

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

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RON FLANARY CSXT PHOTOS

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PRESIDENT'S MESSAGE

Due to a number of unforeseen circumstances, the joint 2023 Chessie System Historical Society and CSXTHS convention had to be canceled. Perhaps in 2024, we can have a convention.

Two significant donations were made to CSXTHS during the last quarter. We received from the estate of Rodney H. Peterson some 10,000 slides of CSXT locomotives. Russell Abbott donated a number of CSXT employee awards and track work manuals. All are a welcome addition to our archives.

This issue of CSXTHS Journal features the photographs of Ron Flanary. Ron is a frequent contributor to Trains magazine, and we welcome him to the pages of our Journal.

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CSXTHS is an equal opportunity organization and membership is open to all regardless of age, creed, sex, or race

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CSXT 140 North emerges into the sunshine of the Bluegrass state again on August 7, 2003. This is the second of two tunnel bores at Boonesboro, Kentucky, a 636-foot "smoke hole" for what was originally the northward main. The slightly longer tunnel on the right for the southward main was taken out of service many years ago when the south end of double track was cut back about 1.75 miles, thus eliminating two tunnels and the second of two larger overhead truss bridges that spans the Kentucky River at Ford, Kentucky.

THE CSXT PHOTOS of RON FLANARY



CSXT 8464 South is becoming CSXT 8464 East as it enters Norfolk Southern Railway (NS) trackage at the junction at Big Stone Gap, Virginia. The date for this late afternoon action was August 2, 1991. The cars are unusual 100-ton Portec aluminum gondolas, and this is a SCWX (South Carolina Public Service) coal train.



The rear pusher EMDs on this CSXT eastbound coal train running on the NS Appalachia District passed beneath a work train shuttling back and forth. The non-revenue train had some air dump cars distributing riprap on the slope of the big fill, and it was just close enough to the bridge to include in the scene. The date was August 3, 1990, and the location was Speers Ferry, Virginia.



An eastbound CSXT unit coal train is climbing the hill near Oreton, Virginia, on Norfolk Southern trackage on October 13, 1990. An SD50 on the point is subbing for what would normally be an SD40-2 or equivalent GE unit.



A westbound CSXT train rolls through Jasper, Virginia, (the community) on the main between the siding control points of "Tito" (east end) and "Jasper" (west end). Before CTC was operational here in 1986, the old siding was known as merely "Tito." Earlier, it was known as "Tito Tank." The availability of water for steam locomotives was obviously a factor in the choice of a name. The date for this scene was November 13, 1986.



Every now and then, I trained my camera on a single locomotive for a "roster shot." Such was the case on October 3, 1988, at the Corbin, Kentucky, locomotive shop. Seaboard System No. 8141 was originally a Louisville & Nashville Railroad (L&N) unit--same number. It was built in September 1981 after CSXT Corporation had been created, but before the SCL would be folded into Seaboard System (along with the L&N, Clinchfield, Georgia, etc.). The Family Lines paint scheme actually looked pretty good.



An eastbound CSXT loaded coal train eases out of Little Tunnel at Natural Tunnel, Glenita, Virginia. The date was March 7, 1987. There was no chair lift at the time, and the warning sign alerted visitors to the tunnel to be vigilant for trains.



On April 8, 1992, the head end crewmen aboard a westbound Norfolk Southern (NS) empty train are on the ground at Jasper, Virginia, to give a roll-by to the pusher crew on an eastbound CSXT coal train. The loaded train was directed into the siding here to meet two trains. A CSXT empty train was waiting behind the NS train.



In December 1989, a slightly different No. 2716 is the rear pusher unit on this eastbound CSXT unit coal train as it struggles upgrade from Speers Ferry to Big Cut, Virginia, on NS trackage.



On December 12, 2000, eastbound CSXT coal is within feet of the summit of the Allegheny Mountains as it emerges from the portal of the south-side main at Alleghany, Virginia. A third AC unit is shoving on the rear.



Two CSXT "dark future" GE units peek through fall foliage on the climb through Baum Hollow, Virginia, on October 25, 2002.



On September 24, 1998, CSXT 168 and CSXT 245 were southbound at Cove Creek, Jacksboro, Tennessee. This was a 90-car loaded coal train of SJRX cars bound for a power plant at St. Johns River, Florida. This inlet is a portion of the Tennessee Valley Authority's first hydroelectric and flood control impoundment, Norris Dam. It was built on the Clinch River, with construction starting in 1933 and completion in 1936.



In my opinion, one of the "sacred places" on the former Chesapeake & Ohio is this double-track curve at Tuckahoe, West Virginia. Just ahead of this coal train are the west portals of the two tunnels beneath the mountain that crest on the other side at Alleghany, Virginia. This was a favorite spot for C&O photographers to showcase some of the company's mightiest steam locomotives at work. On June 12, 1996, however, it was just another day as I photographed CSXT 7766 East with a tonnage train of gray "tubs." Two SD40-2s, added at Ronceverte, West Virginia, are shoving on the rear.



CSXT 8532 is topping the hill at Big Cut, Virginia, on May 2, 1987. Just ahead is "Watkins," the west end of a controlled siding on the site of the old Dan'lboone Yard (earlier, Albert Yard).



A CSXT eastbound coal train has just crossed the Clinch River at Clinchport, Virginia, on October 13, 1989. This crew is handling the run from Loyall, Kentucky, to Erwin, Tennessee,-- although it was often difficult to get over the road all the way due to opposing traffic. In that case, the train will be tied down somewhere to await a recrew. Johnson City, Tennessee, seemed to be the parking lot of choice when that happened.



On the main line of the former C&O, CSXT 8693--a coal train bound for Newport News, Virginia,--rolls under a distinctive C&O cantilever signal at AD Cabin, Alderson, West Virginia. The date was September 12, 1993.



CSXT 259 South is snaking its way upgrade at Holton, Tennessee, on November 11, 1998. The track diverging on the right leads to the Clear Fork Branch. There's a 267-foot tunnel just out of the frame. Southern Railway (later NS) served the branch, coming onto the L&N four and a half miles back (north) at Lot. Another leg on the south side forms a wye, with a junction at Trevilion. A 2,765-foot track was shoehorned between the main and the wall of the canyon for many years to allow Southern mine runs brief refuge, as required, from passing L&N traffic. There was also a train order depot at Holton--with much of the structure hanging out over the Clear Fork River held up on pilings. The .35 percent grade here increases to 1 percent at Chaska for the climb over Duff Mountain. A rear end helper will thus snuggle up to the rear car on this unit coal train at Chaska to make the shove over the top. Photographers who have frequented this stretch of railroad over the years will agree it's one of the most scenic on the former L&N system. Traffic density is a shadow of what it once was, but there are still ample trains to make a visit here worth the effort.



CSXT 5940, a B40-8, originally built as Susquehanna 4028, leads a northbound empty auto rack train between Rockholds and Faber, Kentucky, on the KD Subdivision.



Leased power in the form of former Santa Fe GE C30-7s shares track space at the CSXT shop and service center at Corbin, Kentucky, on August 19, 1990.



A southbound CSXT unit coal train cruises across newly installed concrete ties at Lafollette, Tennessee, on July 20, 1990. Trios of former Seaboard System SD50s were very common on such trains at the time.



CSXT 8205 leads six other units on a northbound 180-car double empty hopper train near Kufa, Kentucky, on the former L&N Crooked Hill. The date was October 11, 1992. This was once double track territory, and the old southward main occupied the path on the right. The second main was lifted in 1963 when CTC was installed.



On January 14, 1989, a southbound Lynch Turn on the CSXT CV Subdivision splits the searchlight signals at Layman, Kentucky. The light blue hoppers barely visible were former Rock Island cars.



On June 22, 1991, a westbound CSXT empty hopper train is dropping downgrade at Speers Ferry, Virginia, on the NS Appalachia District. There was once an active interchange track between the Clinchfield and Southern here, with the track crossing old US 23 on the lower left. The depot had two levels and a freight elevator from the lower track (Southern) to the top (the Clinchfield). It's been gone for many years. I'm 75, and I don't remember the interchange track here.



CSXT 137 passes the CSXT business train at the south end of Dante Yard.



A westbound CSXT empty train is urged on by a clear signal at the west end of the long center siding at BS Cabin, Va. The date was February 5, 1996. In the steam era, eastbound coal trains would stop here long enough for the brakeman and flagman to turn down the brake retainers after the descent from the summit at Alleghany, Virginia.



CSXT 7089, a C30-7 was the rear pusher unit on an eastbound coal train as it wound its way upgrade through the "Goose Neck" at Big Cut, Virginia. This scene was recorded on film on May 30, 1993.



James Belmont was kind enough to send this Rio Grande GP30 eastward all the way to Gladstone, Virginia, on July 7, 1992,--just so I could get it in a shot. Crew changes at this former C&O yard were taking place on both eastbound and westbound CSXT trains.



A northbound CSXT intermodal train is laying back to allow a southbound train time to take siding at Cowan, Tennessee, on October 16, 1988. The Tracy City Branch once climbed the north side of Cumberland Mountain just to the right of where this train is stopped. This route was the former Nashville, Chattanooga & St. Louis merged into the L&N in 1957.



CSXT 509 with a trailing locomotive is seen exiting from Alleghany Tunnels bound for Richmond, Virginia, with a train of loaded coal cars. The day was cold and the local road was still snow covered, but it was a great day to chase and photograph trains.



CSXT 509, a CW44ACH, with a trailing unit, leads a loaded unit coal train through the mountains of West Virginia eastward to the coal docks at Newport News, Virginia. Snow that fell the day before has been melted by the sun except from ground folds that protect the fallen snow from direct sunlight.



May 23, 2003,--a southbound CSXT unit coal train from Shelby, Kentucky, to Erwin, Tennessee, thunders upgrade out of Syke's Mill Tunnel at Rush, Virginia. (Clinchco). At the time, this line was ultra-busy with such traffic.



Christmas Eve Re-run: A southbound CSXT passenger special rounds Osborne's Curve at Dungannon, Virginia, on the rainy afternoon of October 17, 1997. I was always a sucker for that old "Good Gulf" gas pump at the old store for foreground framing in a shot.



CSXT 120 and a trailing unit are seen working hard pulling a loaded unit coal train near Sunbright, Virginia.



I spent the afternoon chasing CSXT 120 and got this overhead photo of her on the east side of the summit at Sunbright, Virginia.



CSXT 120 is now at Speers Ferry, Virginia.



At Daniel Boone, Virginia, CSXT 120 rolled past a CSXT empty unit coal train sitting in the siding. The Conductor of the other train was on the ground to give CSXT and her train a roll by inspection. ("Watkins" control point for siding)



CSXT 849, a ES44AH, and two sister locomotives lead a mix freight train south through the hills near Dryden, Virginia.



The chase has been on, and despite the narrow and curvy Virginia roads, we have caught up with CSXT 845 and have a shot of her framed by the hills of Virginia.



CSXT 848 is seen leading her train through Pennington, Virginia.



In October 1999, a southbound CSXT mix freight rounds Osborne's Curve just north of Dungannon, Virginia, on the former Clinchfield. Amazingly, no one has stolen that Gulf gasoline pump, and it's still there today. The interior of the old country store is amazingly intact, including stocked shelves.



CSXT northbound mixed freight Q690 is obliged to take siding at the south end of Trammel, Virginia, to meet a southbound unit coal train on November 30, 2001. The ceremonial last spike completing the Carolina, Clinchfield & Ohio Railroad took place at this very spot February 8, 1915. Q690 has just emerged from Sandy Ridge Tunnel.



Long-closed interlocking tower HN overlooks a westbound CSXT empty hopper train on the former C&O Piedmont Sub at Doswell, Virginia, on June 24, 2004. The former Conrail unit--an EMD SD60I--sits in the clear on the interchange track between the double tracked former RF&P and the Piedmont Sub. Coal loads follow the virtually gradeless James River line from Clifton Forge to Richmond, but empty hopper runs are often routed back on this route, via Charlottesville, Staunton, and the North Mountain Sub.



Northbound CSXT mixed freight Q548 emerges from the momentary subterranean darkness of Hickory Creek Tunnel No. 2 at Morley, Tennessee, in October 1998. It would have been nice had some of the tree limbs below been trimmed back but doing so would have been extremely dangerous. No thanks! No train photo is worth THAT!!



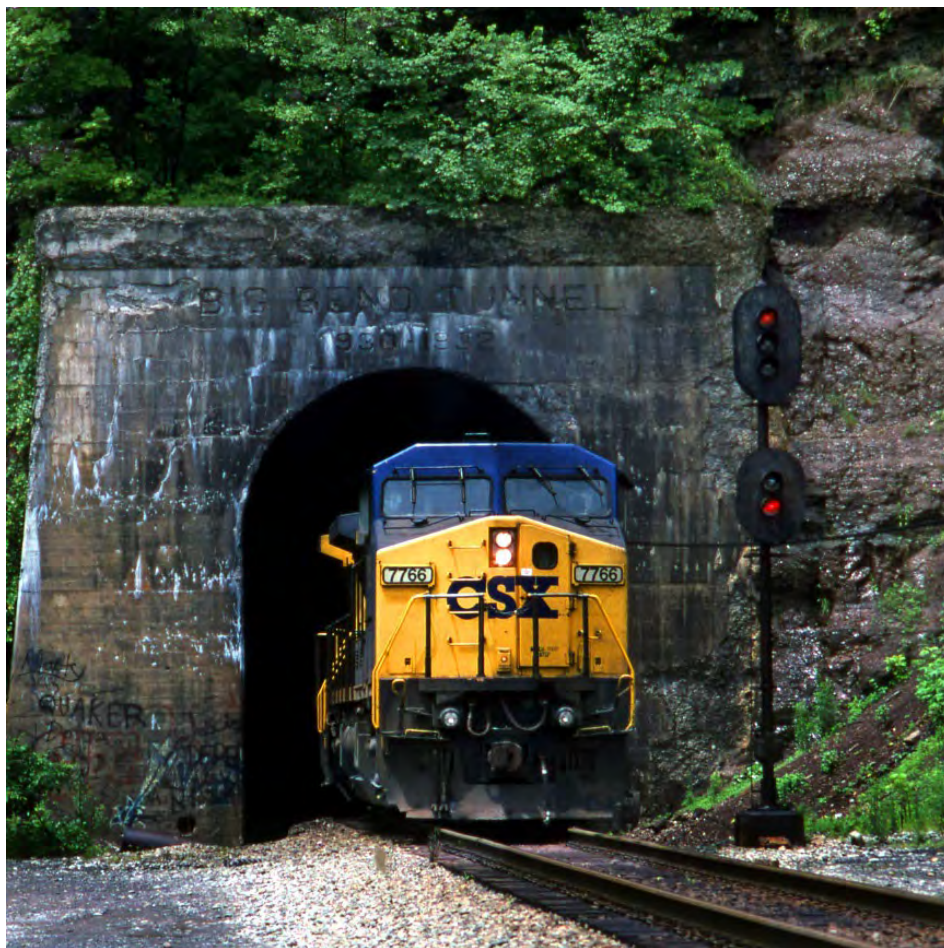
The view of Big Stone Gap, Virginia, was taken on April 14, 1991, from Wallins Ridge, and looks north. A loaded CSX unit train (SCWX coal from Merna, Kentucky, for a power plant in South Carolina, has just crossed the “new” bridge (1986) linking for the former L&N CV Division with Southern Railway’s Appalachia Division. At the time, the track was still in place beyond the point where the new line leaves the CV main to Appalachia and beyond to Norton. Today, it’s a walking trail. The CSXT train is being pulled by four SD40-2s, but 90 cars back there are two GE C30-7s shoving on the rear.

The prominent mountain in the foreground is Stone Mountain, and the “gap” formed by Powell River is the feature from which the town gets its name. The community was originally known as “Three Forks.” The quarry was operated by a subsidiary of the Virginia Coal & Iron Company but had been closed since the late 1940s. The siding that served the facility was known to the railroad as “Harper.” You can also see the rib of rock fault through which the Southern (originally the South Atlantic & Ohio) drilled in 1890 to build through the gap to reach what would eventually become Appalachia. The two railroad lines formed a junction in Appalachia in 1891 as the sister community just two miles to the north became a major retail trade center for the surrounding coal mining communities. Big Stone Gap, however, thrived as well, offering additional retail stores and services, a Federal courthouse, and the headquarters for the Stonega Coke & Coal Company. All the coal, however, was located on the north side of Stone Mountain since Big Stone Gap was in a different physiographic province. Iron ore was present (and, for a time mined) on Wallins Ridge, however.

That’s Black Mountain rising in the very background with Looney Ridge—a spur of the larger mountain—extending left to right just beyond the gap itself. A small glimpse of the

Westmoreland Coal Company transloader can be seen through the gap, although that facility would close permanently in August 1995 and eventually razed. At the very top of Black Mountain is the state line between Virginia and Kentucky. Route 160 twists and turns its way over the mountain from Appalachia to Lynch, Benham, Cumberland and other communities in the Bluegrass state. In the wild early days of development of the region, a multi-purpose tunnel was proposed under Black Mountain to link the two states. Like so many over-the-top ideas, it never gained serious traction to the point of construction--the lack of capital most likely being the reason.

A lot of things have changed here in the three decades since I exposed this frame of Kodachrome color slide film, but many of them are not visible at this level. Time waits for no man.



On June 20, 1996, an eastbound CSXT unit coal train emerges from Big Bend Tunnel at Talcott, West Virginia. Although rear end helpers were usually added at Ronceverte, West Virginia, at the time, this one had two GE helpers out of Hinton, West Virginia. The signal is pure C&O.



In the days of the 100-mile crew district on the US railroad system, terminals would often be established in otherwise unremarkable and sometimes isolated locations. Gladstone, Virginia, -- on the C&O's James River Line--was a great example. Crews between the big yard at Clifton Forge, Virginia, and Newport News, Virginia, were obliged to change at Gladstone as the trains headed east, simply because it was about 100 miles east of Clifton Forge. Lynchburg, Virginia, might have made more sense, but it was only about 75 miles from Clifton Forge to there, so it would have been too short. From Gladstone the next crew change was Richmond, Virginia, at Fulton Yard, and then from there a crew could make it to Newport News. Interdivisional runs lengthened these runs, so now crews run all the way from Clifton Forge to Richmond (I think that's correct).

I checked Google Earth and was amazed to see the depot/yard office at Gladstone still standing, although not in this condition today. Many of the yard tracks are still in place and appear to be full of stored hopper cars. The engine facility was just to the west of the depot, but everything there is long gone.

Crews were still changed there on this particular day (July 7, 1992), so I watched as a westbound empty hopper train awaited fresh personnel.



On April 10, 1991, three rebuilt CSXT SD40-2s from Morrison-Knudsen are westbound into Big Stone Gap, Virginia, passing the intermediate signal at "Furnace Dip."



On May 12, 2009, a northbound CSXT empty hopper train is easing out of the north end of the yard at Dante, Virginia, on the former Clinchfield. The yard is closed today but the remaining yard tracks are full of stored hoppers.



CSXT 415, a CW44AC/H, leads a unit coal train through the Virginia countryside for delivery to the port of Newport News, for loading on a ship.



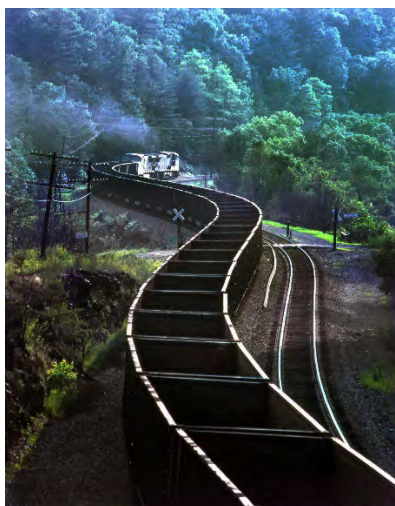
May 12, 2009: A northbound CSXT empty unit coal train coils out of the nearly 14-degree Pine Tree Curve at Hamlin, Virginia. The bridge spans Lick Creek--the fifth such crossing between over the next mile as the railroad twists and turns its way up the narrow valley to keep the northbound grade within reason. From Dante, Virginia, to the summit tunnel under Sandy Ridge, the ascent will briefly touch 1.8 percent.



CSXT 217, a GE C44CW, leads a unit coal train back to the mine for a new load of coal.



On July 12, 1987, a northbound train on the former Clinchfield--by then CSXT's KP Subdivision--has emerged from the depths of Clinch Mountain Tunnel. The railroad jumped watersheds with a tunnel of less than a mile in length by going under the bore's namesake ridge. The rear of the train is just leaving Kermit, on the south side, while the head end has reached Speers Ferry. This avoided the steep grades of the old "Triple C" alignment via Gate City, a route subsequently used by today's Norfolk Southern. CSXT engineers were not inclined to offer warm words of praise for the GE C30-7s such as 7036. "Junk" would be the most appropriate term that could be shared in polite company. Several hood doors are open, suggesting the engine was experiencing some overheating. Crewmen had to improvise on the fly to keep rolling.



On June 26, 1993, a westbound CSXT empty coal train climbs the famous Allegheny grade of the former C&O at Moss Run, Virginia. The end of this double track stretch is literally within sight of the engineer now at a control point known as OX Cabin.



A northbound (by rail direction) loaded ELFX unit coal train rolls through Wilhoit, Kentucky, on the former L&N Cumberland Valley Division "K&V" main between Loyall and Corbin on May 29, 1986. There were two routes between mines in the immediate area and the power plants of Florida Power, this one being a bit easier in terms of grade. Two SD50s were sufficient to get the train to Corbin, Kentucky,--all downriver except for the pull from Baileys to Arkle--Emanuel Hill (also known to motorists on old US 25E as "Booger Mountain"). Had the train taken the alternate route via Erwin, Tennessee, three SD50s would have been required, plus a two-unit pusher from Loyall, Kentucky, to Big Cut, Virginia, some 90 miles away.



This shot wasn't possible in earlier years at Dante, Virginia, as there were two large buildings between the post office and the tracks. In May 2003, a CSXT southbound unit coal train in dropping downgrade from the summit tunnel beneath Sandy Ridge had a slight derailment here. The rail route was originally built by the ambitious Lick Creek & Lake Erie (LC&LE). Despite the name, the LC&LE fell over 300 miles short of its intended northern destination.



A light two-unit pusher eases into the north end of the yard at Dante, Virginia, on November 23, 2001, after shoving a southbound coal train out of Shelby, Kentucky. The building on the left is the Union Baptist Church, a favorite photo "prop" for generations of railfan photographers on this stretch of the former Clinchfield Railroad. Dante was once a busy terminal serving the multiple mines along the north end of the railroad to Elkhorn City, Kentucky.



On November 18, 2000, the northbound CSXT "Yellow Dog" was running light with two SD40-2s across Copper Creek Viaduct at Speers Ferry, Virginia. This local freight handled traffic mostly between Kingsport, Tennessee, and Dante, Virginia, at the time, including wood chips off the Fremont Branch for the paper mill in Kingsport.



CSXT 261 at Wallins Creek, Kentucky, (or Kerr in railroad terms).



CSXT 261 at Molus, Kentucky, with Pine Mountain in the distance.



CSXT 261, with the help of two other locomotives, leads a unit coal train out from Blackmont, Kentucky.



CSX 63 is northbound with an empty unit coal train at St. Paul, Virginia, on November 18, 2001. The railroad names, Clinchfield and Southern, cast into the overpass, honor railroads that are gone, but their names and legacies here aren't easily erased.



Gregory Perry Sr. commenting on my photo. "I used to go to that church in Dante....Union Baptist Church....led singing there back in the early 1980's and my wife taught in their small Christian School. Got kind a noisy in there when the trains went by during services but it was part of the warm ambiance of the place."



Four CSXT locomotives #7867, #7545, #7868, and #8078, growl as they fight to conquer the grade and curves of the hill as they pull a 110-car unit coal train eastward to a powerplant.



CSXT 8065, a SD40-2, leads a train of autoracks to Charleston, South Carolina, to pick up a ship load of foreign automobiles.



CSXT 4556, a SD70AC, is heading a unit coal train on Crooked Hill north of East Bernstadt. Not seen in this photo is the empty coal train in the siding and its Conductor on the ground on the far side of the track giving CSXT 4556 and its train a roll by inspection.



A CSXT southbound empty unit train hoppers are rolling past the detector at St. Helens, Kentucky, on August 10, 1993. I was just checking a dispatcher train sheet from the EK for November 10, 1965. On that day, 18 trains rolled through St. Helens. The heaviest northbound was Extra 1413 North, with 1413 and 1402 (both Alco C628s) pulling 145 loads, no empties, a caboose, and 12,400 tons. Wish it were still that way today.



On July 19, 1993, the sun had dropped behind the mountain as I waited for a CSXT loaded train to get clearance to go east at the junction with NS at Big Stone Gap, Va. However, a three-unit pusher NS pusher crew was westbound and had to clear the junction first. I placed my camera on my tripod and fired a slow shutter speed exposure as the NS units finally passed (with obvious motion blur). With ultra-slow Kodachrome 64 film in my Nikon, I decided to pack it in and go home. It was too dark for film, and I was tired by that time.



On August 15, 1993, eastbound CSXT mixed freight R302 has bested the long climb to the summit of the mountains at Alleghany, Virginia. The mixed bag of locomotives suggests a balancing of power. While some general freight runs this former C&O route, historically it was more important to the railroad's bottom line for the eastward movement of coal from the Appalachians to the port of Newport News, Virginia.



CSXT 7882 East cruises by the spur serving the Birmingham Bolt plant at the Duffield Industrial Park in Duffield, Virginia, on July 18, 1993. The bolt plant building is now used by AEP for storage, but the spur is long gone. When it opened in 1970, the bolt plant was the first new facility in the 350-acre park. Today the park is fully developed and employs around 4000 total people in the various businesses and facilities there. Cliff Mountain is in the background.



On August 10, 1993, I encountered this CSXT unit train at the Kragon loadout a few miles railroad south of Jackson, Kentucky, on the Eastern Kentucky Subdivision. This facility, then owned by the Kentucky May Coal Company, was fed by a truck dump high on the hill on the right. This train was loaded and ready to go, although a fresh road crew hadn't boarded yet. The siding--also known as Kragon--could chamber a 100-car train. You can see a pair of intermediate signals on the main on the far left. This stretch of railroad sees no traffic at all these days except in very rare cases. Kragon itself is closed, as are most of the loading facilities on this once coal-rich stretch of the L&N. At the time of the photo, Kragon loaded two and sometimes three unit trains every week.



This impressive concrete monster at Clifton Forge, Virginia, once dispensed coal into the waiting tenders of just about every size of steam locomotive the C&O rostered, including the enormous H-8 Allegheny-type 2-6-6-6s. On February 26, 1992, however, its original function is obsolete. A trio of CSXT EMDs are being fueled and sanded.



St. Paul, Virginia, is a railroad-coal town, once served by the Clinchfield and Southern that is slowly fading away as the coal mines within the area close.



Nothing more needs to be said.

OSXT 481893
Charles H. Bogart

The paint shop got the reporting marks on this car a little wrong, OSXT instead of CSXT.



CSXT's NEW 2023 LOCOMOTIVE PAINT SCHEME
OUT WITH THE BOXCAR AND IN WITH www.csx.com

Grayson R. Wilhoite



CSXT 5424, seen on April 8, 2023, in Louisville, Kentucky.



Detail of CSXT 5424, seen on April 8, 2023, in Louisville, Kentucky.



Congratulations Cassandra Rintoul

Director of Marketing, Forest Products

CSX congratulates Cassandra Rintoul on being named a Railway Age 25 Under 40 honoree. In her time at CSX, Cassandra has become a strong leader, committed to delivering innovation and exceptional service to drive company growth. A key player on the Sales and Marketing team, Cassandra has utilized data analytics and emerging technology to help both CSX and our customers reach new levels of success.



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CASSANDRA RINTOUL

**Director of Marketing,
Forest Products**

CSX Transportation

Cassandra Rintoul helps customers extend their market reach by providing warehousing solutions and by developing opportunities to land new rail locations on CSX. She has performed

market studies that evaluated macro-economic considerations and competitive transportation options of CSX's railcar fleet, ensuring optimized data asset deployment across the CSX network. Rintoul also identified the capital and service improvements necessary to achieve growth for customers and for CSX. She has been part of a team working to advance rail market share through data analytics and technology improvements. Rintoul strives to be a leader who makes people feel good in her presence, and has been a mentor to several women at CSX across multiple departments. Her current mentorships focus on professional presence and navigating corporate America as a young woman. She is a Board Member for the Business Analytics, Information Systems and Supply Chain (BAISSC) at Florida State University and a volunteer for a not-for-profit animal hospital in Jacksonville, Fla.

CSX

2023 MOW budget: \$938 million (excluding \$22 million for work on former Pan Am system)

2022 MOW budget: \$910 million (excluding \$28 million for work on former Pan Am system)

Reasons for increase: Driven by inflation due to constrained markets and higher commodity pricing.

Rail: Replace or install 525 track miles, including 43 miles on former Pan Am system; 434 miles of CWR and 91 miles of relay CWR.

Major track projects: CREATE Project P3 in Chicago; ongoing Howard Street Tunnel clearance program; and significant track improvements in New England region on former Pan Am system.

Sidings: 10 significant siding extensions each about 12,000 feet in AL, GA and NC, to be in service in 2023.

Surfacing/grinding: Grind about 18,000 pass miles and surface about 4,650 miles, with 2,150 out of face and 2,500 tie and surfacing.

Ties: Replace or install 2.9 million wood ties.

Ballast: Install 2 million tons.

Bridge work: Capital program of \$145 million to \$150 million, includes replacing and upgrading timber, concrete and steel bridges, improving bridge decks, replacing culverts and improving other drainage, stabilizing roadbeds, and enhancing the reliability and automation of moveable bridges.

Facilities: Expect to spend nearly \$30 million on facility enhancements and \$50 million on port and intermodal facility enhancements, includes plan to refresh over 90,000 square feet of buildings, yards, shops, mechanical facilities and equipment.

MOW equipment to lease or purchase: Have budgeted \$40 million for capital equipment rebuilds. Planned new equipment purchases include Brandt trucks, tie unloaders, backhoes, 2 Plasser 2X tampers and upgrading the mechanical UTV fleet. Total of \$38 million for new vehicle purchases and maintenance.