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PUMPKINS PART TWO

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PRESIDENT MESSAGE

Hope one and all enjoys this Part Two look at CSXT's Pumpkins. Please note that this edition of the CSXTHS Journal is exceptionally long thanks to a few members stepping up and submitting some articles of interest. You could have your photos or article published in the CSXTHS Journal. Just submit to CSXTHS@gmail.com

The CSXTHS annual meeting is but days away in Chattanooga, Tennessee. The conference is a joint conference with the Louisville & Nashville Railroad Historical Society and CSXTHS. For more information on the convention go to the CSXTHS web page.

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PUMPKINS PART TWO

CSXT 9663

CSXT 9663, a GP38, started life as Baltimore & Ohio Railroad 3804 in October 1967. She later became CSXT 2004, and then CSXT 9663 in 1997. Sold to LLP in 2000.



CSXT 9664

CSXT 9664, a GP38AC, started life as Louisville & Nashville Railroad 4022 in May 1971. She later became SBD 6243, CSXT 2152, and then CSXT 9664 in 1997. Sold to LLP in 2000.



CSXT 9665

CSXT 9665, a GP38, started life as Louisville & Nashville Railroad 4015 in July 1970. She later became SBD 6236, CSXT 2145, and then CSXT 9665 in 1998. Sold to LLP in 2000.





CSXT 9666

CSXT 9666, a GP38, started life as Baltimore & Ohio Railroad 3802 in October 1967. She later became CSXT 2002, and then CSXT 9666 in 1997. Sold to LLP in 2000.



CSXT 9667

CSXT 9667, a GP38, started life as Baltimore & Ohio Railroad 3801 in October 1967. She later became CSXT 2001, and then CSXT 9667 in 1997. Sold to LLP in 2000.





CSXT 9668

CSXT 9668, a GP38, started life as Chesapeake & Ohio Railway 3804 in November 1967. She later became CSXT 2083, and then CSXT 9668 in 1997. Sold to LLP in 2000



CSXT 9699

CSXT 9699, a GP38, started life as Baltimore & Ohio Railroad 3802 in October 1967. She later became CSXT 2004, and then CSXT 9699 in 1999. Sent to Baltimore & Ohio Railroad Museum for display in 2000. In 1982 Train magazine proclaimed her the “All American Locomotive.”





CSXT 9700

CSXT 9700, a GP40, started life as Baltimore & Ohio Railroad 4007 in April 1971. She later became CSXT 6582, and then CSXT 9700 in 1995. Sold to Progress Rail Service in 2000 who rebuilt is slug CSXT 2368







CSXT 9701

CSXT 9701, a GP40, started life as Baltimore & Ohio Railroad 4004 in October 1967. She later became CSXT 6579, and then CSXT 9701 in 1995. Sold to LLP in 2000





CSXT 9702

CSXT 9702, a GP40, started life as Baltimore & Ohio Railroad 4004 in October 1967. She later became CSXT 6579, and then CSXT 9702 in 1995. Sold to Gulf & Ohio Railroad in 2000.



CSXT 9703

CSXT 9703, a GP40, started life as Richmond, Fredericksburg & Potomac Railroad 122 in October 1966. She later became CSXT 6856, and then CSXT 9703 in 1995. Sold to NRE in 2002





CSXT 9704

CSXT 9704, a GP40, started life as Baltimore & Ohio Railroad 4034 in October 1971. She later became CSXT 66609, and then CSXT 9704 in 1995. Sold to LLP in 2000



CSXT 9705

CSXT 9705, a GP40, started life as Baltimore & Ohio Railroad 4034 in October 1971. She later became CSXT 6509, and then CSXT 9705 in 1995. Sold to LLP in 2000.



CSXT 9706

CSXT 9706, a GP40, started life as Seaboard Air Lines 625 in August 1966. She later became SCL 1540, SBD 6696, CSXT 6696, and then CSXT 9706 in 1995. Sold to LLP in 2000.





CSXT 9707

CSXT 9706, a GP40, started life as Seaboard Air Lines 623 in July 1966. She later became SCL 1538, SBD 6694, CSXT 6694, and then CSXT 9707 in 1995. Sold to Gulf & Ohio Railroad in 2004.



CSXT 9708

CSXT 9708, a GP40, started life as Georgia Railroad 753 in July 1968. She later became SBD 6655, CSXT 6655, and then CSXT 9708 in 1995. Scrapped 1997



CSXT 9709

CSXT 9709, a GP40, started life as Baltimore & Ohio Railroad 4013 in September 1971. She later became CSXT 6588, and then CSXT 9709 in 1995. To Progress Rail in 2002 who rebuilt her as slug CSXT 2377.





CSXT 9710

CSXT 9710, a GP40, started life as Seaboard Coast Lines 1610 in May 1970. She later became SBD 6764, CSXT 6764, and then CSXT 9710 in 1995. Sold to NRE in 2000.



CSXT 9711

CSXT 9711, a GP40, started life as Baltimor & Ohio Railroad 4009 in September 1971. She later became CSXT 6584, and then CSXT 9711 in 1995. Sold to NRE in 2003.





CSXT 9712

CSXT 9712, a GP40, started life as Seaboard Coast Line Railroad 1618 in May 1970. She later became SBD 6772, CSXT 6772, and then CSXT 9712 in 1995. Sold to LLP in 2000.



CSXT 9713

CSXT 9713, a GP40, started life as Seaboard Coast Line Railroad 1630 in June 1970. She later became SBD 6784, CSXT 6784, and then CSXT 9713 in 1995. Rebuilt as slug CSXT 2317 in 2002.



CSXT 9714

CSXT 9714, a GP40, started life as Seaboard Coast Line Railroad 1608 in June 1970. She later became SBD 6782, CSXT 6782, and then CSXT 9714 in 1995. Rebuilt as slug CSXT 1998 in 1998.





CSXT 9715

CSXT 9715, a GP40, started life as Seaboard Coast Line Railroad 1584 in January 1970. She later became SBD 6739, CSXT 6739, and then CSXT 9715 in 1995.

Rebuilt as slug CSXT 2385 in 2002.





CSXT 9716

CSXT 9716, a GP40, started life as Seaboard Coast Line Railroad 1597 in May 1970. She later became SBD 6752, CSXT 6752, and then CSXT 9716 in 1995. Rebuilt as slug CSXT 2348 in 1998.



CSXT 9717

CSXT 9717, a GP40, started life as Baltimor & Ohio Railroad 4012 in September 1971. She later became CSXT 6587, and then CSXT 9717 in 1995. Sold to LLP in 2000.





CSXT 9718

CSXT 9718, a GP40, started life as Baltmor & Ohio Railroad 4059 in September 1971. She later became CSXT 6634, and then CSXT 9718 in 1995. Rebuilt 2003 slug CSXT 2372.



CSXT 9719

CSXT 9719, a GP40, started life as Louisville & Nashville Railroad 3014 in September 1967. She later became SBD 6810, CSXT 65810, and then CSXT 9719 in 1998. Rebuilt as slug CSXT 2345 in 1998.



CSXT 9720

CSXT 9720, a GP40, started life as Western Railroad of Alabama 703 in January 1969. She later became SBD 6792, CSXT 6792, and then CSXT 9720 in 1995. Rebuilt as slug CSXT 2357 in 2008.



CSXT 9721

CSXT 9721, a GP40, started life as Baltimore & Ohio Railroad 4050 in October 1971. She later became CSXT 6625, and then CSXT 9721 in 1995. Sold to Helm in 1997.



CSXT 9722

CSXT 9722, a GP40, started life as Chesapeake & Ohio railway 3792 in December 1971. She later became CSXT 6567, and then CSXT 9722 in 1995. Rebuilt as slug CSXT 2332.





CSXT 9723

CSXT 9723, a GP40, started life as Baltmor & Ohio Railroad 3740 in December 1970. She later became CSXT 65i6, and then CSXT 9723 in 1996. Rebuilt as slug CSXT 2331 in 1998.



CSXT 9724

CSXT 9724, a GP40, started life as Baltimore & Ohio Railroad 4057 in October 1971. She later became CSXT 6632, and then CSXT 9724 in 1996. Rebuilt as slug CSXT 2365 in 2008.



CSXT 9725

CSXT 9725, a GP40, started life as Chesapeake & Ohio Railway 4070 in July 1971. She later became CSXT 6645, and then CSXT 9725 in 1996. Sold to LLP in 2000.



CSXT 9726

CSXT 9726, a GP40, started life as Richmond, Fredericksburg & Potomac Railroad 126 in May 1967. She later became CSXT 6860, and then CSXT 9726 in 1996. Rebuilt as slug CSXT 2363.





CSXT 9727

CSXT 9727, a GP40, started life as Seaboard Airline Railroad 609 in May 1966. She later became SCL 1524, SBD 6680, CSXT 6680, and then CSXT 9727 in 1996. Rebuilt as slug CSXT 2374.





CSXT 9728

CSXT 9728, a GP40, started life as Seaboard Coast Line Railroad 1624 in June 1970. She later became SBD 6778, CSXT 6778, and then CSXT 9728 in 1995. Rebuilt as slug CSXT 2346 in 1998.



CSXT 9729

CSXT 9729, a GP40, started life as Baltmor & Ohio Railroad 4001 in August 1971. She later became CSXT 6576, and then CSXT 9729 in 1998. Rebuilt as slug CSXT 2360.





CSXT 9730

CSXT 9730, a GP40, started life as Baltmor & Ohio Railroad 3746 in December 1970. She later became CSXT 6522, and then CSXT 9730 in 1998. Rebuilt as slug CSXT 2378.



CSXT 9731

CSXT 9727, a GP40, started life as Seaboard Airline Railroad 635 in January 1967. She later became SCL 1550, SBD 6705, CSXT 6605, and then CSXT 9731 in 1996. Sold to NRE in 2002.

[illegible]

CSXT 256558 ex RF&P

David Bare

While our railfanning caught a vintage CSXT covered hopper in West Pittsburg, Pennsylvania, a former Richmond Fredericksburg & Potomac (RF&P) car. While lettered CSXT, the car remains in old RF&P blue paint with the large RF&P sign still on the car. While it had been painted over, the old lettering is starting to reappear. Here is what I know.



CSXT covered hopper 256558 was in the consist of CSXT westbound M406, passing through West Pittsburg, Pennsylvania, on Wednesday, June 11, 2025. CSXT 256558 is a former Richmond, Fredericksburg and Potomac covered hopper, still in very faded RF&P blue paint. Note the large RF&P letters bleeding through on the far end of the car along with the painted over and faded RF&P sign still attached to the opposite end of the car. Most of the blue RF&P paint has faded away, replaced by graffiti. An interesting find in 2025, 24 years after the RF&P disappeared into CSXT in 1991. M406 is one of the trains CSXT is rerouting due to the Howard Tunnel construction project in Baltimore, Maryland.

TWO HERITAGE LOCOMOTIVES



On June 28, 2025, CSXT Train 1017 heads west over the Rocky River in Olmsted Falls, Ohio, an ex 1928 Big Four bridge, with heritage locomotives CSXT 1972 and CSXT 1850 on the point. – Jack Weinberg



CSXT Train 1017 with heritage locomotives CSXT 1972 and CSXT 1850 leading is seen at Deshler, Ohio on June 28, 2025 – Evan Wulff

SOME CSXT RIBBON RAIL CARS

David Baer

CSXT loaded rail train W011 departed CSX's New Castle Yard in New Castle, Pennsylvania, on Saturday, June 21, 2025, behind CSXT SD70AC 4534. The loaded train was made up almost entirely of cars still lettered for the C&O. However, the cars were painted for CSXT. The first car in the train was CO 912454, a MW flat car now equipped with a cab for loading and unloading rail. The car is also equipped with a generator, to supply electricity to C&O 912454 and CR 58269, the second car in the train, with both cars having lights for nighttime operation.

While a couple of the rail cars in the train had been re-lettered CSXT, most of the cars retained C&O, with the rail cars built in the summer of 1953. The first car loaded with rail in the train was C&O 920225 with a combination of C&O and CSXT lettering. The car had been lettered CSXT, but the CSXT lettering has faded away with the old C&O lettering reappearing. C&O 920225 was built in August 1953.

Further back in the train is CSXT 920526, which is lettered CSXT but retains Chessie System lettering and logo. While the build date is very hard to distinguish, this car appears to have been built in 12-69. Like a number of cars in the train, this car has been tagged with various graffiti over the years.

The last car of W011 is C&O 920221. The number "nine" on this side of the car has been painted over, making it appear the car is number C&O 02221. The car is seen at Wampum, Pennsylvania as W011 heads east on the old Pittsburgh and Lake Erie Railroad Main Line, now operated as the CSXT Pittsburgh Subdivision. At some point, this car had been re-lettered CSXT, but the CSXT lettering has mostly faded away. If you look closely, you can made out older lettering behind the "O" in C&O.





A FIRE ON BOARD CSXT 147

Bryan Mullins

On July 14, 2025, at approximately 12:40 PM, Vincennes Township (Indiana) Fire Department was dispatched to the area of Old Terre Haute Road and Lower Fort Knox Road for a report of a CSXT train on fire. When the Vincennes Township Fire Department's Engine 5 crew arrived on scene they found visible fire coming from the roof of the lead locomotive, CSXT 147. Due to the involvement of high-voltage electrical components within the locomotive, firefighters used multiple foam fire extinguishers to bring the fire under control. Foam was used as high pressure water coming in contact with electrical components only increases the risk of fire and electrocution. The fire was marked under control at 12:54 PM. Fire crews remained on scene for approximately 1 hour to complete overhaul operations. Vincennes Township Fire Department was assisted by the Vincennes City Fire Department in bringing the locomotive fire under control and extinguishing it.

These photos graphicly explain why CSXT has equipped an locomotive to simulate conditions emergency workers may encounter when responding to an incident involving a diesel locomotive.



Note the three firefighters on CSXT 147.



TWO FALLEN FLAG CARS

David Baer



CSXT eastbound M409 passed through Wampum, Pennsylvania, on Monday, July 21, 2025. In the consist was a small cut of CSX MW gondolas, which included one SBD car, two CSXT cars, a former Conrail gondola with NYC lettering, a BO car, another former Conrail car with CSXT lettering and the real surprise SCL 132611. According to CSXTHS Journal Volume 12, #4, there are only two gondolas still active on CSXT with SCL lettering, along with three covered hoppers. While the car is missing large patches of paint in the middle of the car body, SCL 132611 only has a small number of graffiti and retains its SCL trucks. A rare sight in 2025.



On Tuesday, July 22, 2025, CSXT eastbound M332 arrived at CSXT's New Castle Yard in New Castle, Pennsylvania, with a small cut of auto parts cars near the rear of the train. Included in that cut of cars was CSXT box car 161704, in faded Family Lines blue paint. While suffering from a large number of graffiti, the 161704 features a paint scheme now almost lost to history. This car is former SBD 161704 and was built as SCL 99370. Family Lines was only around for 10 years, between 1972 and 1982, before being replaced by Seaboard System.

CSXT 180709 – A CHESSIE BOXCAR STILL IN CSXT SERVICE

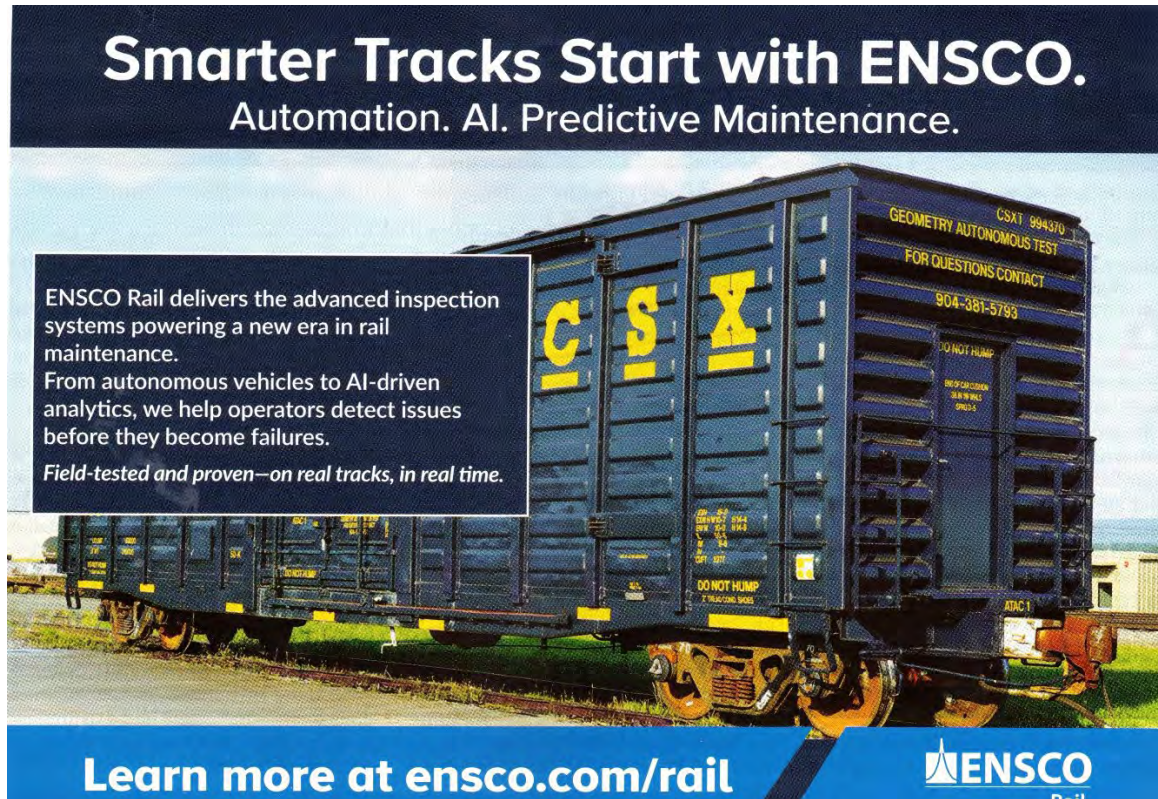
David Baer



CSXT's eastbound train M332 is seen arriving at CSXT's New Castle Yard, Pennsylvania, during the late morning of August 15, 2025. The yard is located in western Pennsylvania. Included in the consist of train M332 was a short cut of auto parts cars, including CSXT 180709, still in faded Chessie System paint. While the bottom of the car has been marred by graffiti, the sleeping cat of the Chessie System logo remains intact and in good shape. With each passing year, older paint schemes like the Chessie System paint are becoming increasingly rare. CSXT 180709 is a steel Hi-cube boxcar with partial belts.

CSXT 994370 – A GEOMETRY AUTONOMOUS TEST BOXCAR

Tom Boylan



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CSX is proud to celebrate the achievements of the exceptional employees selected as honorees for the Fast Trackers' recognition.



Roberto Reyes, Honoree

Roberto Reyes, Technical Director, has made outstanding contributions to the rail industry through his commitment to innovation. Roberto has leveraged cutting-edge technology to optimize systems and processes for our train and engine employees. His visionary leadership has helped better ensure our railroaders have the tools they need to excel.



Brian Morgan, Honoree

Brian Morgan, Senior Talent Advisor, has earned a spot on Railway Age's prestigious list in recognition of his unwavering dedication to supporting veterans within CSX and the broader community. His leadership in fostering recruitment, mentorship, and outreach programs has had a significant impact on the ONE CSX culture.



Alex Saar, Honorable Mention

Alex Saar is celebrated for his leadership approach to advancing critical infrastructure projects as Director of Corridor Services. With over a decade of expertise, Alex has been instrumental in driving safety, compliance, and efficiency across utility integrations, emergency responses, and capital improvements – helping keep our operations on track.



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ROBERTO REYES

Technical Director
CSX Transportation

Reyes has made significant contributions to the railroad industry by driving innovation and enhancing operational efficiency through the use of cutting-edge technology. Among his most significant accomplishments is the

development of the T&E Portal, a revolutionary platform designed to consolidate multiple applications into a single, user-friendly interface. Another standout achievement under Reyes's leadership is the implementation of a new Safety Bulletins system, which has transformed how field employees' access and manage essential safety documents. In 2022, Reyes was recognized as the CSX Business Resource Group (BRG) Leader of the Year for his leadership in re-establishing the Class I's CSX's Hispanic/Latinx (HOLA) BRG. Serving as a driving force behind the group, Reyes has spearheaded a variety of impactful initiatives aimed at empowering the Hispanic community and fostering a culture of inclusion. Looking to the future, Reyes envisions spearheading transformative projects that drive measurable business results while shaping the future of the industry.



BRIAN MORGAN

**Senior Military Talent
Advisor**
CSX Transportation

As CSX's Military Recruiter, Morgan has implemented innovative systems that streamline the identification and prioritization of veteran candidates in the hiring process. Since Morgan joined CSX, his initiatives have

garnered national recognition. CSX was ranked No. 2 on the "Military-Friendly Top Veteran Employers in 2025" list and secured a spot at No. 25 on the "Best for Vets" rankings. Most notably, CSX was recognized as the No. 1 transportation company for veteran hiring. Beyond system improvements, Morgan actively represents CSX at military recruiting events nationwide. In 2024 alone, he attended more than 40 events, including military base visits, conferences and veteran-focused job fairs. Morgan exemplifies a deep commitment to giving back to the veteran community, both inside and outside his role at CSX. In his free time, he actively reaches out to veterans on LinkedIn, offering to review and improve their resumes. Morgan's willingness to help veterans navigate the job market, whether they intend to apply at CSX or elsewhere, showcases his unwavering dedication to empowering the military community.



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Congratulations

Sean Pelkey

Railway Age Most Influential Railroader Honoree

Since joining CSX in 2005, Sean Pelkey has been a strategic force behind the company's financial strength, helping the company exceed shareholder expectations while championing innovation and sustainable growth. As Executive Vice President and Chief Financial Officer, he demonstrates inspiring leadership that goes beyond financial expertise, cultivating a collaborative, high-performing finance team and guiding the next generation of leaders through dedicated mentorship. Sean's vision and dedication continue to position CSX as an industry leader, and this well-deserved recognition celebrates his outstanding impact on freight transportation and the future of transportation.