

# **JOURNAL OF THE CSXT® HISTORICAL SOCIETY**

**Volume 2 Number 4**



## **CSXT JORDAN SPREADER L&N 11288**

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## MESSAGE FROM THE PRESIDENT

Last month I attended the Kentucky Transportation Cabinet's public hearing on the Commonwealth's 2015 to 2020 rail plan. I went to represent the Blue Grass Railroad Museum that operates the Blue Grass Scenic Railroad and the common carrier Blue Grass Railroad Company. Upon walking into the auditorium where the meeting was held, I observed 40 people sitting waiting for the meeting to start. Once the meeting started and introductions were made by those present in the audience, I was shocked by who was in attendance. There was one representative from each of the following railroads: CSXT, NS, and Paducah & Louisville; there was also one person representing the National Association of Railroad Passengers. The rest of the audience, 35 people, were Rails to Trails enthusiasts who wanted more railroad track taken up plus have various segments of active rail lines' right-of-way given over to Rails to Trails. In fact, one third of the Commonwealth's Railroad Transportation Plan was devoted to Rails to Trails.

Absent from the meeting was CN Rail, Louisville & Indiana, BN-SF, Genesee & Wyoming, and TransKentucky Transportation. There was no one there from NMRA, NRHS, individual railroad historical societies, other Kentucky railroad museums, or any of the non-affiliated local railroad clubs. Here was a chance for the rail fan community to speak up in a public forum, but no voice was heard from this group.

At present, all states are working on updating their railroad plan; this is a Federal DOT requirement. Check and see when your state is holding a public forum on its plan and then attend.

CSXTHS, during the last quarter, received a donation of almost 500 railroad related color photo negatives. Unfortunately, the majority of the negatives were not of CSXT but of western railroads. At the direction of the Board, the non CSXT negatives were donated to the California Railroad Museum. In addition, we received a request from a local Georgia historical society to help them obtain information on the town's former L&N depot. They were directed to the L&NHS.

This issue is directed at the modeler so we hope they find the eight articles of interest.  
Charles H. Bogart

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## FALLEN FLAG CARS OWNED BY CSXT

/

In 2014, CSXT carries on its roster a number of cars still carrying reporting marks of their fallen flag owners. Fallen flag reporting marks still seen on CSXT are:

ACL – Atlantic Coast Lines  
AWP – Atlanta & West Point Railroad  
BO – Baltimore & Ohio Railroad  
CO – Chesapeake & Ohio Railway  
CRR – Clinchfield Railroad  
GA – Georgia Railroad  
LN – Louisville & Nashville Railroad  
NYC – New York Central Systems  
RFP – Richmond, Fredericksburg & Potomac  
SAL – Seaboard Air Line  
SBD – Seaboard System  
SCL – Seaboard Coast Line  
WA – Western Railroad of Alabama  
WM – Western Maryland Railway



**Still in its fallen flag reporting marks is B&O 356589 seen here outside Columbus, Ohio.**



**TWO CSXT's JORDAN SPREADERS**  
by  
**Charles H. Bogart**

**L&N 41288, Osborne Yard, March 2014**













**CSXT JORDAN SPREADER B&O 914074**  
**Queensgate Yard, November 2013**







**Views of the right and left side of the cab of B&O 914074**



## CSXT 290867 – A CHESSIE HOPPER

by  
Charles H. Bogart

In April 2014, CSXT had sitting in a pocket track at their River Road Yard at Cincinnati, Ohio, CSXT 290867, a former Chessie hopper. Stenciled on her side was “HBO, CLASS 3, CIN OH, 4-13.” This translates as follows: HBO (Heavy Bad Order); Class 3 (scrap); CIN OH (Cincinnati Ohio); 4-13 (April 2013). A visual inspection by me of CSXT 290867, from street side, found no signs of her having been in a wreck. The only visible damage was around her hopper doors, and I assume this is why she was to be scrapped. She was built in October 1976 by the Ortner Freight Car Company for the Chesapeake & Ohio Railway (Chessie System) as a steel, three bay, 100 ton load carrying car. She is 43-feet 10-inches long, 11-feet 10-inches wide, and 11-feet 11-inches high.













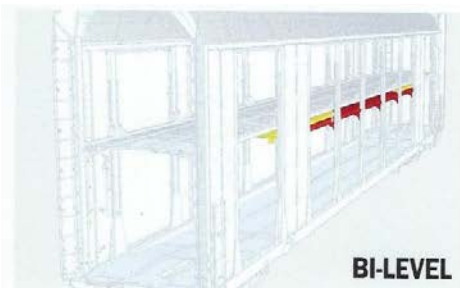
# CSXT MULTI-MAX AUTORACK CTTX 690000 – 690004

## from

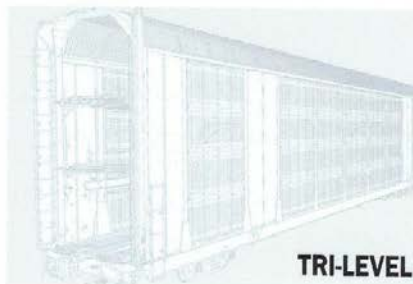
### Gunderson Rail Car Public Relations Department

In early March 2013, CSXT took delivery of five Multi –Max Autoracks from Greenbrier Companies. These were the first of a 50 car order, CSXT 690000 to CSXT 690049. The new cars allow load capacity to be used to the maximum. When SUVs or pickup trucks are the cargo, the cars will run in the Bi-level configuration. When passenger cars are being transported, these cars will travel configured as Tri-level. The cars can be converted from Bi-level to Tri-level or Tri-level to Bi-level in approximately 6-hours, or 30 man hours.

The ad and photos below were supplied by Greenbrier Companies' Gunderson Rail Car Company Division.



**BI-LEVEL**

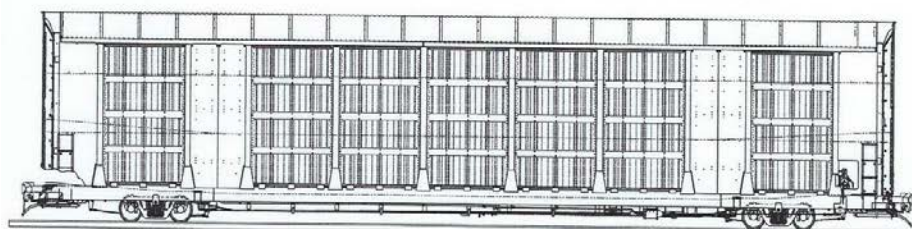


**TRI-LEVEL**

## AUTOMOTIVE TRANSPORTATION

The new Multi-Max™ automotive rack is equipped with adjustable racks. Decks can be adjusted to be completely compatible with current bi-level or tri-level deck settings, without ever having to remove the rack. Deck adjustments between bi-level and tri-level configurations are simple and require no shop time. Work can be accomplished at automotive facility or repair track.

There is great flexibility to manage TTX pool commitments while avoiding reload equipment penalties. Each rack is designed for the TTX specified low profile 89-ft flatcar. With a 19'-0" exterior profile (Plate J), there are no clearance restrictions for the rack. Based on our Auto-Max™ style sealed end door, there is a large reduction in theft and/or vandalism. Additionally, the ladder was designed on the inside of the end doors preventing roof access and unwanted ridership.



## MULTI-MAX™

### DIMENSIONS (APPROX.)

|   |              |
|---|--------------|
| OVERALL LENGTH, INSIDE:                 | 89' – 9 1/2" |
| OVERALL LENGTH, OVER COUPLERS:          | 93' – 10"    |
| TRUCK CENTERS:                          | 66'          |
| HEIGHT, EXTREME:                        | 19'          |
| WIDTH, INSIDE, BETWEEN SIDE POSTS:      | 9' – 3/8"    |
| WIDTH, INSIDE, BETWEEN SIDE SCREENS:    | 9' – 7 5/8"  |
| WIDTH, INSIDE, BETWEEN SIDE POSTS:      | 9' – 0 3/8"  |
| WIDTH, OUTSIDE, EXTREME AT ENDS OF CAR: | 10' 8"       |
| WIDTH, OUTSIDE, CENTER OF UNIT:         | 9' 11"       |
| CLEARANCE:                              | AAR PLATE J  |

### WEIGHT/CAPACITY (EST.)

|                  |             |
|------------------|-------------|
| LIGHT WEIGHT:    | 115,000 LBS |
| GROSS RAIL LOAD: | 195,000 LBS |
| NET CAPACITY:    | 80,000 LBS  |

### CURVE NEGOTIABILITY RADIUS

|                          |       |
|--------------------------|-------|
| UNCOUPLED, HORIZONTAL:   | 180'  |
| UNCOUPLED, VERTICAL:     | 1250' |
| COUPLED TO LIKE CAR:     | 239'  |
| COUPLED TO 40" BASE CAR: | 345'  |

DESIGNED AND BUILT TO AAR SPECIFICATION FOR M - 1001; RACK SPECIFICATION- AAR SECTION N

THESE GENERAL DIMENSIONS ARE REPRESENTATIVE AND SUBJECT TO CHANGE WITHOUT NOTICE AS REQUIRED BY CUSTOMER SPECIFICATIONS OR DESIGN IMPROVEMENTS BY THE GREENBRIER COS.









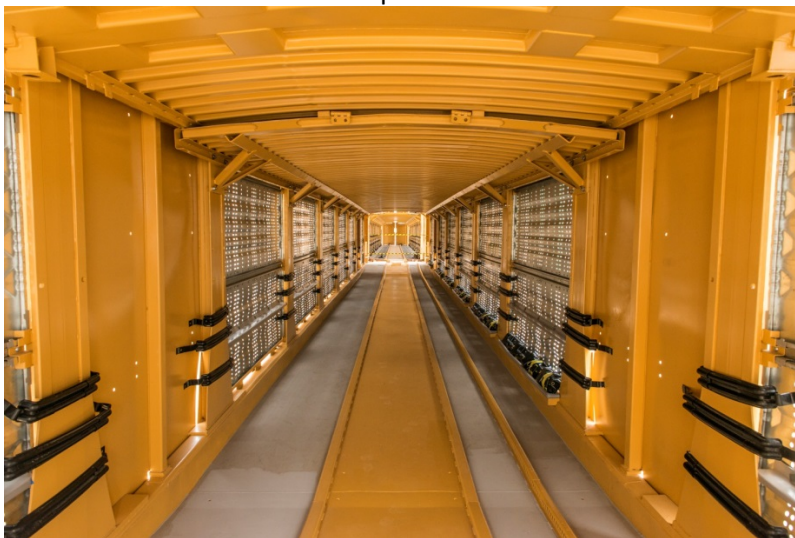




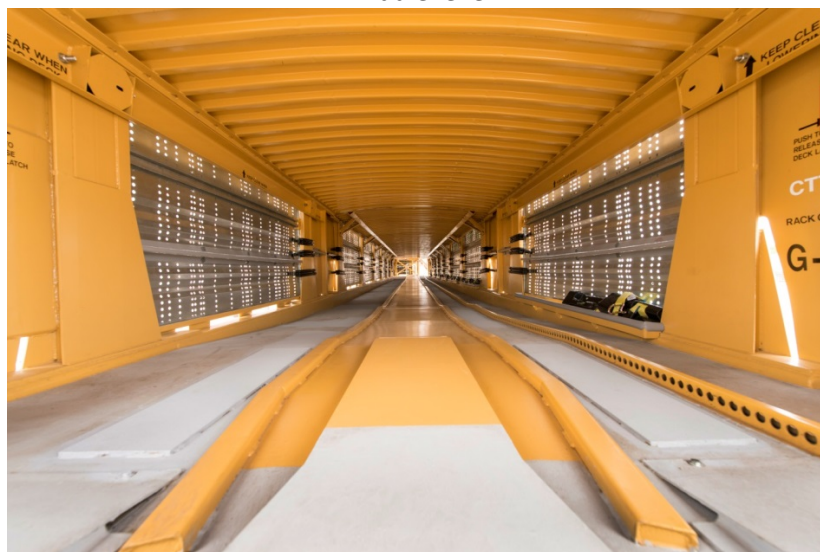




Top level



Middle level



Bottom level

**THE DEMISE OF A TANK CAR**  
**GATX 14522 HAS A DATE WITH A SCRAPPER**  
by  
**Grayson Wilhoite**

General American Marks Company's pressurized tank car GATX 14522 is seen at Cincinnati, Ohio, in May 2014, bound for scrapping. She was at the time of the scrapping under lease to Emery Oleochemicals. She had been built in July 1978, her tank had been relined with new rubber in 2005, and she had passed an FRA inspection in 2007. She was not due for another inspection until 2017. From the roadside there was no visible damage to the car, therefore the most probable reason for her scrapping was internal damage to her lining. With the car almost 40 years old and due for FRA inspection in 2017, it was most likely decided that the cost of relining the inside of the tank was cost prohibitive. Very few tank cars remain in active service after 40 years of operation. Her dimensions are 51-feet 4-inches long, 10-feet 7-inches wide, and 14-feet 9-inches high.







## CEFX 17617 GOES TO THE SCRAPPER

By  
Grayson Wilhoite

In January 2014, CSXT had an incident with CEFX 17617 that put her on the ground and heavily damaged the car's B End. CSXT determined that the car was not worth repairing and compensated its owner, Cit Equipment Finance Corps, for its value, and in May 2014 sold the car to a scrapper.



CEFX 17617 sitting at River Road Siding in Cincinnati, Ohio, awaiting the cutting torch.

CSX  
TRANSPORTATION  
- MECHANICAL -

TRAIN J78629

SHOP TO Cincinnati, OH DATE 1-29 20 14

CAR INITIALS CEFX NO. 17617 LOADED OR EMPTY

**BAD ORDER**

PLACE ON **SHOP** TRACK

DEFECTS: B-End Damaged (Center Sill Buckled) wheels rubbing on  
slapper mate

MOVEMENT RESTRICTIONS: Must Have Mechanical Walk Car

PLACE CARDED B20 Cincinnati, OH INSPECTOR S. Person

SCN 48059436651 FORM 1112 EC REV 6-99 MADE IN USA

So State: When damage is due to derailment, cornering, sideswiping, telescoping or other handling line responsibility conditions.

The CSXT determination that lead to CEFX 17617 going under the cutting torch.





**Above and below: CEFX 17617 is reduced to scrap metal and loaded into a dumpster within an 8-hour timeframe.**



**CSXT NEW COKE EXPRESS CARS**  
by  
**Charles H. Bogart**



In February 2014, CSXT placed in service 480 rebuilt bottom drop coal hoppers that are used in coke service. These cars are numbered CSXT 298000 to CSXT 298479. The hopper's bodies had originally been built using traditional carbon steel, but during 2013, the cars were rebuilt using stainless steel. The rebuilt cars have the same dimensions and cargo space as when built, but they are now able to carry more product weight.

Also during 2015, CSXT's gray tub fleet of 3,200 coal gondolas used in the lake, river, and ocean trade will be rebuilt. Their existing carbon steel bodies will be replaced with non-corrosive hybrid stainless/aluminum bodies. The cars' new bodies will have the same dimensions of the steel cars but they will be able to carry 118.5 tons of coal versus the current 115 tons. The rebuilding of these coal cars will start in September 2014 and is scheduled to be completed in December 2015.

In addition during 2014, some 2,700 of CSXT's carbon steel bottom drop industrial hoppers, used in the coal and iron ore markets, will have been rebuilt into a full stainless steel configuration. The new cars will have the same dimensions and capacity they had when originally delivered, but their weight loading carrying ability will be increased.

CSXT expects that these 6,300 new rebuilt cars will allow the company to provide long term high quality service to their customers, with no need of another rebuild of the cars before the end of their FRA service life. All of these rebuilt hopper cars should be in mainline rail service by January 2016.