

**JOURNAL  
OF THE  
CSXT® HISTORICAL SOCIETY**  
\_\_\_\_\_ Volume 14 Number 3 \_\_\_\_\_



## **CSXT BELT BUCKLES**

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## PRESIDENT'S MESSAGE

CSXT JOURNAL CAN ALWAYS USE ARTICLES AND PHOTOS. YES, YOUR ARTICLES AND PHOTOS.

We received some nice comments concerning the 2025 CSXTHS Convention. We will again pair with the Louisville & Nashville Historical Society for our 2026 Convention. The meeting is tentatively scheduled for Knoxville, Tennessee, in October 2026.

Have fun railfanning but remember, ALWAYS STAND IN THE CLEAR and EXPECT A TRAIN AT ANY TIME FROM ANY DIRECTION.

## CONTENTS

CSXT BELT BUCKLES	Page 2
CSXT HERITAGE LOCOMOTIVES	Page 40
END OF ERA	Page 42
GP 9 MYSTERY	Page 43
B&O TRAILER WITH CSXT	Page 47
ENCOUNTER WITH CSXT 6075	Page 48
COLOR POSITION LIGHTS	Page 50
HERE YESTERDAY	Page 56
MORE HERITAGE UNITS	Page 58
CSXT 4384	Page 62
CSXT 2635	Page 63

COVER: Sold by CSXT at its Company Store circa 1990s. On the reverse side only the manufacturer's hallmark.

## **CHESSIE SYSTEM AND CSX TRANSPORTATION SAFETY AWARD BELT BUCKLES**

Charles H. Bogart

During the 1980s and 1990s, Chessie System and CSX Transportation issued to its rank-and-file brass belt buckles in recognition of crafts that met or exceeded injury free days or production goals. In total, Chessie System and CSX Transportation must have between them, during the 1980s and 1990s, issued at least seventy-five different belt buckles recognizing various safety and production achievements.

In 1990, I happened upon a CSX Transportation Raceland Car Shop belt buckle at a train show and bought it. At another train show, I found a Chessie System Ohio Safety Award belt buckle and purchased it. I was now hooked on trying to obtain more Chessie System and CSX Transportation belt buckles. I searched at train shows and on eBay for more of these belt buckles and over the years found them listed at various prices. The workmanship quality of these belt buckles ranges from casting in cheap metal to excellent quality metal expansively engraved.

On the following pages are the Chessie System and CSX Transportation belt buckles that I hold within my own collection. These Chessie System and CSX Transportation belt buckles can be found for sale at train shows and on the internet at a cost of between \$15 and \$50. Unfortunately, no catalog exists listing the scope of these railroads issued belt buckles.



Sold by Chessie System at its Company Store circa 1980s. On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On reverse – This limited edition collector’s belt buckle was designed exclusively for the Huntington Division Great Northwest Territory’s safe worker. The safe worker is an important facet for CSX Transportation’s continued success in America’s transportation industry.



On reverse – This limited edition collector’s belt buckle was designed exclusively for the Louisville Division Indiana Safety Team worker. The safe worker is an important facet for CSX Transportation’s continued success in America’s Transportation industry.



CSX Transportation's continued success in America's Transportation industry. On reverse – This limited edition collector's belt buckle was designed exclusively for the Detroit Division Indiana Heartland Safety District worker. The safe worker is an important facet for for CSX Transportation's continued success in America's Transportation industry.



CSX Transportation's continued success in America's Transportation industry. On reverse – This limited edition collectors belt buckle was designed exclusively for the Detroit Division Indiana Heartland Safety District worker. The safe worker is an important facet for for CSX Transportation's continued success in America's Transportation industry.



On reverse –CSX Transportation Equipment Operations 1988 Outstanding Performance Quality Award. C. N. Taylor Senior Vice President - D J Roderique Chief Mechanical Officer Cars.



On reverse –CSX Transportation Equipment Operations 1988 Outstanding Performance Quality Award. C. N. Taylor Senior Vice President - D J Roderique Chief Mechanical Officer Cars.



On reverse – CST Transportation Mechanical Operation 1989 Outstanding Performance Quality Award. C. N. Taylor Senior Vice President - D. J. Rodehouse Chief Mechanical Engineer.



On reverse –CSX Transportation Equipment Operations 1988 Outstanding Performance Quality Award. C. N. Taylor Senior Vice President - D J Roderique Chief Mechanical Officer Cars.



On reverse –CSX Transportation Equipment Operations 1988 Outstanding Performance Quality Award. C. N. Taylor Senior Vice President – D. J. Roderique Chief Mechanical Officer Cars.



On the reverse only manufacturer hallmark.



On the reverse only manufacturer hallmark.



On reverse – This limited edition collector belt buckle was designed exclusively for the Chessie System Ohio Division safe worker. The safe worker is an important facet for Chessie continued success in America's transportation industry.



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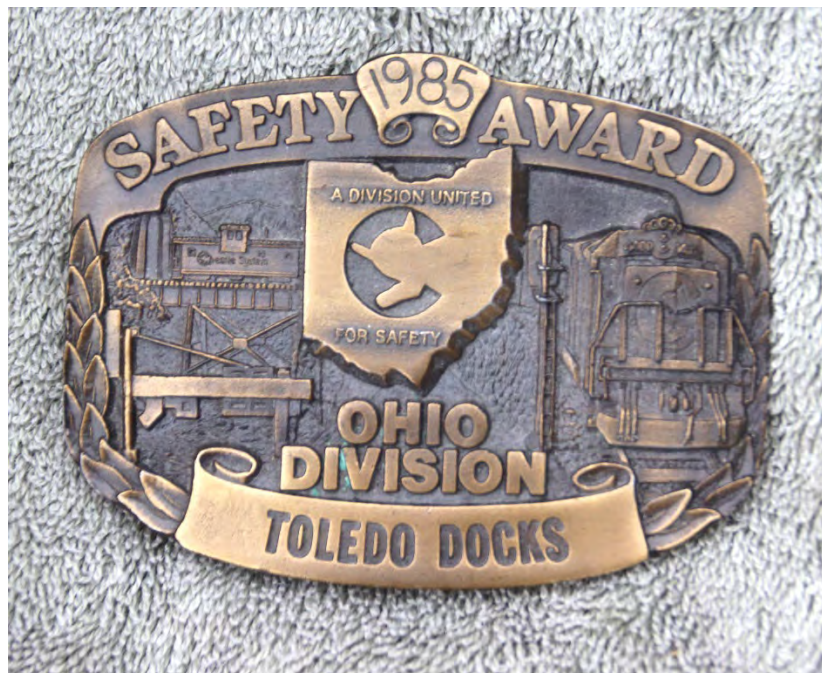
On reverse – This limited edition collector belt buckle was designed exclusively for the Chessie System Ohio Division safe worker. The safe worker is an important facet for Chessie continued success in America's transportation industry.



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Signal Supv. On reverse – This limited edition collector belt buckle was designed exclusively for the Chessie System Ohio Division safe worker. The safe worker is an important facet for Chessie continued success in America's transportation industry.



On reverse – Ohio Division started January 15, 1975, ended July 1, 1987.



On reverse no markings.



On reverse – J.J. Kerr Division Manager P.V. Cottrell Superintendent – Of what avail the plow or sail on land or life if freedom fail – Kentuckians – Always free.



On reverse – Presented to the Engineer Department Employees on the Allegheny Division in recognition for the lowest F.I. of an Operating Division on CSX Transportation in 2000.



On reverse no markings.



On reverse - 149



On left Patio Yard and on right Red River Bridge. On reverse This buckle is presented to Corbin Division Engineer Department Employees in recognition of their dedication to quality and safety in 1988. M Dobbin Division Engineer.



On reverse. The rail gang worker is an important facet for Chessie continued success.



On front – upper right clockwise – Union Station Cincinnati, Ohio; Youngstown Station Youngstown Ohio; Pere Marquette Station Kingsville Ontario; Defiance Station Defiance Ohio.

On reverse This buckle is presented and dedicated to all of the Detroit Division Engineer Employees who through their determination and sprit made CSXT the leader of railroads C.E .Martin Division Engineer.



On front – upper right clockwise; Snow Plow; Thornapple River Bridge Grand Rapids, MI; . B&O crossroads Deshler, Ohio; Bridge 460 Cleveland Ohio. On reverse This buckle is presented to all Engineering Department employees on the Detroit Division in appreciation for their outstanding performance in safety and quality work. J.R. Rymer Division Engineer.



On front – upper right clockwise Summit Cut Off Western Maryland District, Grafton Station Monongah Division, Sand Patch Pittsburgh District , Cascade Park Buffalo District.



On Reverse = This buckle is presented to all Transportation Employees of the Chicago Division in appreciation of their working injury free in 1986 M.A. Popovich Supt. of Oper.



On Reverse = This buckle is presented to all Engineering Department Employees of the Chicago Division in appreciation of their working injury free in 1986 R.R. Stobert, Managing Engineer. July 1, 1986.



On reverse = This buckle is presented to all Engineering Department Employees of the Chicago Division in appreciation for working safely during the year 1989 R.R. Stobert, Division Engineer.



On reverse = This buckle is presented to all Engineering Department Employees of the Pittsburgh Division in appreciation of their working injury free C. L. Hardy Managing Engineer Feb 1, 1985.



On reverse – Your safety record is an achievement of labor and management working together.



On reverse - This gift presented to all West Virginia employees working injury free in 1985.



On the reverse side only manufacturer hallmark.



On reverse – This gift presented to all Maryland Division Employees working injury free in 1985.



On reverse – This limited edition collector belt buckle was designed exclusively for the safe worker of the Western Business Unit of the Chessie System. The safe worker is an important facet of the Chessie System and their injury free service is a valued necessity for Chessie’s continued success in American Railroad industry.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On reverse – Buckle up for safety.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On reverse side no marking.



On the reverse side only manufacturer hallmark.



On the reverse side only manufacturer hallmark.



On reverse side no marking.



On reverse – 1989 Safety Award - T. P. Schmitt Ch. Engr; R. S. Duff Dir Engr Mtl Control; C. R. Bates Mgr. Steel Production; E. Vaught SR Plant Manager.



On reverse side no marking.



On reverse – This limited edition belt buckle is presented to CSX Huntington Division employees for their outstanding effort in safety during the year. Wear it proudly.



On the reverse side only manufacturer hallmark.



On reverse – Engineer Department 1987 Bridge and Building T. M. Purvis Division Manager, R. K. Beckham Division Engineer.



On reverse – This award is dedicated to those CSX Engineering Department employees who worked untiringly to restore communication and signal systems devastated by hurricane Hugo Presented in testimony and in appreciation by W. J. Scheere Chief Engineer - #385.

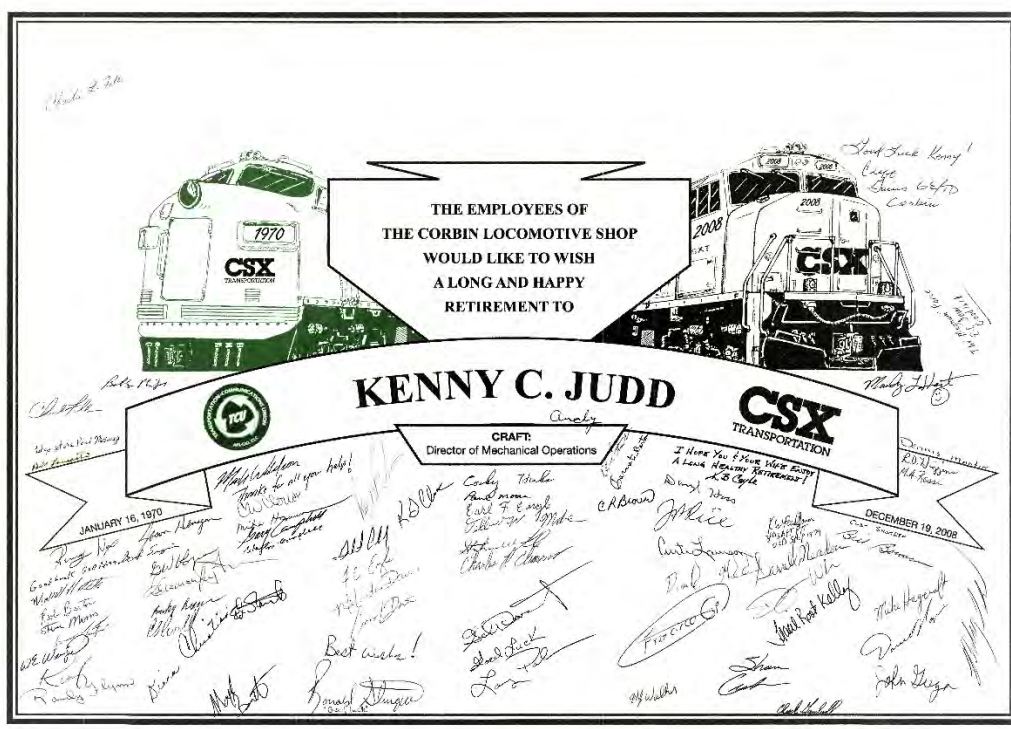


Issued to CSXT and NS traincrews who worked The Alabama Reunion Special which ran during the period May 21 to 27, 1989. The train sponsored by First Alabama Bank was led by CSXT 116 and CSXT 117. The train visited seventeen cities during its journey promoting tourism in Alabama. Depending on its location the train was crewed by either CSXT or NS employees. On reverse – Exclusively produced for First Alabama Bank by Prospective Marketing Ltd in commemoration of the Alabama Reunion Special May 1989.



On reverse – This buckle is presented to all Transportation Department Employees of the Chicago Division in appreciation for their working injury free in 1986 – M. A. Popovich Supt. of Oper.

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# CSXT HERITAGE LOCOMOTIVES

Mike Gertner





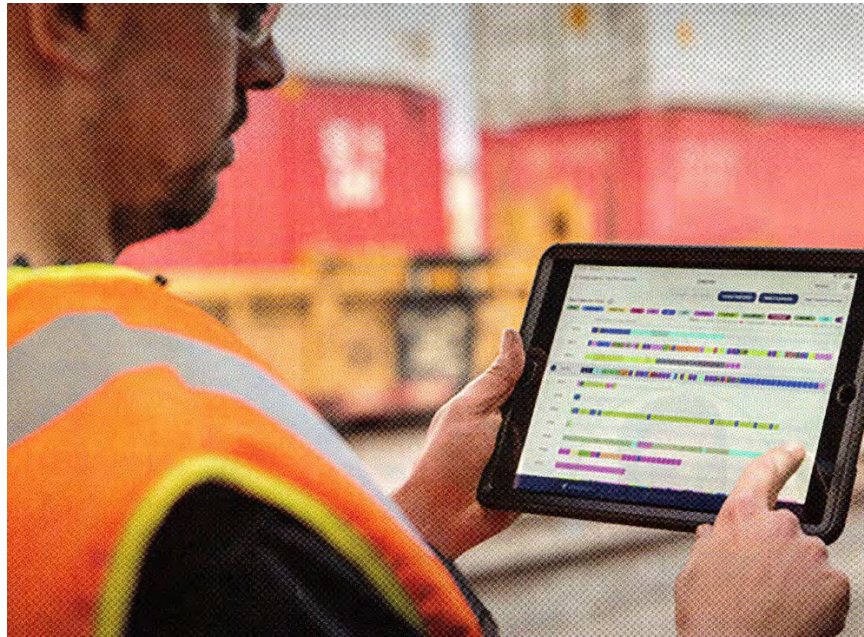
## 2024 THE END OF AN ERA

Charles H. Bogart

If you ask my wife, she will confirm that I collect CSXT paper railroad memorabilia, i.e., timetables, rule books, bulletins, train orders, maps, and other paper items. This collecting mania, unfortunately, came to a crashing end in 2024. You might ask why has my collecting of CSXT paper ended? The answer is simple: CSXT and the other railroads have gone paperless. Yes, paperless; everything is now sent electronically from Jacksonville to outlying offices. Rulebooks, timetables, and bulletins that once filled binders and were part of a train crews' locomotive cab living space are now posted to handheld electronic notebooks or to a computer screen in the locomotive cab. Paper documents on the Class One Railroads are now a thing of the past.

I fear that in the near future we will develop a generation of railfans unable to relate to paper railroad memorabilia. Just last month I was showing off some of my railroad timetables to my granddaughter and her friends. She is 19 years old and attending the University of Kentucky. She and her friends had no concept of the need for a paper timetable. They could only relate to what they could find on their I Phones. None of them could read a map to get from point "A" to point "B." They informed me that you just told your phone where you wanted to fly to and it gave you cost options. As for getting from "A" to "B," you just asked your phone, and it gave you the driving directions you needed to get there.

Will the collecting of timetables soon disappear like the collecting of marbles and back issues of Train Magazine?



CSXT employee with his tablet

## A CSXT GP9 Mystery

David Baer

The early CSXT years, from the period between 1985 and 1988, was a fascinating time as CSXT worked to blend the rosters of both the Chessie System with the Seaboard System into one coherent roster. As the two roster systems were integrated during these early years, a number of older makes and models were set aside, replaced by newer power ordered by CSXT. In addition to trying to get the entire roster into one numbering system, there were a couple of models that were targeted for replacement quickly, to which no attempt was going to be made to renumber these units, since it was anticipated these units would be quickly retired.

From a CSXT motive power newsletter dated May 26, 1987, it states the following models were programmed for retirement by the end of 1987 and would not be renumbered, "Chessie System GP7, NW2, SD18, SD9, SW900 and GP9's." As with any such large undertaking, plans can and do change, which happened to a handful of GP9's. By the end of summer 1987, CSXT initiated a renumbering program for a small number of GP9's. With the number of units involved still unknown to this day, at least seven GP9's were renumbered and re-lettered CSXT. It is also uncertain if all the renumbered units even operated with CSXT numbers or were just renumbered and lettered while in storage.

The plan CSXT produced to renumber the GP9's was quite simple. Drop the first digit in the number and replace it with a zero or leave it blank. Two examples would be B&O 6617 becoming the CSXT 0617 and B&O 6618 becoming CSXT 618. The following is a list of units known to be renumbered for CSXT:

CSXT 0213 – from B&O 6213

CSXT 0331 – from B&O 6014

CSXT 0352 – from C&O 6042

CSXT 0593 – from B&O 6593

CSXT 0617 – from B&O 6617

CSXT 0618 – from B&O 6618

CSXT 0677 – from B&O 6677

Interestingly, all the renumbered units kept their former reporting marks on the cab, either B&O or C&O, except for the 0677, which got CSXT reporting marks on the cab and new number boards. In addition to the new reporting marks, the 0677 has a mystery attached to it.

## CSXT 0677 history

According to the CSXT roster data, the history of the CSXT 0677 should be quite simple. Using the CSXT renumbering plan, B&O 6677 should have become CSXT 0677. If one looks around on-line, photos of B&O 6677 are easy to find. The B&O 6677 was built as C&O 6128 in 1956 as a classic “C&O” GP9 with the high bell on the short hood and set up to run short hood forward. The 6128 was transferred to the B&O in July 1968, becoming B&O 6677. Sometime in the late 1970’s, the B&O 6677 was painted into Chessie System colors. Since it was a ‘short hood’ lead unit, it was painted with the Chessie System logo on the short hood. On August 8, 1987, Joe Ferguson found the B&O 6677 sitting in Huntington, West Virginia, and this B&O unit still has the classic C&O traits as built by EMD.

Two months later, however, on October 6, 1987, taking a quick look at the CSXT 0677 in the photos, one will note it does not have the high C&O bell. Also, the CSXT 0677 is set up to run long hood forward and is painted as such, with the Chessie System logo on the long hood end of the unit. There are also differences in the horn location as well as differences in the fuel tank skirting. In addition, the CSXT 0677 is the only renumbered GP9 to have “CSXT” lettering.

While it has been reported the B&O 6677 did become the CSXT 0677, questions remain if this did indeed happen. Looking closely at the 0677, questions arise. There are differences between the units. So, what is the answer?

A couple of motor power experts have weighed in on this subject. Here are their conclusions: The B&O 6677 became the B&P 207, and this has been proven to be correct by the frame number checks on the unit in both numbers. However, the B&O 6677 did not become the CSXT 0677 before being sold to the B&P.

The experts believe the CSXT 0677 is the former B&O 6481. The 6481 is one of three B&O GP9’s that have failed to be accounted for after the CSX merger. The B&O 6481 was retired by CSX in late August 1987 and was reportedly sold for scrap. It later re-appeared as Wimpey Material’s #1 before becoming ORSX (Ohio Railway Supply) 0001. It was later sold to LTEX, where it remains today, facing an unknown future.

The B&O 6677 has proven to be a survivor, as it is still around today. After being retired by CSXT, it was sold to the newly formed Buffalo and Pittsburgh in 1988, becoming orange B&O GP9 207. After spending a decade on the B&P, the 207 was first leased, then sold, to the Finger Lakes Railroad as their 1751. After more than a decade on the Finger Lakes, the 1751 was traded to the Conway Scenic Railroad, becoming Conway Scenic 1751. Today, it is in service on the Conway Scenic, still in its NYC lighting stripe paint scheme from its time on the Finger Lakes. A quick glance at the Conway Scenic 1751 today will show its “C&O” heritage, as it still has the high bell on the short hood.

So, the question remains, what is the history of the CSXT 0677? Until someone can come up with a frame number check for the 0677, this will remain a mystery. While the author and others





**A B&O TRAILER AT TULLAHOMA TENNESSEE CSXT DEPOT**

Charles H. Bogart -Photographed on October 8, 2025



## AN ENCOUNTER WITH CSXT 6025

David Baer

On September 11, 2025, CSXT GP40-2 6025 was working at the east end of the small former Pittsburgh and Ohio Valley Yard on Neville Island, Pennsylvania. CSXT 6025 was built as B&O GP40-2 4125 in September 1972, making the unit 50 years old in 2025. For many years, CSXT 6025 was assigned to the CSXT track geometry train, used systemwide on CSXT. It was later replaced by GP40WH-2 9969. What is interesting about this photo is the patch of metal work done to the nose of the unit. While very hard to tell, it appears the unit has a small flat section on the tip of the nose. Could that piece of metal work have come from an earlier EMD unit, per GP30? In the early 1990's, CSXT purchased the Pittsburgh and Ohio Valley Railroad (POV), which operated to serve Shenango Corporation, which had a steel plant on the east end of Neville Island. While the steel plant has been closed, CSXT still uses the old POV yard to service a couple of customers on Neville Island and to interchange with short line Pittsburgh and Ohio Central.

CSXT GP40-2 6420 was trailing GP38-2 2697 on eastbound local L110, seen passing a school bus as the train passed under PA Route 51 in Monaca, Pennsylvania, on October 15, 2025. Note the interesting mix of paint schemes on the 6420. At some point, the 6420 has had its nose repainted with a newer CSXT logo. CSXT 6420 was built as C&O 4282 in February 1978 and, after the CSXT merger, it was rebuilt as a GP40-2 slug mother. With a large number of Road Slugs now retired by CSXT, the 6420 now works without a slug. CSXT local L110 works the former Pittsburgh and Lake Erie Railroad's Ohio River Branch west from Monaca, down the Ohio River to Shippingport, Pa.





## LAST COLOR POSITION SIGNAL LIGHT REMOVED.

Brian Sellers

The last Color Position Signal Light between Seymour, Indiana, and Cincinnati, Ohio, came down on Wednesday, October 22, 2025.













## HERE YESTERDAY AT CORBIN – TODAY GONE

Grayson Wilhoite



This small monument was for years a center piece outside the CSXT Corbin Locomotive Repair Shop.



Today it is missing. Was it relocated, scrapped, or does it grace someone's railroad collection?

## 2025 CSXT SANTA TRAIN

Aaron Bryant



## CSXT HERITAGE UNITS



Matt Harrison



Keith Fausnaught



Dwight Jones



Justin Shaw



Justin Shaw



Dwight Jones

## CSXT 4383

Dwight Jones

CSXT 4384, a SD40-3 rebuild, was dispatched out of Cincinnati North on train M506 on January 12, 2025. To my knowledge, this is the first trip into Ohio for this unit. Perhaps not quite as interesting as one of the Heritage Units or Special Interest Units, but somewhat unique in its own way. This unit was painted to have the old Clinchfield nose emblem with wording CLINCHFIELD applied on the nose and then was used to lead the 2016 edition of the CSXT Santa Train in Clinchfield territory. Impressive job on the nose paint. Not such an impressive job applying the Clinchfield lettering, which appeared to be just a temporary placard. Sometime in 2017 the placard was removed and the standard (at the time) CSXT boxcar emblem was painted on. The nose of CSXT 4384, however, was not repainted.





# CSXT 2625

Tim Green

