, all the other coal mines along the line are closed. CSXT has the line up for sale. There is a chance CSXT will file for abandonment of CV in 2020 if it cannot find a buyer. During the period of 1940 to 2000 the CV was a cash cow for the L&N and then CSXT. However, with new EPA regulations governing the burning of coal, each year since 2006 has seen a decline in the amount of coal coming off the CV. For those who have watched the TV series JUSTIFIED, the story plot took place along the CV.

Below is an artist's conception, published by Kentucky Steam Heritage Corporation (KSHC), as to how the former CSXT Car Repair Shop and office building at the Ravenna Kentucky Yard will look like in 2019. See pages 30-33 of CSXTHS Journal, Volume 6 Number 4, for more information on CSXT's sale of this facility to KSHC and photos of what the facility looks like today.



## FRONT COVER PHOTO

Presented to CSXTHS by CSXT during the convention was CSXT 6604, a GP40, number board and bell. CSXT 6604 started life as Baltimore & Ohio Railroad 4029. Accepting the number board for CSXTHS is Mary Ann and Charles H. Bogart



**CSXT 6604  
IN SERVICE AND ON THE SCRAP LINE**



**(Jeff Weaver)**



**(Louis Brzochalski)**

## **SPEAKERS AT 2018 CSXTHS CONVENTION**



Clarence Goodman, former Chairman/President CSX Transportation



Jim Langston, former Assistant Director of CSXT Bone Valley Operations



**STRICKLEN LOCOMOTIVE REBUILD COMPANY  
WAYCROSS, GEORGIA**



A view of the Stricklen Locomotive Rebuilding Shop



Waiting to be rebuilt are RMPX 1439; CSXT 2215, a Road Slug; and Chicago Central 8190.



Union Pacific 1671, a SD-40N, sits in the yard waiting to be rebuilt.



Union Pacific 1381, a GM MP15, was in the shop being rebuilt for an unidentified short line.





Another view of Up 1381



CSXT 1538, a GP 15, sits outside the Shop being worked on while UP 1381, visible through the door, sits in the shop being rebuilt.



CSXT 1538, a GP15, was being refurbished in the open.







Two more views of CSXT 1538 being refurbished







The cab of CSXT 1538 was getting all new wiring and instrumentation.





**NATIONAL RAILWAY EQUIPMENT COMPANY  
WAYCROSS, GEORGIA LOCOMOTIVE SERVICE CENTER**



National Railway Equipment had two rows of engines available for sale or as a source of parts.





NREX 2761, a SD40M-2, had just left the shop after a rebuild that included a new paint scheme.



Waiting to be serviced were WMAX 7102, a CF7, and NREX 3005 and NREX 3004, both B30-7AB.





NREX 3008, a B30-7AB, had been outshopped and was waiting for an assignment.



CSXT 7136, ex Conrail, and CSXT 7001 sit waiting for someone to purchase them; if not purchased soon, they were going to be used as a part source.



WAMX 7003 had her batteries pulled, her engines drained of water, and was sitting dead, unlikely to return to service.



This switcher had no reporting marks on her, and the worker taking us around had no knowledge of her heritage.





Sitting in the yard as a rusty hulk was Chicago Central & Pacific Railroad 8190, a GP10. Chicago Central was a spin-off of Illinois Central and is now owned by Canadian National.



## WAYCROSS, GEORGIA



During our visit, CSXT was in the process of putting in new welded rail from Waycross south. Seen here is CSXT 6491, a GP40-2, and CSXT 2320, a Road Slug, bringing the ribbon rail train out of Waycross Yard onto the mainline.



A side view of CSXT 920010 with her three stacks of ten rails to each stack of ribbon rail.





An overhead view of the gondolas carrying the ribbon rail



The CSXT crew of RAUN 10 is starting to lay continuous rail. Note the rail coming off both sides of the gondolas and being placed on the ground next to the rails to be replaced.

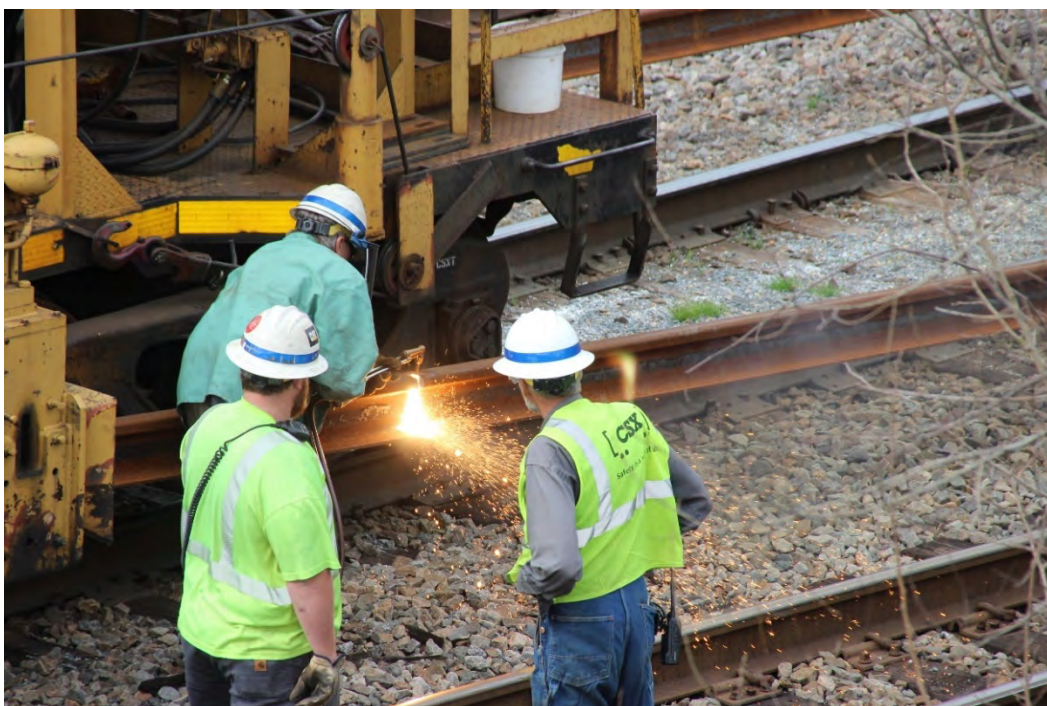




Above and below are two views of RAUN 10 at work.







Upon reaching the crossover, RAUN 10's crew had to stop the train and cut the rail. Once past the crossover, the crew began to relay rail.



RAUN 10 has now reached an on-grade crossing, and the rail will have to be cut so it will not lie in the highway right-of-way.





The torch man is cutting the ribbon rail just short of the highway crossing.



The torch man is cleaning up the cut in preparation for the relaying of the ribbon rail on the other side of the highway grade crossing.





An overhead view down along the rear half of the ribbon rail train



Parked on the track in the upper left is a unit coal train with CSXT 3146, an ES44AH at its rear, serving as a pusher.

## WAYCROSS, GEORGIA AT THE DIAMOND



CSXT 5361, an ES40DC; CSXT 3404, an ET44AH; CSXT 235, a CW44AC/H; and CSXT 3008, an ES44AH, lead a manifest freight train south through Waycross.



CSXT 426, a CW44AC/H; CSXT 4402, a SD40-3; and CSXT 3230, an ES44AH, are approaching the diamond from the south with an empty unit coal train. The local power company needs to take down some utility polls to clear the area for picture taking.





CSXT 3007 and CSXT 3084, both ES44AH, are seen southbound with a unit coal train just clearing the diamond.



CSXT 3376, an ET44AH, is in pusher service helping a southbound unit coal train. The local land may look flat, but the truth is that the landscape around Waycross gently rises and falls forcing unit trains to work hard either adding power to climb a rise or increasing braking to slow the train as it descends from a rise.



CSXT 6967, a GP40-2, and CSXT 2367, a Road Slug, are at the diamond northbound with a train of containers and trailers.



CSXT 570, a CW44AC/H, and CSXT 849, an ES44AH, are working hard as they approach the diamond southbound with a unit coal train.





Leading a stack train south are CSXT 570, a CW44AC/H; CSXT 849, an ES44AH; and CSXT 3191, an ES44AH.



At the diamond, CSXT 5211, an ES40DC, and CSXT 3214, an ES44AH, are bound for the Waycross Yard .5 miles ahead.





CSXT 3214, an ES44AH, and CSXT 5211, an ES40DC, are seen pulling a manifest freight train past the Waycross Passenger Depot, now the Visitor Center.



CSXT 1222, a GM MP15T, is seen pulling a few gondolas loaded with scrap metal back to Waycross Yard.



## Folkston, Georgia



The railfan viewing platform is great for photos of trains in the morning but not so good in the afternoon.



CSXT 3150, an ES44AH; CSXT 442, a CW44AC/H; and CSXT 92, a CW44AC/H, are seen from the train watching platform at Folkston leading a stack train through the city.





CSXT 5248, an ES40DC; CSXT 153, a CW44AC/H; and CSXT 352, a CW44AC/H, are seen running south through Folkston with a unit platform from the Chessie caboose B&B front yard.



UP 4668, a SD70M, and CSXT 362, a CW44AC/H, lead a stack train through Folkston.





CSXT 8365, a SD40-2, and CSXT 4047, a SD40-3, are northbound through Folkston with a solid train of boxcars.



Amtrak's Silver Meteor, powered by locomotives 161 and 195, is northbound at the split, which is located at the end of Shady Lane.





Railfans have the choice of two trackside cabooses, Chessie or Family Lines, to stay at in Folkston and watch CSXT roll by.





This list of CSXT movements was posted at the Folkston trackside viewing platform.

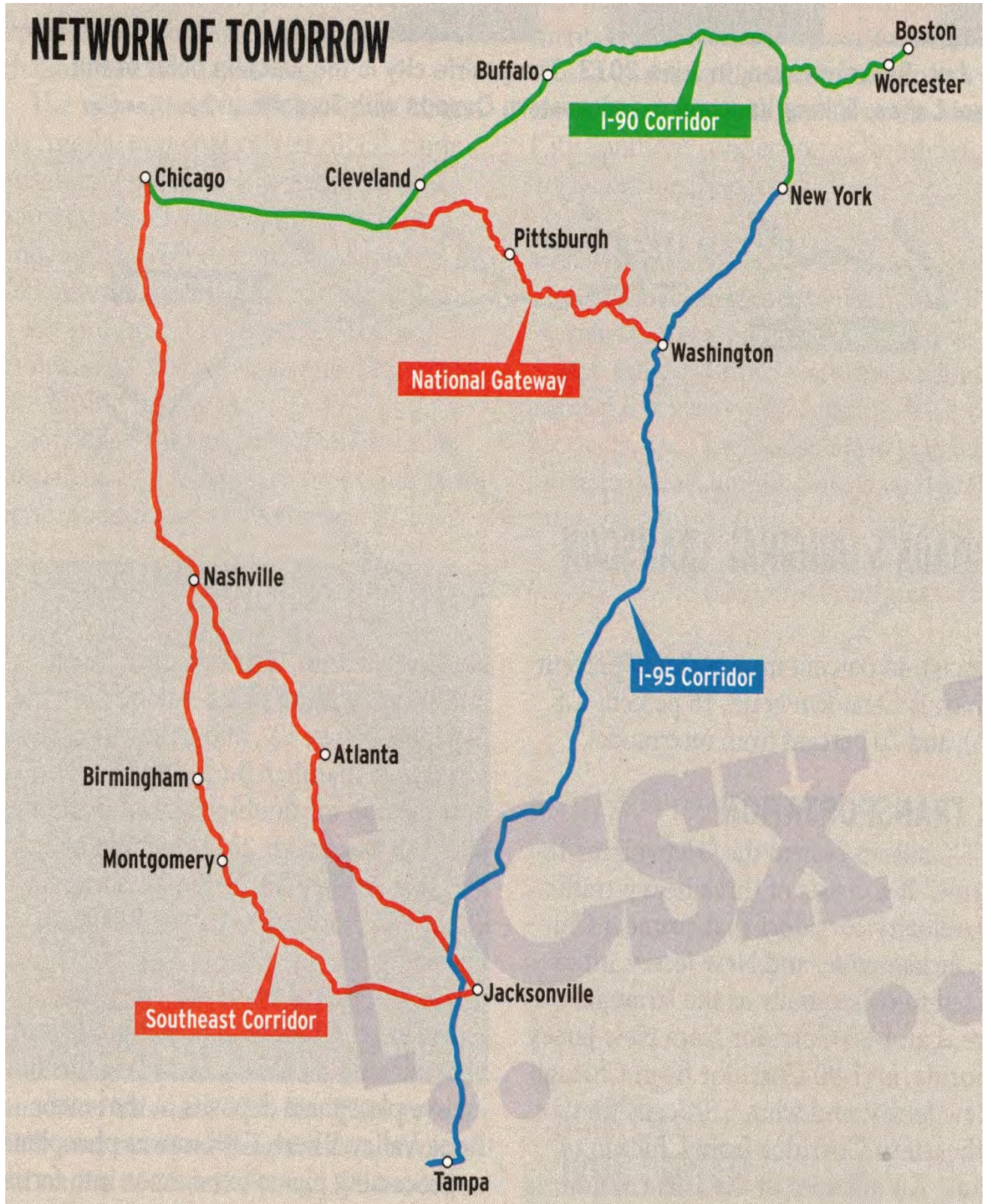
*CSXT Folkston Train List*

*Approximate Times*

*Q142 01:00 AM Single Stack Intermodel*  
*Q124 01:30 AM Double Stack Intermodel Train may route via Birmingham instead of Atlanta*  
*Q173 02:30 AM Single Stack Intermodel Sometimes runs late as L173.*  
*Q604 02:30 AM Mixed Freight Frequently runs as L604*  
*Q455 03:15 AM Mixed Freight Sometimes runs later*  
*Q104 04:10 AM Double Stack Intermodel*  
*P053 04:30 AM Amtrak Auto Train*  
*Q453 05:15 AM Mixed Freight*  
*Q171 05:30 AM Single Stack Intermodel Extra Q173*  
*Q127 05:45 AM Double Stack Intermodel*  
*P091 06:20 AM Amtrak Silver Star*  
*A772 06:40 AM Jacksonville Local*  
*P097 08:30 AM Amtrak Silver Meteor*  
*Q741 09:15 AM Juice Train Empties Usually has Intermodel cars up front*  
*Q181 09:40 AM Double Stack Intermodel*  
*Q155 11:30 AM Double Stack Intermodel*  
*Q172 01:15 PM Single Stack Intermodel Extra Q174*  
*Q652 02:30 PM Mixed Freight*  
*A773 03:30 PM Jacksonville Local*  
*Q174 04:00 PM Single Stack Intermodel*  
*Q121 04:15 PM Double Stack Intermodel*  
*Q452 04:20 PM Mixed Freight Sometimes runs as L452*  
*A770 04:30 PM Wildwood Local*  
*Q441 05:10 PM Mixed Freight*  
*Q120 05:20 PM Double Stack Intermodel*  
*P098 06:20 PM Amtrak Silver Meteor*  
*Q603 06:30 PM Mixed Freight*  
*P052 07:00 PM Amtrak Auto Train*  
*Q602 07:20 PM Mixed Freight Sometimes routed via Valdosta*  
*Q182 07:30 PM Double Stack Intermodel*  
*Q740 08:15 PM Tropicana Juice Train Doesn't run Thursday & Saturday*  
*Q103 08:30 PM Double Stack Intermodel*  
*Q457 09:00 PM Mixed Freight*  
*Q154 10:10 PM Double Stack Intermodel*  
*P092 10:50 PM Amtrak Silver Star*  
*Q141 11:00 PM Single Stack Intermodel Frequently has Tropicana Juice Train cars up front*  
*Q458 11:15 PM Mixed Freight*



## THE SPINE OF CSXT IN 2019



This CSXT map shows what CSXT considers is the backbone of their 2018 rail system. (CSXT)