

# JOURNAL OF THE CSXT® HISTORICAL SOCIETY

\_\_\_\_ Volume 13 Number 4 \_\_\_\_



## PUMPKINS PART ONE

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## **PRESIDENT'S MESSAGE**

We hope you, the modeler, enjoy this pictorial look at CSXT's sixty-nine pumpkin locomotives. All the photos are from the CSXT Historical Society Archives but, unfortunately, during our scanning of these photos, we failed to record the name of the person taking the photo, the location, or the date. Our apologies to one and all of the rail fans who stood trackside to take these photos for not giving you proper credit for your endeavors. Lesson learned.

We also apologize for the fact that, while all these locomotives were painted by CSXT in the same shade of orange, sunlight, weather, camera settings and the film used resulted in these CSXT pumpkins appearing in the Journal in a litany of various shades of orange.

The CSXT 2025 Convention will be held in conjunction with the Louisville & Nashville Railroad Society in Chattanooga, Tennessee, at the Tennessee Valley Railroad Museum from October 9-11. See registration page on the CSXTHS web site.

You may have noticed that unlike other railroad historical societies, we ask for a one-time donation of \$25.00. This money is used for maintenance of the CSXTHS web page and paying our yearly incorporation tax. We are registered as a non-profit corporation with the Commonwealth of Kentucky, Secretary of State's office.

We are always looking for photos and articles from members.

## **INDEX**

LETTER FROM PRESIDENT	PAGE 2
CSXT PUMPKINS	PAGE 3
TWO EX PL&E CARS	PAGE 54
CSXT SYSTEM WIDE NOTICE	PAGE 56
2025 CONVENTION	PAGE 59

## CSXT PUMPKINS

Starting in April 1995, CSXT began to paint certain of its locomotives Orange & Black, overall orange with black lettering, trucks, and plow. These Orange & Black units soon were given the name Pumpkins. The Orange & Black paint scheme was applied to older CSXT locomotives that still had depreciation tax life left but were having mechanical issues when in road service. These Orange & Black units were, in theory, assigned to only pulling Maintenance of Way trains, but they were often found in mainline service when a yard was short of road power. In all, during the life of CSXT's Pumpkin locomotive program, years 1995-1998, sixty-nine units were painted Orange & Black by CSXT. The list of units includes nine U18Bs, six U23Bs, one B23-7, one GP30M, twenty GP38s, and thirty-two GP40s. This Orange & Black paint scheme is known as "CSX-o." These Orange & Black Maintenance of Way units lasted in CSXT service until the early 2000s. Sixteen of the Orange & Black GP40s when retired by CSXT from Maintenance of Way service were rebuilt as CSXT road slugs; the others were sold for scrapping or for use by a short line.



CSXT 9500 and CSXT 9502 were relettered for their new owners, Pickens.



## CSXT 9500

CSXT 9500, a U11B, started life as Seaboard Coast Line 386 in November 1974. She later became SBD 386, SBD 1984, CSXT 1984, and then CSXT 9500 in April 1995. Sold to Pickens in 2001.





## CSXT 9501

CSXT 9501, a U11B, started life as Seaboard Coast Line 379 in October 1974. She later became SBD 379, SBD 1977, CSXT 1977, and then CSXT 9501 in April 1995. Sold to Pickens in 2001







## CSXT 9502

CSXT 9502, a U11B, started life as Seaboard Coast Line 320 in May 1973. She later became SBD 320, SBD 1918, CSXT 1918, and then CSXT 9502 in April 1995. Sold to Pickens in 2001.









## CSXT 9503

CSXT 9503, a U11B, started life as Seaboard Coast Line 251 in December 1973. She later became SBD 251, SBD 1889, CSXT 1889, and then CSXT 950 in April 1995, Sold to Pickens in 2001



## CSXT 9504

CSXT 9504, a U11B, started life as Seaboard Coast Line 328 in December 1973. She later became SBD 328, SBD 1926, CSXT 1926, and then CSXT 9504 in September 1995. Sold to Pickens in 2001.







## CSXT 9505

CSXT 9505, a U11B, started life as Seaboard Coast Line 328 in December 1973. She later became SBD 328, SBD 1926, CSXT 1926, and then CSXT 9504 in September 1995. Sold to Steel Processing in 2003.





## CSXT 9506

CSXT 9506, a U11B, started life as Seaboard Coast Line 349 in August 1974. She later became SBD 349, SBD 1947, CSXT 1947, and then CSXT 9506 in October 1995. Sold to Pickens in 2004.









## CSXT 9507

CSXT 9507, a U11B, started life as Seaboard Coast Line 351 in August 1974. She later became SBD 351, SBD 1849, CSXT 1849, and then CSXT 9507 in October 1995. Sold to Pickens in 2001.







## CSXT 9508

CSXT 9508, a U11B, started life as Seaboard Coast Line 334 in December 1973. She later became SBD 334, SBD 1932, CSXT 1932, and then CSXT 9504 in February 1996. Sold to Pickens in 2001.









## CSXT 9550

CSXT 9505, a U23B, started life as Louisville & Nashville Railroad 2712 in February 1973. She later became SBD 2712, SBD 3242, CSXT 3242, and then CSXT 9550 in April 1995. Sold for scrapping.



## CSXT 9551

CSXT 9551, a U23B, started life as Louisville & Nashville Railroad 2728 in June 1973. She later became SBD 2728, SBD 3257, CSXT 3257, and then CSXT 9551 in April 1995. Sold to Tishomingo Railroad Company in 2000.





## CSXT 9552

CSXT 9552, a U23B, started life as Louisville & Nashville Railroad 2759 in February 1974. She later became SBD 2759, SBD 3288, CSXT 3288, and then CSXT 9552 in April 1995. Sold to Tishomingo Railroad Company in 2000.







## CSXT 9553

CSXT 9553, a U23B, started life as Louisville & Nashville Railroad 2817 in February 1974. She later became SBD 2817, SBD 3318, CSXT 3318, and then CSXT 9553 in August 1995. Sold to Tishomingo Railroad Company in 2000.







## CSXT 9554

CSXT 9554, a U23B, started life as Louisville & Nashville Railroad 2800 in December 1974. She later became SBD 2800, SBD 3301, CSXT 3301, and then CSXT 9554 in August 1995. Sold to Tishomingo Railroad Company in 2000.







## CSXT 9555

CSXT 9555, a U23B, started life as Louisville & Nashville Railroad 2736 in February 1974. She later became SBD 2736, SBD 3265, CSXT 3265, and then CSXT 9555 in August 1995. Sold to Steel Processing in 2000



## CSXT 9556

CSXT 9556, a B23-7, started life as Louisville & Nashville Railroad 2817 in February 1974. She later became SBD 2736, SBD 3265, CSXT 3265, and then CSXT 9556 in August 1995. Sold to Tishomingo Railroad Company in 2000.



Greg Williamson





## CSXT 9600

CSXT 9600, a GP30m, started life as Chesapeake & Ohio Railway 3009 in December 1962. She later became, CSXT 4206, and then CSXT 9600 in September 1995. Retired January 1997.



## CSXT 9650

CSXT 9650, a GP38, started life as Baltimore & Ohio Railroad 4800 in August 1970. She later became CSXT 2100 and then CSXT 9650 in August 1995. Sold to Tishomingo Railroad Company in 2000.









## CSXT 9651

CSXT 9651, a GP38, started life as Chesapeake & Ohio Railway 4820 in July 1970. She later became CSXT 2120, and then CSXT 9651 in June 1995. Sold to LLP in 2000.







## CSXT 9652

CSXT 9651, a GP38, started life as Clinchfield Railroad 2005 in April 1967. She later became SBD 6276, SBD 2185, CSXT 2185, CSXT 2120, and then CSXT 9652 in 1995. Sold to Helm Finance in 2000.





## CSXT 9653

CSXT 9653, a GP38AC, started life as Louisville & Nashville Railroad 4029 in May 1971. She later became SBD 6250, SBD 2185, CSXT 2159, and then CSXT 9653 in 1995. Sold to LLP in 2000.







## CSXT 9654

CSXT 9654, a GP38, started life as Baltimore & Ohio Railroad 3835 in October 1967. She later became CSXT 2035, and then CSXT 9655 in 1995. Sold to LLP in 2000.



## CSXT 9655

CSXT 9655, a GP38, started life as Clinchfield Railroad 2007 in April 1967. She later became SBD 6278, SBD 2187, CSXT 2185 CSXT 2187, and then CSXT 9655 in 1995. Sold to LLP in 2000.









## CSXT 9656

CSXT 9654, a GP38, started life as Baltimore & Ohio Railroad 3836 in October 1967. She later became CSXT 2036, and then CSXT 9656 in 1995. Sold to LLP in 2000.













## CSXT 9657

CSXT 9654, a GP38, started life as Baltimore & Ohio Railroad 3806 in October 1967. She later became CSXT 2006, and then CSXT 9657 in 1995. Sold to LLP in 2000.







## CSXT 9658

CSXT 9654, a GP38, started life as Chesapeake & Ohio Railway 4822 in October 1967. She later became CSXT 2122, and then CSXT 9658 in 1995. Sold to Mansbach Metal for scrapping in 2000.







## CSXT 9659

CSXT 9659, a GP38, started life as Baltimore & Ohio Railroad 3825 in October 1967. She later became CSXT 2025, and then CSXT 9659 in 1995. Sold to Helm Financial Corportaion in 2000.







## CSXT 9660

CSXT 9654, a GP38, started life as Baltimore & Ohio Railroad 4809 in September 1970. She later became CSXT 2109 and then CSXT 9660 in 1995. Sold to LLP in 2000.









## CSXT 9661

CSXT 9655, a GP38, started life as Clinchfield Railroad 2000 in January 1967. She later became SBD 6271, SBD 2180, CSXT 2180 and then CSXT 9651 in 1996. Sold to LLP in 2000.







## CSXT 9662

CSXT 9654, a GP38, started life as Baltimore & Ohio Railroad 4818 in December 1970. She later became CSXT 2188 and then CSXT 9662 in 1996. Sold to LLP in 2000.



## TWO P&LE FALLEN FLAG GONDOLAS STILL IN SERVICE

David Baer



CSXT 482463

The Pittsburgh and Lake Erie Railroad (P&LE) disappeared on September 13, 1992, when CSXT purchased the remains of the P&LE and began operating "The Three River Railroad." After a couple of years, The Three Rivers Railroad disappeared into CSXT. CSXT, with the purchase of P&LE, picked up a number of freight cars with P&LE reporting marks, some of which remain in operation on CSXT in 2025. On Thursday, April 17, 2025, two former P&LE gondolas were observed in operation on CSXT in Youngstown, Ohio, and New Castle, Pennsylvania. Loaded with pipe from Vallourec Star in Brier Hill, Ohio, CSXT 482463 sits in Girard, Ohio, waiting for the Ohio Central Railroad to deliver the car to CSXT at Ohio Junction, Ohio. The large P&LE letters that were on the car when built have started to fade. The rail car was built by Greenville Steel Car Company in Greenville, Pennsylvania. Ironically, this car was built for pipe service on the P&LE in 1981, but the service disappeared from the P&LE shortly after the gondola was delivered to the P&LE.





CSXT 482275

CSXT westbound M429 departed CSXT's New Castle Yard at New Castle, Pennsylvania, during the afternoon of April 17, 2025. Buried in the consist was a short cut of CSXT MoW tie cars. With its old Pittsburgh and Lake Erie (P&LE) lettering beginning to reappear, CSXT 482275 passes through Mahoningtown, Pennsylvania. While it is hard to tell, CSXT 482275 is loaded with scrap ties. Ironically, the former P&LE main line once paralleled the CSXT former Baltimore & Ohio Railroad (B&O) main line between Youngstown, Ohio, and New Castle, Pennsylvania, and occupied the land in the foreground. The P&LE main was taken up by CSXT circa 1995.

## SYSTEM NOTICE

# 523



To: All Concerned  
Subject: 2023 EMPLOYEE ACCOUNTABILITY REQUIRED TRAINING  
Effective: 16:00 HRS February 14, 2023

### Item 1 - PURPOSE OF SYSTEM NOTICE

To notify all employees affected of their accountability concerning completion of all 2023 CSXT required rules and multimedia training. Requirements must be completed as indicated by this notice.

### Item 2 - EMPLOYEE ACCOUNTABILITY

- A. Commencing immediately CSXT employees will be required to undergo and successfully complete courses specified by craft identified in this system notice.
- B. Questions regarding the 2023 CSXT required training should be addressed to your immediate supervisor.

### Item 3 - 2023 REQUIRED COURSES FOR NON-CERTIFYING LOCOMOTIVE OPERATORS AND CONDUCTORS

2023 Course Name	
Transportation Annual Online Rules Training 2023	Environmental Awareness for Transportation 2023
Ethics for Contract Employees 2023	Fire Extinguisher Use and Safety 2023
Industrial Hygiene-Safe in Sound for Transportation 2023	Rail Security Awareness 2023
Industrial Hygiene-Vegetation Control 2023	Hours of Service for Transportation 2023
Rail Security Sensitive Material & Transfer of Custody	

Requirements for Employees Requiring 2023 Recertification:

1. Employees requiring 2023 recertification must attend an instructor led Face-to-Face Operating Rules class by December 15, 2023
2. Locomotive Operators, Remote Control Operators, and Conductors due recertification must complete the MVR request form, Physical Characteristics Exam and Recertification Test.



#### Item 4 - 2023 REQUIRED COURSES FOR YARDMASTERS

2023 Course Name	
Yardmaster Rules Test	Ethics for Contract Employees 2023
Physical Characteristics Certification Exam	Fire Extinguisher Use and Safety 2023
Environmental Awareness for Transportation 2023	Rail Security Awareness 2023
	Industrial Hygiene-Safe in Sound for Transportation 2023

#### Item 5 - 2023 REQUIRED COURSES FOR FIELD CLERKS

2023 Course Name	
Ethics for Contract Employees 2023	Hazardous Material Awareness for Transportation
Environmental Awareness for Transportation 2023	Rail Security Awareness 2023
Industrial Hygiene-Safe in Sound for Mechanical and Engineering 2023	Fire Extinguisher Use and Safety 2023
Industrial Hygiene-Safe in Sound for Transportation 2023	Non-Operations Safe Way Test: Field
Hazardous Materials (Hazmat) Function Specific Training 2023	

#### Item 6 - INSTRUCTIONS CONCERNING THE ADMINISTRATION OF THE TRAINING

- A. Employees will be compensated in accordance with their respective collective bargaining agreement when they have successfully completed all training courses. Employees will be compensated automatically and will not be required to submit a separate claim.
- B. Employees must complete all training courses without losing time. Time spent taking these training courses is considered covered service under the Hours of Service Law and must have required rest before and after time spent completing the training. Without statutory rest the training is co-mingled service. CMC must be notified in order to properly document Hours of Service and time spent training.  
Note: Employees unable to complete the training courses without losing time must contact their immediate supervisor. The supervisor will determine if the employee's schedule will prohibit him/her from taking the training courses without losing time. Supervisor will advise employee when the employee should schedule training. Claims submitted under various collective bargaining agreements for make whole payments as a result of losing time to complete training must contain the approving supervisor's name.

- C. Non-Recertifying employees must successfully complete all training courses no later than:
  - Employees with birthdays in January or February = March 15
  - Employees with birthdays in March or April = May 15
  - Employees with birthday in May or June = July 15
  - Employees with birthdays in July or August = September 15
  - Employees with birthdays in September or October = November 15
  - Employees with birthdays in November or December = December 15
- D. Employees who fail to successfully complete all training courses by the dates indicated in this notice, may also be subject to handling in accordance with the Corrective Action Policy. When such employees are withdrawn from service, they are required to immediately contact their immediate supervisor who will assist them in making arrangements to complete training.
- E. Employees who have been off for an extended period of time (30 days or greater) and are returning to work must complete all these requirements prior to working any safety sensitive job regardless of birthdate.
- F. Training courses are now available on CSX electronic tablets through the learning portal. Employees that have been issued and trained on the tablet may access the training modules when they are working under covered service and in compliance with any other operating rules that affect the usage of electronic devices. Training can be accessed through the learning portal on the gateway or selecting the "Talent and Learning" icon on the tablet. User will be directed through the OKTA authentication process to Login to the Learning Portal.

Issued By: Operations Training





## **2025 CSXTHS & LNHS Convention Chattanooga, TN** **October 2nd-4th**

Convention Registration Price: \$175 per person; (includes train ride)

### **Thursday, October 2nd, 2025**

**4:00pm** Registration: Embassy Suites by Hilton Chattanooga-Hamilton Place

**7:00-8:00pm** CSXTHS ANNUAL MEETING

**8:00-9:00pm** TBD

### **Friday, October 3rd, 2025**

**8:00-9:00am** Convention registration desk open at Embassy Suites

**9:00-10:00am** Mineral Bluff Model Railroad Progress & Personal N gauge Layout-Larry Romaine

**10:00-11:00am** TBD

**11:00am-12:00pm** My favorite L&N Boxcar—Mont Switzer

**12:00-1:00pm** Lunch on your own

**1:00-4:00pm** Special Events: Open House at new L&NHS Archive; Used Book Sale TVRM Campus

Afternoon Optional railfanning in the area; Railfan guide available at registration.

**4:00-6:00pm** Railroadiana/Model Train Show, Swap Meet & Sale; Company Store Open, Tables: \$10/ea.

**6:00-7:30pm** Banquet and Program at Embassy Suites: Speaker: **Tim Andrews**  
**President Tennessee Valley Railroad Museum "TVRM Long Range Plan & Importance of Archives"**

**7:30pm-Till?** Railroadiana/Model Train Show Cont'd, Swap Meet & Sale; Company Store Open.

**Saturday, October 4th, 2025**

**9:00am-6:00pm** Train ride from TVRM Chattanooga to Summerville, GA & return

Operated by Tennessee Valley Railway Museum, Chattanooga, TN

This is one of TVRM's Fall Leaf Specials-all day ride; STEAM Powered!

**8:30am** Begin boarding train; park at depot/museum parking lot

**9:00am** Train leaves TVRM Chattanooga Depot—must be on board! Lunch served on board.

**6:00pm** Arrive back in Chattanooga: End of convention! **Have a safe trip home!**

**Hotel**

Embassy Suites by Hilton Chattanooga-Hamilton Place

2321 Lifestyle Way

Chattanooga, TN 37421

423-602-5100 (Front Desk) Ask for L&NHS Special Rates

Room rate: \$172 (King) \$192 (2 Queen) + tax per night, good for Oct 1st, 2nd, 3rd, 4th

(Cutoff date to get this rate; September 3, 2025)

**2025 L&NHS ANNUAL CONVENTION**

**Total No. of Attendees** \_\_\_\_\_ **@ \$175 per person = \$**\_\_\_\_\_

**Optional: Number of train show tables** \_\_\_\_\_ **@ \$10 per table = \$**\_\_\_\_\_

**Total Enclosed \$**\_\_\_\_\_ **(Make checks payable to L&NHS Railroad Historical Society**

**Name(s):**\_\_\_\_\_

**Address:**\_\_\_\_\_

**City:**\_\_\_\_\_ **State:**\_\_\_\_\_

**ZIP:**\_\_\_\_\_

**Email:** \_\_\_\_\_

**Mail to: L&NHS Convention 1061 Shore Point Ct. Loveland, Ohio 45140-6970**