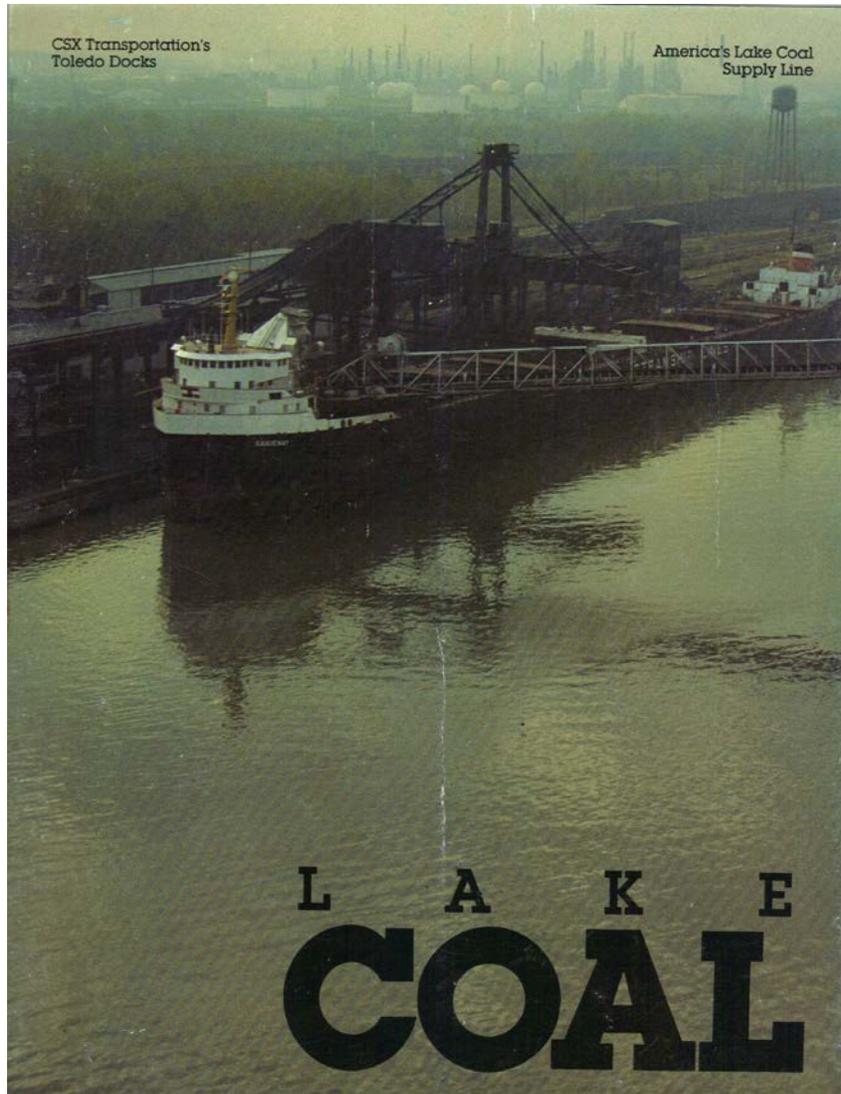


JOURNAL OF THE CSXT® HISTORICAL SOCIETY

_____ Volume 1 Number 2 _____



CSXT TOLEDO PIER PART 1

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JOURNAL OF THE CSXT® HISTORICAL SOCIETY

A Quarterly Publication of the CSXT Historical Society

2012 Volume 1 Number2

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MESSAGE FROM THE PRESIDENT OF CSXTHS

Charles H. Bogart

As promised, the second issue of the Journal of the CSXT Historical Society has been posted by early December 2012. Due to the size of the article it will be posted in two parts. Part two of the article should be posted around March 1, 2013. Since some of our members are modelers we have included a section on current CSXT trackside signs. We hope this will be of interest to those who model CSXT.

It may be noted that I have authored both of the first two Journal issues. This is because I have received no article submissions from the membership. If you would like to submit an article for publication in the Journal, please do so. Send hard copy to CSXTHS, 201 Pin Oak Pl., Frankfort, KY 40601 or by e-mail to csxths@fewpb.net

In my last letter I stated that CSXTHS was planning on opening our own web site. I am happy to report that this goal has been met. You can now find us at csxthsociety.org. Any suggestions for upgrading our web site are welcomed.

Since no one volunteered to coordinate the CSXTHS 2013 Annual Convention, I took on the task. The Convention will be held at Winchester, Kentucky, during the first weekend in June, 2013. See meeting news on our web page for more information. We will tour CSXT's EK and C-C Lines. The EK Line running from Winchester to Hazard, Kentucky, is a mere shadow of itself as the Eastern Kentucky coal industry has withered. Coal production has plummeted in Kentucky as coal powered electrical generating plants have gone off line or have switched to natural gas. Come and tour with us as we see what was once CSXT's premiere money-making rail line. We will also follow CSXT'S C-C line south from Winchester toward Corbin. While Southern's Rat Hole Line in Kentucky-Tennessee was famous with railfans, the C-C Line, ex Louisville & Nashville, also has its fair share of tunnels.

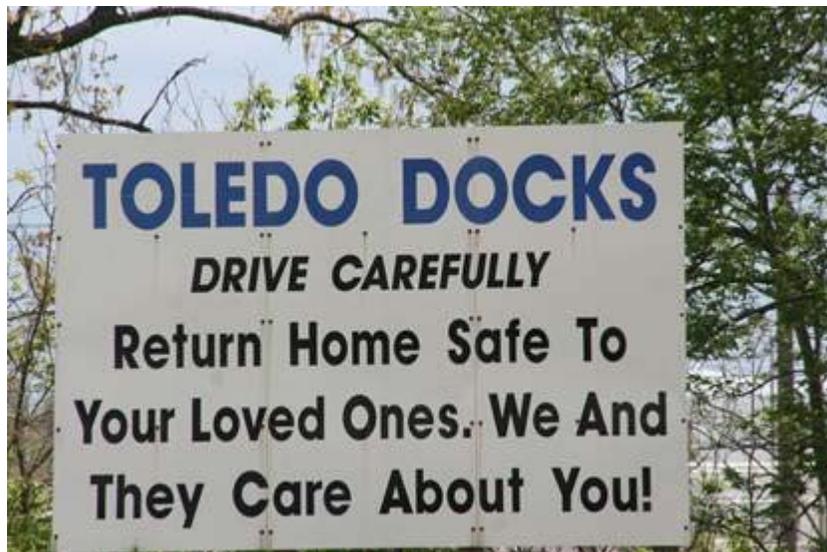
If anyone is interested in managing the CSXTHS 2014 Annual Convention or taking on an active role in the Society, contact me at csxths@fewpb.net.

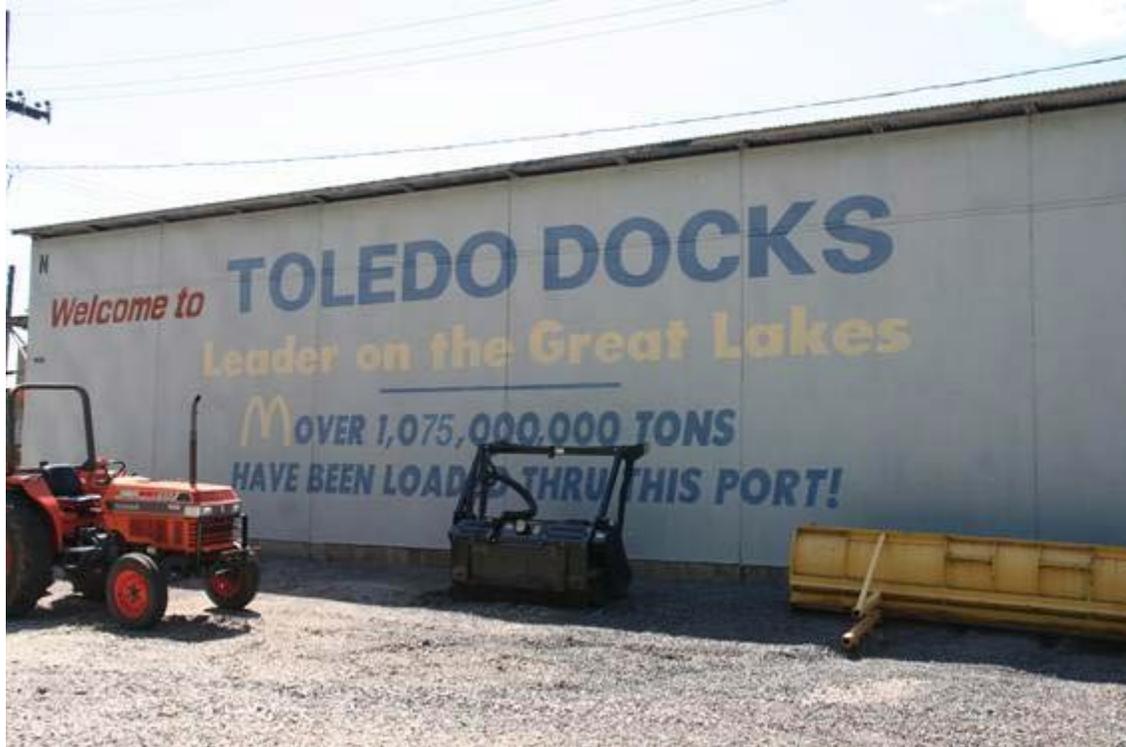
A VISIT TO CSXT'S TOLEDO DOCKS

by
Charles H. Bogart

Recently through contacts I made with some CSXT officials, I was able to tour CSX's Coal and Iron Ore Docks at Presque Isle, Toledo. The dock area in 2012 is quite different from the time it was operated by C&O and then Chessie. Changing demands for coal and iron ore have led to a redevelopment of the yard and loadout facilities at Presque Isle. The facility today consists of three docks: Slip No. 1, Slip No. 2, and Slip No. 3. Slip No. 1, the ore dock, is the eastern most dock and is used for off-loading taconite pellets. Taconite pellets are O gauge shotgun sized pellets that are 66 percent iron. The pellets are loaded onto ships at various ports in and around Duluth, Minnesota. Slip No. 2 has no loading or off-loading facility and is used instead as a layup area for Great Lakes ships during winter months or when a lack of business keeps them dockside. Slip No. 3, the western most, is used for loading coal onto ships for movement to power plants located along the Great Lakes shores. The coal consists of both Wyoming Powder River Basin coal and Kentucky/West Virginia coal that are blended to the receiving power plants' requirements.

Starting in the latter part of the 19th century, Toledo began exporting coal by ship to other Great Lakes ports and receiving iron ore from Minnesota's Mesabi Iron Ore Range by ship. Coal volume increased once Hocking Valley Railroad arrived at Toledo in 1877 and began to deliver southeastern Ohio coal to the port. After Hocking Valley was merged into Chesapeake & Ohio Railway in 1910, Toledo also began to receive coal from Kentucky and West Virginia for movement by ship to other ports. The high point of coal moving through Toledo was circa 1960 and iron ore circa 1970. Today the coal and ore docks are operated by CSXT. In addition, CSXT controls Toledo Belt Railway that supports the docks.





Slip No. 1 has a 1,133-foot long ship berthing area. Inshore of the berth is an open area into which the taconite pellets are dumped from the ship. This temporary holding area can hold 123,000 tons of iron ore pellets. Inland from this is a permanent storage area, which can hold 800,000 tons of taconite pellets. Located in the permanent storage area is a loader for delivering the stored iron ore pellets into railroad cars for transportation to various steel mills.

Tied up at Slip No 1 was the self-unloading ship *Atlantic Erie*. This 736-foot long ship was built in 1985 and can carry 37,411 tons of iron ore. *Atlantic Erie* is owned by Canada Steamship Lines and is capable of off-loading her cargo without any support from shore-based facilities. Once tied up to a pier, the ore she is carrying is allowed to fall at a controlled rate into her false bottom. Located here is a screw that extends the length of the cargo carrying area of the ship. This screw carries the taconite pellets back toward the bridge. At the bridge, the pellets are fed by the screw into a conveyor belt that carries them some 30 feet above the ship's deck. Here is located a 600-foot long boom, which also contains a conveyor belt. The end of the boom is swung out from the ship to the intended off-loading area. The internal conveyor belt dumps its load into the boom conveyor belt. The boom conveyor belt then carries the taconite shoreward to the temporary holding area and allows the pellets to fall off the end of the boom into a cone shaped pile. The cone shaped piles are centered upon an underground bin that feeds a conveyor belt that moves the taconite pellets from the temporary holding area to the permanent storage area.

When an ore train is to be loaded, the taconite pellets are drawn from the permanent storage area. These pellets are mined by a mechanical stacker (loader) that collects the taconite and feeds them to a conveyor belt. This conveyor belt leads to a tippie that loads the taconite pellets into ore cars for movement to a steel mill. Each hopper is loaded with 107.5 tons of ore. These ore carrying



Atlantic Erie at Slip No. 1 off-loading taconite via her off-loading equipment





Center foreground is the taconite-loading tippel. On the far right is the Transfer House that turns the direction of the flow of taconite 90 degrees. Beyond the tippel, *Atlantic Erie* can be seen at Slip #1. The tippel loads 107.5 tons of iron ore into each hopper car.



Looking down at the taconite iron ore loadout tippie. To its right is *Atlantic Erie* and to the left is Slip No. 2 with *American Fortitude* and *American Valor*.



A close-up view of the taconite tippie.



To the right is the Transfer House and in the distance is the Stacker surrounded by piles of taconite ore.



A general view of the taconite loadout site. The tippel is to the left, Transfer House is to the right, and in the distance are two piles of taconite in the storage area and the Stacker.



The abandoned scale house at the taconite loadout. In 2012, computers ensure that the correct amount of product is loaded into each car.



A view from Slip No. 1 looking back at the tippel, with the main CSXT yard beyond the overpass.



A handful of taconite ore pellets.



On this page and the next are views of the Stacker and one of the piles of taconite.







Above and below are views of Slip No. 1's office building





Above and below are views of TORC #996 and #999, both ex-Louisville & Nashville SD40-2.



A closer view of TORC #996.



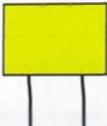
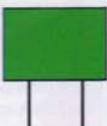
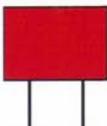
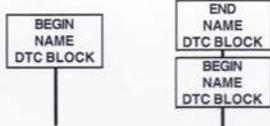
Slip No. 2 is used to house laid up ships and has two berthing spaces of 1,133-feet and 1,815-feet. During my visit, two ships were tied up here, *American Fortitude* and *American Valor*. Both ships were self-unloaders owned by American Steamship Company. *American Fortitude* had been built in 1953, was 690-feet long, and could carry 22,300 tons of bulk materials. *American Valor* had also been built in 1953 and was 767-feet long and could carry 25,500 tons. It was thought that neither ship would return to service in 2012 due to poor economic conditions resulting in a decreased demand for the movement of coal and iron ore.

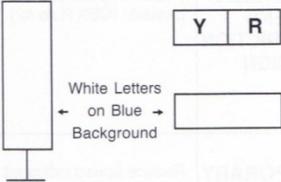
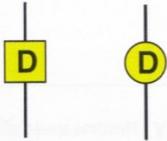
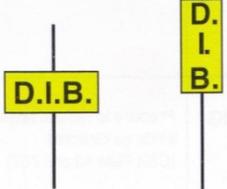


A view of Slip No. 2 showing *American Valor* on the left and *American Fortitude* on the right. Both ships have been in long-term layup due to a decline in the demand for coal and iron ore.



CSXT TRACKSIDE WAY SIGNS

RULE	ASPECTS	NAME	INDICATION
42		PERMANENT REDUCE SPEED SIGN	Reduce speed as indicated. (CSX Rule 42)
42		PERMANENT END RESTRICTION SIGN	Resume speed after rear of train has passed. (CSX Rule 42)
43		TEMPORARY REDUCE SPEED SIGN	Reduce Speed indicated. (CSX Rule 43)
43		TEMPORARY END RESTRICTION	Resume speed after rear of train has passed.(CSX Rule 43)
43		WARNING SIGN	Prepare to reduce speed or stop, limits as directed. (CSX Rule 43 and 707)
43		CONDITIONAL STOP SIGN	Stop before entering limits, unless permission to enter limits is obtained. (CSX Rule 43, 89, and 707)
170		DIRECT TRAFFIC CONTROL BLOCK LIMIT SIGNS	Begin and end DTC blocks. (CSX Rule 170)

RULE	ASPECTS	NAME	INDICATION
181	<p>DCS Station sign with station name in blue background with white letters.</p> <p>Note: Yellow portion of sign is next to the track governed.</p> <p>ADDITIONAL SIGNS</p> 	DCS STATION SIGN	<p>Limit of Authority in DCS Territory when designated on Form EC-1.</p> <p>Note: Location of DCS Stations are indicated by (D) in Timetable Station page.</p> <p>Note: DCS station sign may be mounted on a post or on a signal House.</p> <p>The presence of yellow and red banner does not change the indication.</p>
224-A		DISTANT SIGNAL MARKER	<p>Visual reminder to push-pull trains.</p> <p>Note: Located on or near the mast of distant signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.</p>
224-A		DELAY IN BLOCK SIGN	<p>Visual reminder to push-pull trains that Rule 224-A applies to station stops made at this station.</p> <p>Note: Located at or near the end of passenger stations in blocks between distant signals and home signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.</p>

RULE	ASPECTS	NAME	INDICATION
NORAC 296		APPROACH SPEED LIMIT SIGN	Approach the Speed Limit Sign at a speed not exceeding the speed posted on the Approach Speed Limit Sign. Where a sign with two sets of numerals is posted, the higher speed applies to passenger trains, and the lower speed applies to freight trains.
NORAC 296b		SPEED LIMIT SIGN	Proceed at speed posted on the Approach Speed Limit Sign until the entire train has passed the Resume Speed Sign.
NORAC 297		APPROACH SIGN	Proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Sign.
NORAC 297a		STOP SIGN	Stop, unless permission is received as prescribed by Rule 135.