

# JOURNAL OF THE CSXT® HISTORICAL SOCIETY

\_\_\_\_\_ Volume 7 Number 2 \_\_\_\_\_



## A CSXT MONON SYSTEM ABANDONMENT

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## PRESIDENT'S MESSAGE

During 2018, CSXT put up for sale a number of its lines and filed for abandonment of other lines. The Monon Railroad, when built in the mid-1850s, was constructed with a fatal flaw-its track ran down the main street of every town and village it served. While this was a wonderful convenience for shippers and those traveling by train at that time, it was not so in the 21<sup>st</sup> century. Mile-long freight trains rolling at 5 MPH through a town and blocking all cross streets did not endear the railroad to locals. The result has been piecemeal abandonment by CSXT of most of the former Monon track. That which CSXT has retained has often, at great cost, been relocated from city street running to a bypass track. In this issue of the Journal, we will travel the length of the southern portion of the Monon. This track is to be removed in 2019.

The 2019 CSXTHS Historical Society Convention will be held from June 7-9, 2019. We will tour CSXT's Cumberland Valley (CV) Subdivision. The CV Subdivision in 2000 was CSXT's Number One revenue producing subdivision. The CV moved coal, lots and lots of coal. (See page 30.) However, in 2018, as a result of a switch by power plants from coal to gas to fire their boilers, the CV no longer covers the cost of the maintenance of its track. The CV has been offered for sale by CSXT to a number of short line operators but no interest has been shown in purchasing the rail line. At present, CSXT is looking at railbanking the CV in case there develops in the next ten years an overseas demand for Appalachian coal. More information on the CSXTHS convention can be found on the CSXTHS home page under the subheading "Meeting."

Members of CSXTHS have been invited to attend the ACL/SCL Historical Society Convention to be held in Jacksonville, Florida, February 7-9, 2019. A number of their sessions center on CSXT operations. More information on this convention is on the ACL/SCL web page.



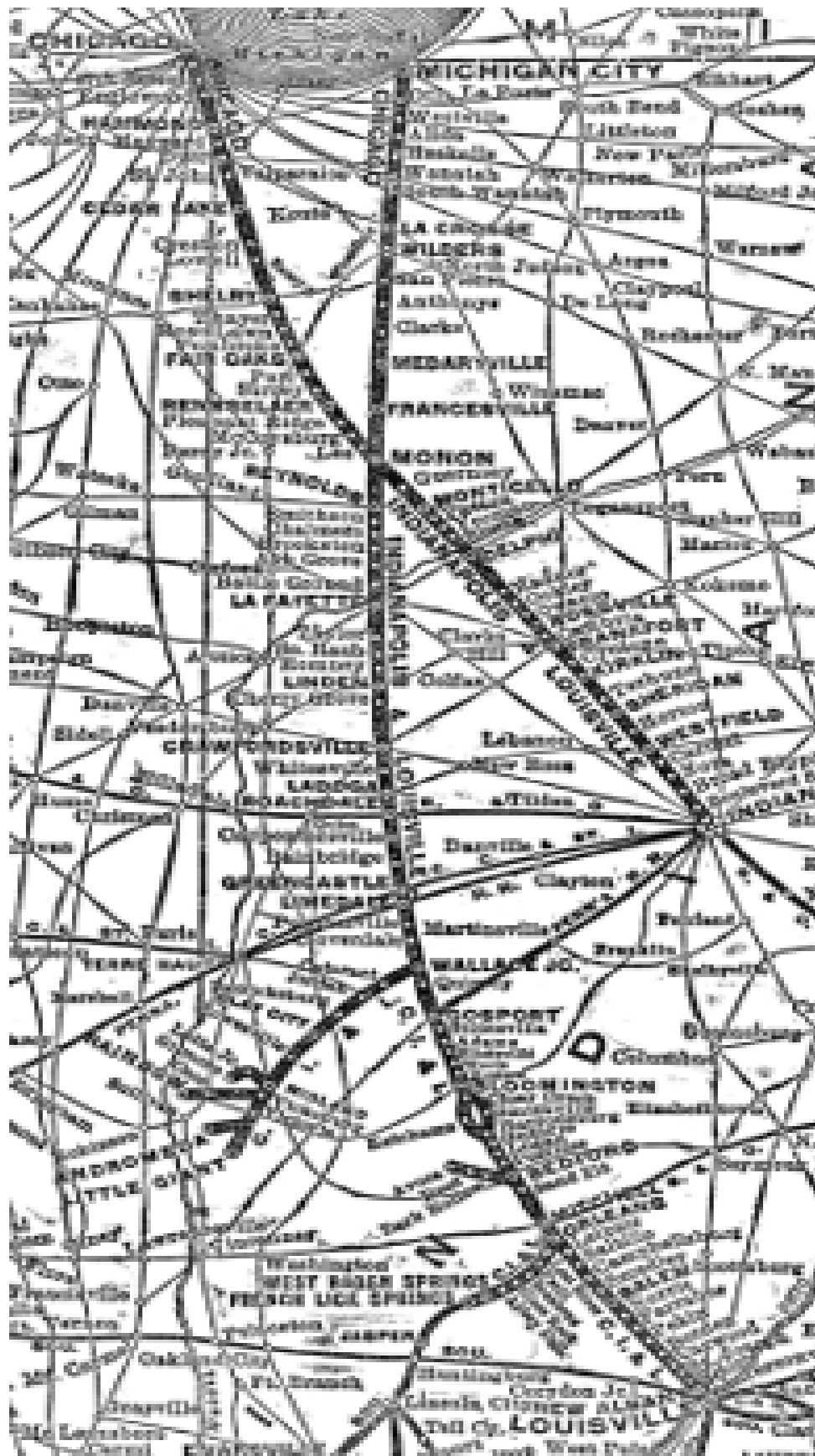
This photo was recently donated to CSXTHS with no information on location. Can anyone identify the location of this photograph?

## A MONON SEGMENT UP FOR ABANDONMENT BY CSXT

Between 1847 and 1854, the New Albany and Salem Railroad (NA&S) built a rail line north from New Albany, Indiana, on the Ohio River, to Michigan City, Indiana, on Lake Michigan. In 1859, the NA&S was reorganized as the Louisville, New Albany and Chicago Railroad (LNA&C). In 1873, the LNA&C was reorganized as the Louisville, New Albany and Chicago Railway. Then in 1881, the LNA&C merged with the Chicago and Indianapolis Air Line Railway. The two railroads crossed each other at Monon, Indiana, and the LNA&C soon became known as the Monon. In 1897, the LNA&C was reorganized as the Chicago, Indianapolis, and Louisville Railway (CI&L). On 11 January 1956, CI&L renamed its railroad corporation as Monon Railroad. On 31 July 1971, Monon was acquired by the Louisville and Nashville Railroad (L&N). In 1986, L&N, as part of the Seaboard System, was merged into CSXT.

The Monon was always a secondary route to the L&N and was never up-graded. This was due to its long climb out of the Ohio River Valley and its street running in many of the towns it passed through. The result was that after Monon became part of CSXT that corporation, over time, abandoned various portions of the Monon. In 2017, more of the Monon Railroad track has been abandoned by CSXT than was in service in 1986. The amount of Monon track abandoned will soon increase as CSXT has proposed to abandon the 79-mile Monon Line segment between New Albany and Bedford, Indiana. The 68-miles of former Monon track from New Albany to Mitchell, Indiana, is presently in-service but has not seen a train run over it since 2014. The 11-miles of former Monon track from Mitchell to Bedford is out-of-service.

<b>Bedford</b> .....	♂	245.9	4 31
<b>Yockey</b> .....		251.7	- -
<b>Mitchell</b> .....	♂	256.0	4 50
<b>Orleans</b> ♂ .....	arr.	261.1	5 05
<b>West Baden Springs</b> .....	arr.	277.7	6 05
<b>French Lick Springs</b> .....	arr.	278.8	6 10
<b>French Lick Springs</b> ....	lve.		*4 15
<b>West Baden Springs</b> ....	lve.		4 20
<b>Orleans</b> .....	lve.	261.1	5 05
<b>Leipsic</b> .....		265.7	- -
<b>Saltillo</b> .....		270.1	- -
<b>Campbellsburg</b> .....	♂	271.9	5 20
<b>Hitchcock</b> .....		277.2	- -
<b>Salem</b> .....	♂	282.3	5 41
<b>Norris</b> .....		286.9	- -
<b>Farrabee</b> .....		290.2	- -
<b>Pekin</b> .....		294.0	s -
<b>Borden</b> .....	♂	299.0	6 08
<b>Bridgeport</b> .....		303.8	- -
<b>Wilson</b> .....		305.6	- -
<b>Bennettsville</b> .....		307.3	- -
<b>St. Joseph</b> .....		309.4	- -
<b>Smith</b> .....		310.9	- -
<b>New Albany</b> .....	♂	318.9	6 44
<b>Louisville (14th Street)</b> .....	♂	323.9	6 57
<b>Louisville (Union Station)</b> ..	♂	324.3	7 11
		[ARRIVE].....	P M







The view is south toward the Kentucky & Indiana Terminal Railroad (K&I) Bridge. A southbound Norfolk Southern train is on the bridge. The Monon track runs toward the camera.



We have rotated 180 degrees and are facing north toward Vincennes Street. The former Baltimore & Ohio Railroad connecting track use to connect with the Monon at this location coming from the right.





We are at Vincennes Street and East Main. The K&I Bridge is behind us The Monon is swinging to the left to commence street running up 15th Street.



The Monon track is swinging onto 15<sup>th</sup> Street and will run for .5 miles in the center of this street.





We are at the north end of 15<sup>th</sup> Street looking south toward the previous photo.



We have turned 180 degrees and Monon cuts through some backyards to reach Charles Street for some more street running.





We are at the north end of Charles Street looking south. The track runs for .1 mile down Charles Street.



We have turned 180 degrees and for the next mile the Monon will now run on private right-of-way through a residential neighborhood.





We are at Beechwood and Monon Avenue looking north. A section of double track is located here.



This view is north from Grant Line Road and Pillsbury Lane toward the former Pillsbury Plant located off to the left. This plant was CSXT's last on-line customer.





We have walked 100 feet north and are looking south. Pillsbury Lane is on the right.



The rail lead into the former Pillsbury plant located off to the left. The derail is in the derail position.





We are at St. Joseph, Mile 309.4, looking south. St. Joseph was a flag stop on the Monon.



This signal is located at Mile 309 just north of St. Joseph. The view is south.





Turning and looking north we find the 309 Mile post alongside the track. Mile 0 was at Chicago's Dearborn Station.



A view north from the southern edge of New Providence, Mile 299.0. New Providence is listed as Borden on the Monon timetable. Once again Monon track runs through the center of town.





We are on the northern edge of downtown New Providence, looking north. The former bank is on the left and just beyond is the library.



A view south from the southern edge of Perkin, Mile 204.9. The spur used to serve Sullivan's Feed Mill.





We have rotated 180 degrees to look north through downtown Perkins.



We are just north of Perkins at Mile 293 looking north. The double track has been removed.





Looking south from Mile 293 showing the mainline and the former passing track.



Looking south from the southern edge of Salem. This is mainline track.





A view north along the mainline from the southern edge of Salem



This view is northward from the site of the former Monon Depot in Salem, Mile 282.3. The boxcar is L&N 11528.





The site of the Salem Depot now contains a metal building that houses CSXT's signal and Maintenance-of-Way.



This view is south down the Monon mainline. These are the only semaphore signals left on the track between New Albany and Bedford. The signal to the right carries a sign reading Mile Post 273.4 and the one to the left 273.3.





A view north from the location of the two-semaphore signal masts.



This view is north from downtown Campbellsburg, Mile 271.9.





This view is south from just north of Campbellsburg. The mainline is in poor condition and the passing track is blocked by old ties.



We have rotated 180 degrees for a view northward.





A view south from the former Monon Yard in Orleans.



A view north into the former Monon Yard at Orleans, Mile 261.7





Looking north from the northern edge of the Monon Orleans Yard



Looking north from the northern city limits of Orleans





A view north across the diamond at Mitchell, Mile 256.0. The track running from left to right is former Baltimore & Ohio track. St. Louis, Missouri, is to left and Cincinnati, Ohio, to the right.



The view west down the former B&O track to the diamond over the former Monon Track. The photo is from the Mitchell Depot platform.





A view south down the Monon mainline toward the diamond. The track running to the left connects with the former B&O track and forms one leg of a wye.



This crossbuck lies on its back at West Brooke Street. From the rust on its pole, it has apparently lain here for some time. The CSXT track from this point north to Bedford is out of service.





This view is north from Oak Street. The passing track has been severed from the mainline.



A view south from the southern edge of Bedford. The speed sign at the left states that the engineer can bring his train speed up to 25 MPH; however, 100 yards beyond here the track is buried in trees and other growth.





We have turned and are looking north up J Street toward the Lawrence County Courthouse. Note the 8 MPH speed restriction sign on the right as the track commences 0.25 miles of street running.



We are at the Lawrence County Courthouse looking south.





We have moved a block north from the previous photo. The street is blocked as construction crews work on a new building. There is no worry about a train running on the track buried in the street.



We have turned 180 degrees and are looking toward Mile 245.9 and the Bedford Depot. End of track is 100 yards beyond the depot. The rails are in place but trees and bushes grow in between the rails.



## CSXT LOCOMOTIVE UPDATE

### CSXT LOCOMOTIVE OWNERSHIP BY NUMBER SERIES AND CLASS

October 1, 2018

# SERIES	CLASS	# SERIES	CLASS	# SERIES	CLASS	# SERIES	CLASS
0001-0602	CW44AC/H	601	RP20CD	4401-4452	GP40-2 /	8000-8488	SD40-2
0700-0999	ES44AH	1700-1712	SD40E3		GP382S	8219,8249	SD382S
1006-1018	MT6	2000-2063	GP38-3	4500-4589	SD70AC	8500-8667	SD50/2/3
1021-1068	SWMT	2200-2387	RDSLUG	4617	SD40	8700-8721	SD60
1100-1119	SW1500	2411-2442	SD40-2	4701-4830	SD70AC	8723-8755	SD60I
1123-1128	SW1001	2443-2445	SD382S	5101-5122	CW44AH	8756-8786	SD60M
1130-1139	MP15AC	2450-2454	SD38-2	5200-5501	ES40DC	8787-8790	SD60
1140-1149	MP15	2474-2499	SD50-2	6001-6499	GP40-2 /	8801-8887	SD40-2
1150-1194	MP15AC	2500-2814	GP38-2		GP382S	9000-9052	CW40-9
1200-1241	MP15T	3000-3249	ES44AH	6500-6562	GP40-3	9969	GP40VH
1308-1311	3GS21B**	3250-3474	ET44AH	6897-6899	GP60	9992-9999	F40PH2
1320	RP20BD**	4000-4299	SD40-3	6900-6987	GP40-2	TORC0996	SD40-2
1500-1524	GP15T	4300-4319	GP39-2	7310-7929	CW40-8 /	TORC0999	SD40
1534-1563	GP15	4320-4390	SD40-3		CM40-8		

#### HUMP ENGINES

2411-2445

2450-2454

#### (EQUIPPED FOR SWMT)

2504-2519 GP38-2 (13 UNITS)

#### (EQUIPPED FOR RDSLUG)

2500-2503 GP38-2 (4 UNITS)

6400-6499 GP40-2 (96 UNITS)

6900-6987 GP40-2 (78 UNITS)

\*\* RP20CD = GENSET Locomotive

### REMOTE CONTROL

Included in Fleet ---->

### CSXT LOCOMOTIVE OWNERSHIP

October 1, 2018

UNITS	CLASS	4-AXLE					6-AXLE						
		CLASS	Local	OFC	Road	Swch	CLASS	Local	Road	Swch	TOTAL		
5	GP15T	F40PH2		4		4	CM40-8		10		10	<b>FLEET SUMMARY</b>	
49	GP38-2	GP15	24			24	CW40-8		210		210		
6	GP382S	GP15T	20			5	CW40-9		49		49		
57	GP38-3	GP38-2	193			22	CW44AC		461		461		
16	GP40-2	GP382S	26			6	CW44AH		129		129		
45	GP40-3	GP38-3	64			64	ES40DC		301		301	<b>4-AXLE</b>	
3	MP15	GP39-2	20			20	ES44AH		550		550	GE	
13	MP15AC	GP40-2	321			15	ET44AH		225		225	EMD	
18	MP15T	GP40-3	63			63	MT6			9	9	NRE/RP GenSet	
6	RDSLUG	GP40VH	1			1	SD38-2			5	5	<b>Total</b>	
1	RP20BD	GP60			2	2	SD382S			5	5	1091	
4	SD38-2	MP15				7	SD40	2			2	0	
5	SD382S	MP15AC				48	SD40-2		185	77	262	<b>6-AXLE</b>	
1	SD40	MP15T				38	SD40-3		150		150	GE	
114	SD40-2	RDSLUG	172			172	SD40E3	13			13	EMD	
50	SD40-3	SWMT				23	SD50		1		1	NRE/RP GenSet	
12	SD40E3	SW1001				4	SD50-2		154	3	157	<b>Total</b>	
8	SD50-2	SW1500				13	SD50-3		14		14	2837	
413	Total	TOTAL	904	4	2	181	SD60		24		24	PASSENGER	
							SD60I		29		29	ROAD	
							SD60M		28		28	LOCAL	
							SD70AC		202		202	SWITCHER	
							RP20CD			1	2	281	
							TOTAL	15	2722	100	2838	<b>SLUG/SWMT/MT6</b>	
												32	
												GE	
												1935	
												EMD	
												1992	
												NRE/RP GenSet	
												1	
												<b>Total Fleet</b>	
												3928	



THIS CHART LISTS APPROXIMATE LOADMETER AMPERES AND TRACTIVE EFFORT READING WHEN LOCOMOTIVE IS OPERATING IN NUMBER 8 POSITION. THESE READINGS SHOULD BE USED AS A GUIDE TO DETERMINE THAT LOCOMOTIVE IS LOADING PROPERLY.

#### EMD MODELS

MPH	GP15T MP15 MP15T	GP30M GP38	GP38-2	GP39/ 39-2	GP40/ 40-2	SD35	SD40/ 40-2	SD-50	SD-60	SD 70MAC T.E.
10	900	1100	1100	1140	1075	960	1110	1280	1345	126,000
15	700	850	850	935	995	870	850	980	1020	87,000
20	550	850	690	770	910	600	700	800	825	67,000
25	480	675	590	660	815	630	590	660	700	54,000
30	420	510	510	580	710	660	520	580	610	45,000
35	380	460	460	515	640	600	465	520	540	38,000
40	350	420	420	470	575	370	425	465	490	34,000
45	320	390	390	430	525	340	390	440	450	30,000
50	300	470	360	430	485	320	365	400	415	27,000
55	280	450	340	375	450	300	345	370	385	24,000
60	270	425	320	350	425	370	325	340	365	22,000
65	260	405	300	325	390	350	310	325	340	20,000

Speed at which transition occurs lists two loadmeter readings, one for each stage. When loadmeter reading has been 1280 amps on SD50 and 1345 on SD-60 for more than 5 minutes, use 1180 amps for SD50 and 1205 amps for SD-60 for 10 MPH loadmeter reading.

REPORT SPEED, AMPERES/TRACTIVE EFFORT, AND THROTTLE POSITION AT TIME OF MALFUNCTION ON 5001B

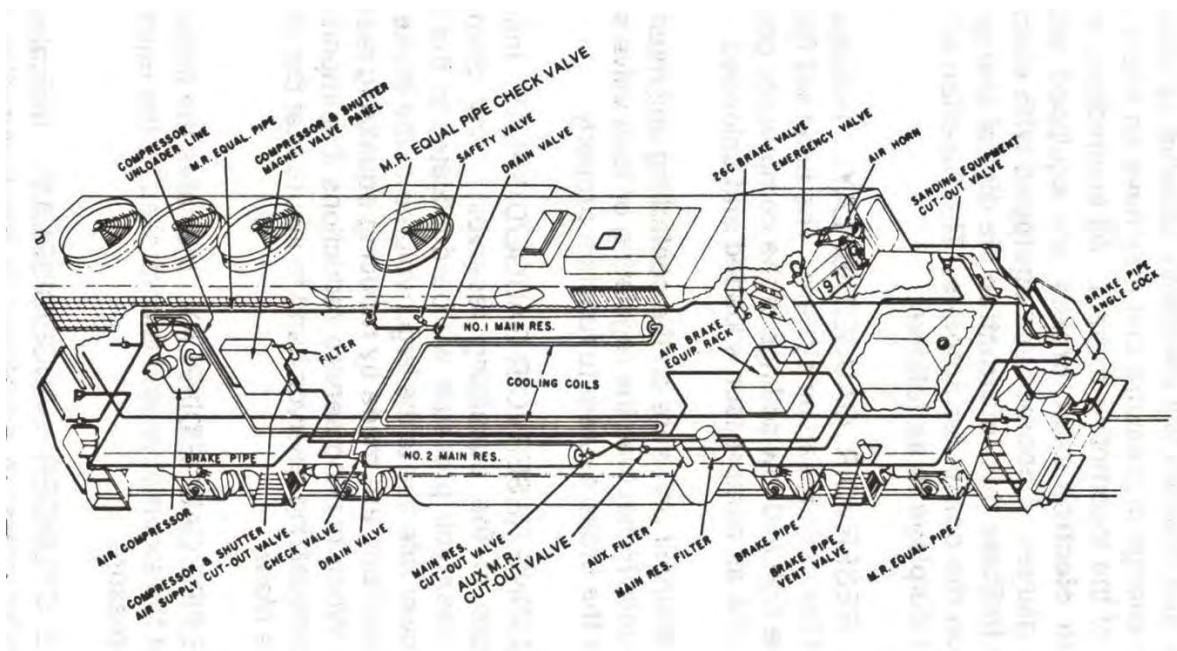
THIS CHART LISTS APPROXIMATE LOADMETER AMPERES READING OR TRACTIVE EFFORT WHEN LOCOMOTIVE IS OPERATING IN NUMBER 8 POSITION. THESE READINGS SHOULD BE USED AS A GUIDE TO DETERMINE THAT LOCOMOTIVE IS LOADING PROPERLY.

#### GE MODELS

MPH	U18B	U23B B23-7 BQ23-7	B30-7	B36-7	C30-7	B40-8	C/CW 40-8	CW44-9	CW44AC TE LBS.	CW60AC TE LBS.
10	1170	1410	1285	1340	1160	1500	1485	1610	145,000	166,000
15	890	1080	1200	1080	900	1325	1125	1210	98,000	134,100
20	740	860	1000	1050	720	1210	930	1000	74,000	100,900
25	620	720	850	970	620	1040	810	860	58,000	80,000
30	530	640	735	830	540	910	700	745	49,000	67,000
35	480	560	660	740	480	820	620	665	42,000	57,700
40	440	520	595	680	440	750	570	605	37,000	50,500
45	400	480	550	620	400	680	530	560	32,000	44,800
50	380	430	500	580	360	630	490	520	29,500	40,300
55	350	400	470	550	340	590	460	490	26,000	36,500
60	320	390	440	510	320	550	430	460	23,500	33,400
65	300	370	415	480	300	520	410	435	21,500	30,700

REPORT SPEED, AMPERES/TRACTIVE EFFORT, AND THROTTLE POSITION AT TIME OF MALFUNCTION 5001B.





EMD Locomotive Brake Equipment



CSXT 4408, an EMD GP40-2



We will visit the remains of Mine #31, which was located at the end of track on the CV Subdivision, during our 2019 convention

### Sic Transit Gloria

