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TOLEDO ORE DOCK PART TWO

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LETTER FROM THE PRESIDENT

As I write this, our 2013 Convention at Winchester, Kentucky, is a little over two months away. Hopefully you have made your hotel reservations. I must report, however, that CSXT's EK and C-C Subdivisions have fallen on hard times. Coal traffic is way down. See Ron Flanary's article on page 24 "Hard Times in Harlan County" to get a feel of what is happening to King Coal in Eastern Kentucky. The area has stagnated and rail yards are empty. This is not to discourage you from attending the 2013 Convention but instead to encourage you to attend before all visual evidence of the Eastern Kentucky coal industry disappears.

If one of CSXTHS' members would like to host the 2014 Convention, please send a proposal to CSXTHS@FEWPB.NET

This issue contains the concluding part of CSXT Toledo Dock and offers two short articles by authors new to these pages, Ron Flanary and Grayson Wilhoite. I look forward to other members submitting articles for forthcoming issues. The next issue of CSXTHS Journal will be a pictorial look at CSXT covered hoppers.

During the last quarter, CSXTHS was approached by a model railcar producer and by a supplier of paint to the model railroad industry to assist them. We were able to obtain from CSXT blueprints for series #295000-#296250 Coke Express cars. In the next few months, we hope to post these plans to our web site. The paint manufacturer and CSXT are engaged in negotiations to bring true CSXT locomotive paint to the model market.

Charles H. Bogart

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FRONT COVER

Toledo Ore Dock yard locomotives TORC #996 and #999, both ex Louisville & Nashville SD40-2s, with their CSXT shoving platform in tow move toward the ore dock to start forming a unit train of hoppers to be loaded with ore pellets.

CSXT TOLEDO DOCK PART TWO

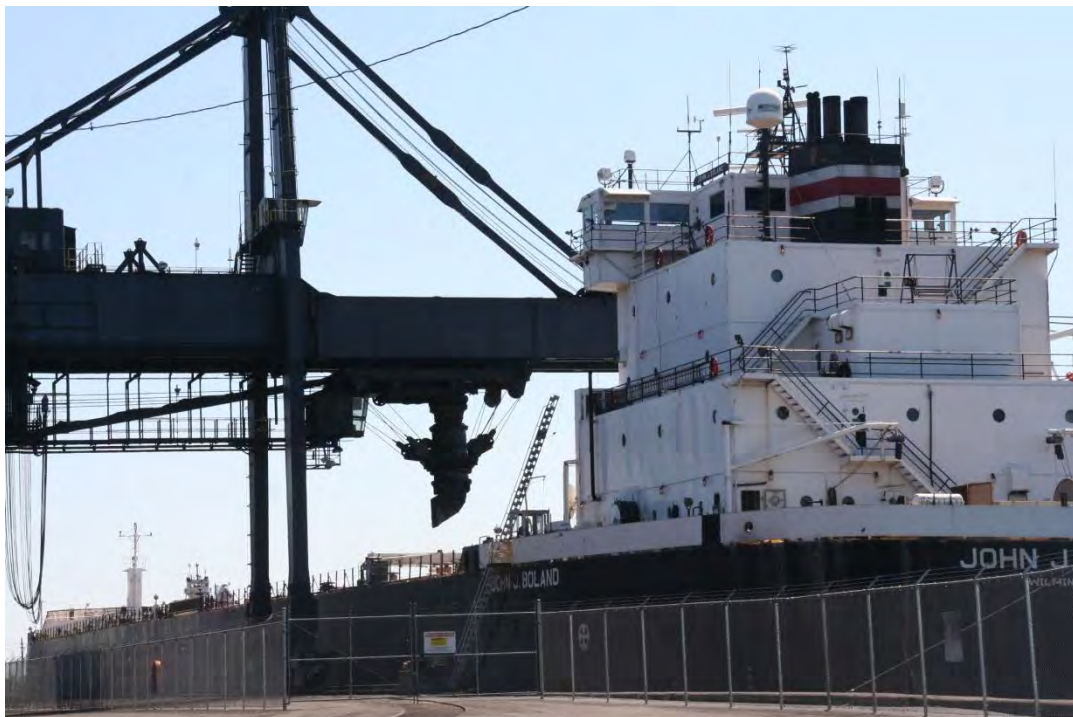
Slip No. 3 is the coal loadout pier and facility. Tied up here was ***John J. Boland***, a self-unloader bulk carrier operated by American Steamship Company. Built in 1973, she is 680-feet long and has a cargo carrying capacity of 34,000 tons. She was in the process of taking on a few more thousand tons of coal before sailing. Slip No. 3 has a ship berthing space of 1,502-feet and a rail yard, known as Four Buck, capable of holding 250 cars. This rail yard is backed up by a nearby 3,000 car-holding yard. Loaded coal cars are brought from the main railyard to Four Buck where they are turned over to the coal loadout facility. At the coal loadout site, movement of the railcars is handled by GE 55-tonner shunt locomotives, CSXT #1 to CSXT #10. These GE 55-tonners run on their own track using side arms to move the coal cars within the loading area. These locomotives are divided into two classifications, “Field Pusher” and “Pig Pusher.” The Field Pushers bring the cars to the “Pig Hole.” The Pig Hole is a covered area from which the cars are shoved to the ramp, two at a time. Here a shuttle arm picks up two coal cars and pushes them up to the rotary dump, #4 Barrel. The two loaded cars push out the two emptied cars sitting in #4 Barrel. The two empty cars then roll by gravity back to the main yard. It takes roughly 2.5 minutes to cycle a loaded coal car through the rotary dump. From the rotary dump, the coal is moved by conveyer belt to the Slip No. 3 flood loader. The flood loader sits above the ship it is loading and can move 800-feet up and down the pier by an overhead track to access each of the ship’s holes. Slip No. 3 can load a ship with 3,000 to 4,000 tons of coal per hour.



A general view of Slip No. 2 with ***John J. Boland*** alongside. Note that the ship’s self-unloading boom is swung out over the water to allow the coal loadout gantry clear access to her cargo holes. She rides low in the water as she has on board her almost a full load of coal.



Above and below are views of the coal loadout gantry's flood loader being repositioned. Due to the weight of the coal, it must be loaded according to a loading plan that is based upon the strength of the each ship's hull. This is necessary to prevent the hull from hogging or sagging, which could lead to hull failure.





This page and the next. It is later in the day and ***John J. Boland*** has sailed from Slip No. 3 after taking on her load of coal. The coal gantry has been secured and the workers have left the site. Tomorrow the dock will load out ***Atlantic Erie*** with coal.









Above and below are two views of “No. 4 Barrel” that dumps the coal from the loaded coal cars onto the conveyor belt to feed the flood loader.





Above and below are views of two of the GE 55-tonners used to move the coal cars to the rotary dumper.





Above and below are views of the 55-tonner pushers at The Pig Hole. Work is done for the day.





Above, The Pig Hole and below, Four Buck Yard.





Above and below are views of the front of the rotary dump.





The following photos show the steps the loaded coal cars go through from The Pig Hole to the rotary dump.













Above and below are views into CSXT's Toledo Docks main holding yard. The tracks to the left serve the ore dock while the tracks right center serve the coal dock.





This cabin directs the free running empty coal cars into the correct holding track.



The Toledo Dock's shoving platform.

While not located on CSXT's coal and ore dock, I did observe, just outside of the site, three locomotives sporting "Toledo Junction Railroad" (TJRR) on their hoods, plus a small Plymouth industrial locomotive. The TJRR locomotives, #703, #1718, and #7089 carried beneath their cab windows "JBC Rail Solutions." The Plymouth had under its cab window "International Warehouse Service" and the lettering "Little Toot" on its hood. The round cylinders on the ground in the photo below are titanium cores being prepared for rail shipment to Boeing.



HARD TIMES IN HARLAN COUNTY, KENTUCKY WHERE HAVE ALL THE CSXT COAL TRAINS GONE TO

by
Ron Flanary

I had occasion to be in Harlan County, Kentucky on February 11, 2013 for a meeting with some academic folks at the college in Cumberland, Kentucky. I met my friend Jeremy Williams--one of the county extension agents, and who helped organize the 2011 L&N Convention. That year the L&N Historical Society helped Harlan County celebrate 100 years of rail service (and coal production, since the railroads made all that possible). While the coal business was a little soft then, there were still plenty of CSX trains running on the Cumberland Valley (CV) Subdivision to give everyone a chance at the convention to get some shots.

It should be common knowledge by now that market conditions for Appalachian coal---both thermal (or steam, for electrical generation) and metallurgical (for steel making) have been in decline for many months now. My region of southwest Virginia and eastern Kentucky has seen several mine closures and cut backs. And, those closures affect many more than just the miners. There are thousands of others who drive and maintain private hauler coal trucks, mine supply operations, and any number of service support firms that are adversely affected. Ultimately---if you live here, it hits you in some negative way. The saddest situations, of course, are those who have lost their jobs. Not only is their income gone, but also fringe benefits that are so essential to family support.

The college in Cumberland is within sight of the old Lynch #3 coal loading complex. Most of the mines feeding this facility have been closed. As soon as I got there, I checked out the rails leading to the loadout, and it had considerable rust. Jeremy later told me the last train to load there was February 7, 2013. He said that about 50 hopper cars were loaded with met coal---but that was to clean out the silos as much as anything. During the 2011 L&N convention, this facility was loading one and sometimes two unit trains daily. Now, it's all dead.

Jeremy says that other CV Subdivision load outs such as Bardo, Hilo, Blanton and even the facilities on the Straight Creek Branch out of Pineville, Kentucky are either mothballed, or loading a train only now and then. Virtually all the once-active tracks I saw had a coating of rust on the rails.

After my session, I decided to drive back home to Virginia via Harlan and Loyall, Kentucky, rather than back across Black Mountain to Appalachia, Virginia. On the way, I noticed the tipple at Totz was still loading. But----the old L&N yard at Loyall was virtually empty. A few bad orders were spotted on track 17---where they had been for a long time---and there were two locomotive units in the engine facility. The yard was dead as a door nail. Not that long ago, the yard would hold two or three empty unit trains at any given time, and maybe another three or four loaded ready to go pending availability of power and crews. Not now...

I've attached a shot of the yard taken today, and also some shots I took a long time ago (the two black and white shots were taken in 1965, and the color scene is from 1974). The other shots were taken about a year and a half ago and show a unit train loading at the brand-new load out at Lynch #3----and a shot of a coal train at Loyall.

I'm 65 years old, and I've lived in this region virtually that entire time. I've seen my share of coal booms and busts---but this is, hands down, the WORST I've ever seen. The double track main through Loyall was rusty, and I saw absolutely no evidence of anything running. There might be one train a day---but even that's questionable. There used to be 16 St. Paul pool crews

alone at Loyall----and there were times the trains ran like street cars. Hard times are officially upon us.

I understand it's a similar situation on the CSXT's Eastern Kentucky (EK) Subdivision, further north, Winchester to Ravenna to Hazard, Kentucky. I haven't been over there in a few years, so I can't independently confirm that. I saw a report that said only a dozen people were now working at Hazard Yard and all had over 23 years seniority.

Am I depressed about all this? Yes, I am. I try to be optimistic, but I'm afraid much of Appalachian coal railroading is fading fast. I hope and pray for better times---particularly for those whose lives have been destroyed. Perhaps there will be a slight uptick---but the heyday of big time coal in Eastern Kentucky is gone, I fear. And with it, most of CSXT's train traffic .

To my surprise, I did pass a CSXT Loyall-bound empty coal train at Dryden, VA as I came back home. It was the first CSX train I've seen in over a week. As for Norfolk Southern operations in the coal fields of West Virginia and Virginia, it is almost as bad.

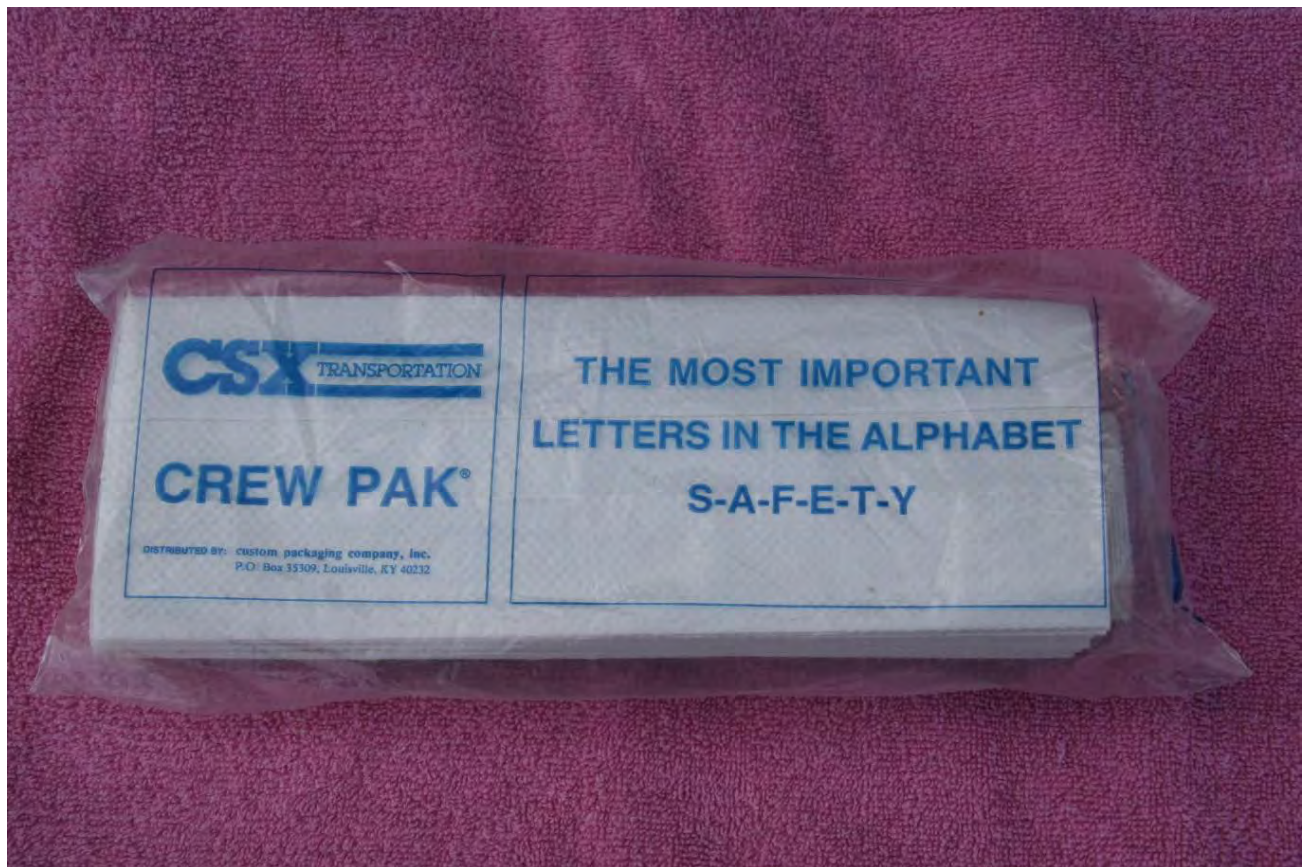


CSXT CV SUBDIVISION

A CSXT CREW PACK

by
Grayson R. Wilhoite

Among the last items a train crew will pick up before boarding their locomotive are a few bottles of drinking water and a crew pack. These crew packs and water bottles are supplied by various companies to a CSXT Yard. While the crew packs are manufactured by different companies, they all contain the same items. Pictured below is a “Crew Pak” and bottled water that CSXT provides to its Evansville, Indiana, Howell Yard based locomotive crews.



The “Crew Pak” is distributed by Custom Packing Company of Louisville, Kentucky, and “CREW PAK” is a registered trade mark with this company. As CSXT is concerned about crew safety, the Crew Pak contains a safety message on its front: “THE MOST IMPORTANT LETTERS IN THE ALPHABET S-A-F-E-T-Y.” The Crew Pak is 11 inches long, 4 inches wide, and 1 inch thick.



Above are the items contained in the Crew Pak. From top center: two “Moist Towelette” hand cleaning packages, one Grime-Free hand cleaning package, one set of soft rubber ear plugs, 12 paper towels, one roll of toilet paper, one toilet seat sanitary liner, and in the center, two “Magic Ter’n Wipe Lens Cleaning Towelettes.”



The water the crew picks up before boarding their locomotive comes in ½ pint plastic bottles and is used both for drinking and hand washing. This bottle is unusual in that its cap reads “DRINKING WATER, PROPERTY CSX TRANSPORTATION, Crystal Clear Water, Louisville, KY.”