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CSXT BUSINESS TRAIN

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PRESIDENT’S MESSAGE

Yes, we do occasionally make errors in this publication. Thanks to all who pointed out the incorrect email address in the 2022 CSXTHS Railfan outing release. The correct email address is now posted – csxths@gmail.com. If you want to see the remains of the once mighty Louisville & Nashville Railroad coal rail lines, join CSXTHS in September for our rail outing. Rumor has it that CSXT has both the EK and CV Subdivisions up for sale.

Everett Young joins the list of CSXTHS Journal authors in this issue with his account of a visit of the CSXT Business Train to Eastern Kentucky.

CSXT made a change to its road train symbols in April 2022. The new lettering is as follows:

- | | |
|----------------------------|-----------------|
| B = Bulk Commodities | K = Work |
| C = Loaded Coal | L = Local |
| D = Local | M = Merchandise |
| E = Empty Coal | R = Local |
| F = Foreign Movement | S = Special |
| G = Loaded and Empty Grain | U = Local |
| H = Local | W = Work |
| I – Intermodal | X = Extra |

The three digits following a letter are assigned to regions

- 001 – 299 Northeast Region
- 300 – 599 Midwest Region
- 600 – 899 Southeast Region
- 900 – 999 Shared Area

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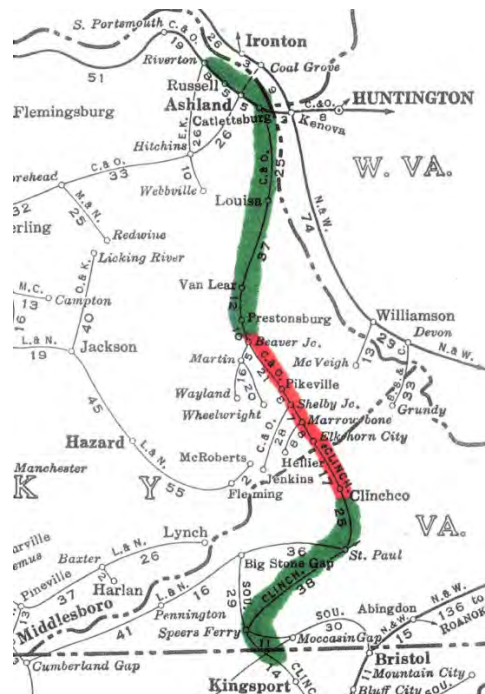
Cover Photo: P001-23 southbound at Draffin, Kentucky

AN ENCOUNTER WITH A CSXT INSPECTION TRAIN

Everett Young

In early January 2022, I had been told that CSXT would run an inspection train (OCS) from Ashland, Kentucky, down the ex-Chesapeake & Ohio Railway Big Sandy Subdivision and Clinchfield Line Kingsport Subdivision to Johnson City, Tennessee, on or about January 21, 2022. I spent January 21 trackside with my scanner on, but the OCS train did not show. I then found out that the OCS train would be making the run on January 25 but, again, it did not show. My disappointment ended on Wednesday, January 26. My information was that the Inspection Train had laid over in Columbus, Ohio, and would run down the Big Sandy Subdivision and the Kingsport Subdivision sometime that afternoon, therefore, when I headed north on US 23 from Pikeville, Kentucky, I expected to intercept the Inspection Train near Louisa, Kentucky, around noon. As I reached Coal Run, Kentucky, I heard on my scanner a track inspector call the LE Dispatcher stating he needed the track west of Prestonsburg, Kentucky. LE replied that he had one coming at Johns Creek and a K-train behind him. Thinking I had plenty of time, I elected to head off the K-train at Lancer, Kentucky. After all, it could have foreign power! The block signal at Lancer (Bull Creek on the railroad) was green. He's getting' close. It's 10:00 AM. What the heck! That ain't a coal or ethanol train, that's P001-23! And to think I could have been barreling up US 23 heading toward Louisa, Kentucky, if I had not had my scanner on. Without my scanner I would have missed everything!

I later found out that P001-23 had laid over at Russell, Kentucky, instead of Columbus! The OCS consisted of locomotives CSX 1 and CSX 2 and twelve passenger cars. At the throttle of CSX 1 was Master Engineer Bryan Pleasant, whose deft hand guided the train down the track as I chased it south from Coal Run to Boody, Virginia.



This map shows the route of the CSX business train. Photos were taken in the red section.



It is 10:00 AM and that ain't no coal or ethanol train. That is P001-23 the CSX Business Train.



We are at Lancer, Kentucky, in the heart of the Big Sandy Valley.



Lancer, Kentucky, in 2022 no longer sees coal being loaded onto a train.



CSX 1 and CSX 2 lead P001-23 and its twelve cars past Coal Run Jct. near Pikeville. The Coal Run Yard is no more, but there are still active mines on the branch shipping coal to market.



While we are just north of Pikeville, Kentucky, P001-23 will not run through Pikeville. In the 1960s, the Corps of Engineers re-routed the Levisa Fork of the Big Sandy River to the west of Pikeville. The C&O at that time opted to remove its track from within Pikeville and run the track along the west bank of the new river channel.



Hopefully, the CSXT officials peering out the shaded window of the *W. Thomas Rice* near Pikeville are impressed with what they see. With the recent addition of freights Q652 and Q653 on this track, we hopefully will see more through traffic running over the track of the Big Sandy and Kingsport Subdivisions.



At Winright, Kentucky, near the start of Marrowbone siding



P001-23 is seen arriving in Shelby Yard at 11:11 AM for a crew change.



CSX 1 is a “F40PH-2” built in April 1978 as Amtrak 280. It was previously CSX 9998.



CSX 2 is ex-CSX 9999, nee-Amtrak 395. She was built in August 1985 as a F40PH-2.



After a 20-minute pause at Shelby to change crews, P001-23 proceeded south with a Kingsport crew in the engine cab. Although the road south from Elkhorn City has plenty of hills and curves, winning the time race wasn't a problem. The train probably adhered to the speed limits for freight and coal trains. Sid Vaught realized this rare opportunity for a broadside shot at the south end of Delano passing siding.



Another view of P001-23 at the south end of the Delano passing siding. That signal in the distance is the south end of Delano siding.



P001-23 has just crossed the Levisa Fork of the Big Sandy River and is entering Elkhorn City, Kentucky. The junction with the Clinchfield is just feet away.



We have crossed the Kentucky-Virginia state line and are now at Fremont, Virginia. There used to be a tipple siding on the right.



We are at Nora, Virginia. Notice that “Clinchfield” still adorns the bridge! Frankly I don’t know why the minds at CSX didn’t name this line the “Clinchfield Subdivision” instead of the Kingsport Subdivision. They have other subdivisions named after historical operators, i.e. CN&L SD, CL&W SD, G&E SD, Sewell Valley SD, SV&E SD, Long Fork SD, Toledo Terminal SD, RF&P SD, CE&D SD and LH&StL SD to name a few. When it comes to branding, I think Clinchfield exemplified a good brand!



Southbound in Virginia. This part of Virginia was at one time a full of prosperous coal community, which have fallen on hard times as the coal industry in the area has closed.



My last shot of P001-23. It is a rear view of *W. Thomas Rice*. Note the large glass window covering the rear of the car. Behind the window are three rows of theater seating. At night the lights above and below the window are used to illuminate the track for viewing.



CSX 994363 *Champion M Davis (ex-Kentucky)*. Davis was president of the Atlantic Coast Line from 1947 until 1957.



CSX 994362 *David M LeVan (ex-Louisiana)*. LeVan was head of Conrail at the time of its 1999 merger with CSX and NS.



CSX 994500 *John W. Smith (ex-Ohio)*. Smith was the last president of the Seaboard Air Line serving in 1967 when it merged with Atlantic Coast Line to form Seaboard Coast Line.



Above and below: CSX 994315 *John W. Snow* (ex-Indiana). Snow, between 1985 and 2003, was at various times President and/or CEO of CSXT.





Above and below: CSX 994525 *E. Hunter Harrison* (ex-Tennessee). The late Hunter Harrison became CEO of CSXT in 2017 after stints at CN and CP. He brought his “Precision Scheduled Railroading” philosophy to CSX. He died after less than a year in office.





Above and below: CSX 994526 *Moonlight Dome* was ordered by C&O in 1948 for the stillborn *Chessie* streamliner. After very brief service on C&O, the dome-sleeper was sold to B&O where it received its name. The car later went to Amtrak.





Above and below: CSX 994300 *Alvin R. "Pete" Carpenter (North Carolina)*. Pete Carpenter was President and CEO of CSX from 1992 to 1999.





Above and below: CSX 994010 *John T. Collinson* (ex-New York). Mr. Collinson was President of Chessie System and Vice President of CSXT.





Above and below: CSX 994317 *Hays T. Watkins Jr.* Hays Watkins was CEO of Chessie System when they merged with Seaboard Coast Line Industries to become CSX. He then became CSXT's Chairman.





Above and below: CSX 994307 *Alfred E. Perlman (ex-Baltimore)*. A. E. Perlman was CEO of the New York Central when they merged with Pennsylvania in the late '60s to become Penn Central. Perlman also held high positions with the Western Pacific and Denver & Rio Grande Western.





Above and below: CSX 994011 *Michael J. Ward* (ex-Pennsylvania). Mike Ward was Chairman and CEO of CSXT from 2003 to 2017.





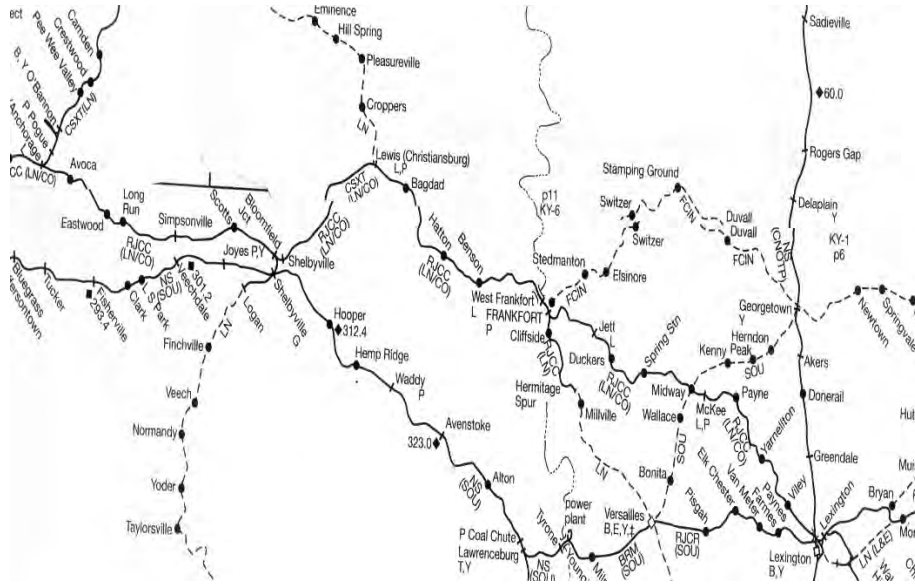
Above and below: CSX 994009 *W. Thomas Rice* (ex-Alabama). Tom Rice was head of the Atlantic Coast Line at the time of the merger in 1967 with the Seaboard Air Line to form Seaboard Coast Line. Previously, he had been president of the Richmond, Fredericksburg & Potomac Railroad and superintendent of Potomac Yard.



CSXT'S 2022 KENTUCKY DERBY TRAIN

Charles H. Bogart and Robert Dawson

On Saturday, May 7, 2022, CSXT ran its Business Train from Lexington, Kentucky, to Louisville, Kentucky, carrying CSXT officials and guests to the 148th running of the Kentucky Derby. The train staged out of R J Corman's Rupp Arena Yard and off loaded at the University of Louisville football stadium.



Map of the Derby Train route, ex Louisville & Nashville Railroad, now operated by R J Corman.



I tried to get creative at Midway and include the Colonel William McKee monument in the photo. McKee had been one of the officials of the Lexington & Ohio Railroad (1932-1849) who built the track in 1833 on their way from Lexington to Frankfort. Col. McKee, while leading the 2nd. Kentucky, was killed in February, 1847, at the Battle of Buena Vista during the Mexican American War. The block at Midway is McKee Block.



The Derby Train was headed by CSX 1, CSX 2, and CSX 3.



At Glenn Creek Road, one mile east of Frankfort. The Derby Train is starting into “10 MPH Curve,” which is located at the bottom of Jett Hill, a 1.1% grade.



CSX 1 leads the Derby Train into “10 MPH Curve” at the bottom of Jett Hill.



The Derby Train is in the center of “10 MPH Curve” crossing Glens Creek Road. The tunnel into Frankfort is .5 miles ahead. That is the *W. Thomas Rice* on the rear of the train. Behind the glass window is theater seating. Note the lights for illuminating the track at night and FRED.



We are at Bagdad. The pile of ballast stacked on the right marks the spot from which railfans normally shot photos of trains. Today R J Corman has it buried in ballast.



The CSXT Derby Train runs through Bagdad past the photo line.



The CSXT Derby Train seen at the University of Louisville football stadium off-loading its passengers. They were bussed from here to Churchill Downs. (Robert Dawson)



The CSXT Derby Train preparing to enter Osborn Yard. After a crew change, it would run on south. The Derby Train passengers were bussed back to Lexington at the end of the races. (Robert Dawson)

UNION CITY INDIANA'S CSXT INTERLOCKING TOWER MOVED

M.A. HULLER

On July 27, 2021, the former CSXT interlocking tower at Union City, Indiana, was moved to a new location in the city's Artisan Crossing Park.

In 1929, at Union City, the New York Central System and the Pennsylvania Railroad's tracks crossed each other at a sharp angle near present day Columbia Street. The result of this unusual track crossing configuration was that the crossing, instead of being a fixed diamond, contained movable switch points to allow the double tracks of both mainlines to safely cross each other, the switch points being controlled by the Union City interlocking tower.

The Union City interlocking tower was opened by the New York Central in 1929 and closed by that railroad in 1968 when its duties were transferred to the Ansonia, Ohio, interlocking tower. When the Union City tower was built, it guarded the crossing of the New York Central (Big Four) Cleveland, Ohio, to Indianapolis, Indiana, rail line with the Pennsylvania Railroad (Panhandle) Columbus, Ohio, to Logansport, Indiana, route. The Pennsylvania Railroad owned track was taken up by Conrail in 1992 and in 2022 only the ex-New York Central, now CSXT, track remains.

Since 1968, the Union City Interlocking Tower has stood abandoned, serving as a stage prop for the railfan seeking to photograph action on the CSXT Indianapolis mainline. In 2020, CSXT stated that it was going to tear down the tower to remove it from its property tax roll. The people of Union City, in return, launched a fundraising drive to purchase and move the tower to safety. This fundraising campaign was a success.

The relocated Union City Interlocking Tower now functions as a restroom and support facility for the park. Contained within Artisan Crossing Park is the former Pennsylvania Railroad Depot and the former Indiana Union Traction Company interurban depot.



A PennCentral train rolls past the Union City Interlocking Tower. (Union City Visitor Center)



View of the Union City Interlocking Tower before being moved. (Steve Salamon)



An eastbound CSXT train rolls past the Union City Interlocking Tower. (Steve Salamon)

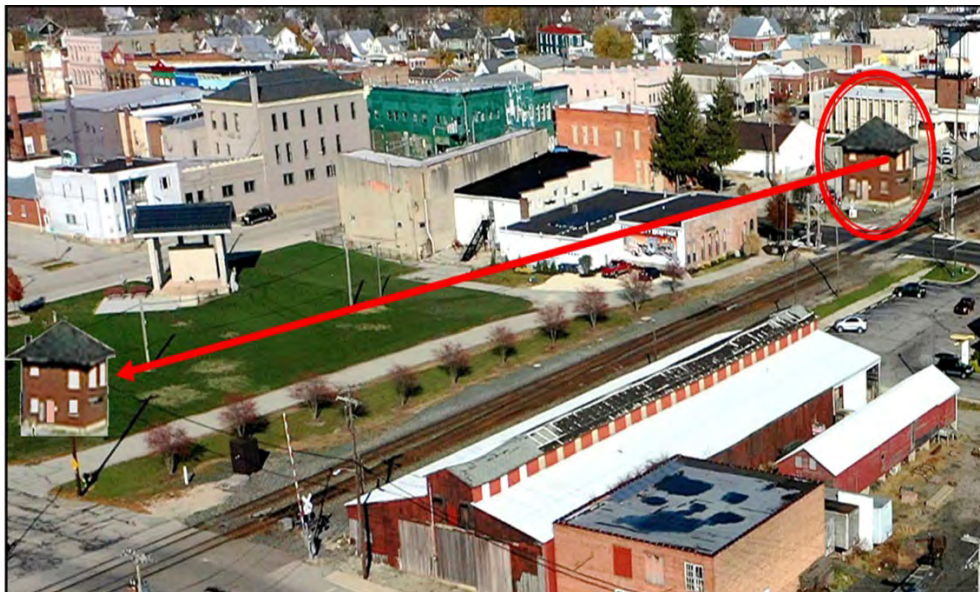


(c) 2019 by Craig Sanders

A westbound CSX auto rack train passes the Union City Tower in September, 2019. (Craig Sanders)



The tower sits trackside in early 2021 with a thermometer recording the amount of money donated to save it. (Union City Visitor Center)



A drawing showing the tower's trackside location and the park it would be relocated to. (Union City Visitor Center)



The former CSXT Interlocking Tower in Union City, Indiana, makes its way toward its new home in a city park. (Zach Marlow)



The Union City Interlocking Tower after being placed on its new foundation in Artisan Crossing Park.



The Union City Interlocking Tower in Artisan Crossing Park. On the left is the CSXT track. On the right can be seen the former Pennsylvania Depot now a local art center and museum.



This trackside photo illustrates that the city decided to face the tower operator's bay window away from the track, but it does look down the track.



The remodeled Pennsylvania Railroad Depot that now serves as the community arts center.



On display in back of the the former Pennsylvania Depot was a PennCentral transfer caboose and the city's former Indiana Union Traction Company's interurban depot.

CSXT 1100 AT KENTUCKY STEAM HERITAGE

by

Kentucky Steam Heritage Corporation.



CSXT 1100 is an EMD SW1500 "road switcher" capable of producing 1,500 horsepower. These Diesel-electric locomotives were built by GM between 1966-1974 generally for switching duties. The SW1500 was the replacement for the SW1200. The Louisville and Nashville Railroad ordered 30 beginning in 1970. KSHX 1100 was the class leader for the L&N (the first SW1500 built for them) and was numbered 5000 when it was delivered to the railroad. It kept that number until the Seaboard Coast Line Railroad merged with the L&N and Clinchfield Railroad in 1982, when the locomotive was re-numbered Seaboard System 1100. Later that decade, when the Seaboard became part of CSX Transportation, the engine became CSXT 1100, which was its road number until it was donated by CSX to Kentucky Steam in the summer of 2019. Today, KSHX 1100 is being utilized as a switcher at the Kentucky Steam Shop in Irvine, where it's on the active roster and is blue-carded. Kentucky Steam intends to keep the locomotive in as-delivered condition with the exception of KSHC lettering.

CSXT HAS REPAINTED A C30-7 BACK TO ITS L&N Heritage

by
Kentucky Steam Heritage Corporation



The CSX shops in Huntington, [W.Va.](#), have repainted this C30-7 for display by Kentucky Steam Heritage Corp. (Kentucky Steam)

CSX Transportation has repainted a General Electric C30-7 locomotive into the “Family Lines” paint scheme of predecessor Louisville & Nashville, completing a cosmetic restoration of the locomotive for the Kentucky Steam Heritage Corp., which will display the diesel at its facility in Ravenna, Ky., a former CSX rail yard.

The locomotive, built in 1980, was one of 44 C30-7s ordered by L&N. Retired by CSX in 1999, it was repainted by CSX’s Huntington Locomotive Shops into the colors of Marshall University and used at university events. In 2017, it was donated to the Collis P. Huntington Railroad Historical Society. When the society looked to liquidate some of its assets, Kentucky Steam negotiated the diesel’s donation for display at the Ravenna complex, where it plans to make it an interactive display as part of the development known as “The Yard.”

Kentucky Steam Heritage Corp stated: “As we develop our attraction, we feel that it’s important to pay homage to the various eras of railroading that have been important to the Appalachian Region,” said Campbell. “This locomotive will honor a relatively recent era, one in which several of our members actually participated.”

Former Chesapeake & Ohio Railway 2-8-4 No. 2716, undergoing restoration by Kentucky Steam Heritage Corporation, will be the headline attraction at the Ravenna facility.

**CSXTHS 2022 RAILFAN EVENT
EASTERN KENTUCKY
CV AND EK SUBDIVISIONS
SEPTEMBER 7-9**

**HAMPTON INN, HAZARD, KENTUCKY
70 MORTON BOULEVARD
HAZARD, KY 41701
606-439-0902**

WEDNESDAY SEPTEMBER 7

CV SUB - HARLAN AND LYNCH

THURSDAY SEPTEMBER 8

EK SUB – HAZARD AND KITE

FRIDAY SEPTEMBER 9

RAILROAD DAYS RAVENNA

**At Ravenna we will be guests of Kentucky
Steam Heritage, and we will get a tour of the
work being done on restoring C&O 2716.**

**IF INTERESTED IN ATTENDING, EMAIL
csxths@gmail.com**

WITH NAME AND EMAIL ADDRESS