

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

____ Volume 3 Number 2 ____



CHANGING WHEELS ON THE MAINLINE

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PRESIDENT'S MESSAGE

A Happy New Year to all the members of the CSXT Historical Society. We had a good CSXTHS convention in 2014 and the 2015 convention should be as good, if not better. For more information on the 2015 Convention go to

<http://www.csxthsociety.org/meetings/meetings.html>

We had donated to the Society some 1990 issues of CSX News. The donation of these old newspapers is a nice addition to our archives. The CSXTHS's archives are always looking for more material to add to our collection.

I would like to thank Everett Young for the great trip reports he keeps posting to our web site. I encourage all members of CSXTHS to consider putting together such trip reports of their outings. Send the reports to CSXTHS@FEWPB.NET.

We were asked by a railroad museum to help them obtain an abandoned CSXT building. We put the museum in contact with CSXT and stated we would write a letter in support. The railroad museum remains in negotiation with CSXT at this time.

We would like to encourage our members to write articles or submit photo essays for publishing in our Journal. The Journal is only as good as the material sent to the editor. Send to CSXTHS@FEWPB.NET.

Charles H. Bogart

CSXTHS 2015 CONVENTION

June 4-7, 2015

St. Albans, West Virginia

For more information go to

<http://www.csxthsociety.org/meetings/meetings.html>

ESIX 100313 EXPERIENCES DRAGGING BRAKE SHOES, MARCH 10, 2014

by
Charles H. Bogart

On Monday morning March 10, 2014, upon visiting KC Junction in Covington, Kentucky, I found a CSXT carman crew at work putting a new set of wheels under Envirosolutions hopper ESIX 100313. This wood chip hopper, built in May 1975, can carry 3950 cubic feet of product. The CSXT work crew informed me that early that morning a CSXT train crew, while passing through Newport, Kentucky, received a report that one of their cars had non-rotating wheels. The train was stopped and a check of the train by the conductor confirmed this report. The train was then moved at 1 MPH to KC Jct, as this was the first level spot along the track that a carman's service truck could reach ESIX 100313. Throughout the train movement from the Licking River Bridge to KC Tower, the conductor was on the ground walking alongside of the car. The carmen told me that they still were not sure why the car's brakes had locked up, but they had locked up while the brakes on all of the other cars had remained free.

While I was on site, the two man CSXT crew changed out the wheels at the A end of ESIX 100313. The car had been jacked up freeing the wheel truck from the hopper's body. The boom of the CSXT truck had then been used to pull ESIX 100313's wheel truck into the open. Once in the open, the truck's boom was used to raise the wheel truck so that the damaged wheel, #4, could be removed. Once the wheel was free, the boom operator lowered the wheel truck to ground level. The damaged wheel was then picked up by the boom and placed on the ground, free of the track.

Next the boom operator picked up from his truck's bed an undamaged wheel and swung it onto the track in front of the truck. The boom was disconnected from the wheel and reconnected to the wheel truck. The wheel truck was raised and the new wheel rolled into place under the wheel truck by the carmen on the ground. Once in position, the boom operator lowered the wheel truck, capturing the new wheel. This same procedure was then followed for replacing wheel #3.

With the wheel truck now housing two good wheels, the wheel truck was rolled under the A end of ESIX 100313 by one of the carmen. The other carman took control of the jacket supporting ESIX 100313 and slowly lowered the car. As the car was lowered, the other carman made slight adjustments to the location of the A end truck so that its shaft would slide into the receptacle in the bottom of ESIX 100313.

Once the A end truck was housed, the jacket was lowered so that it no longer supported the weight of ESIX 100313. When the jack was free, it, along with its wooden supports, was dragged out from under the A end of the car and moved to the B end. The two damaged A end wheels were then boomed onto the truck. Since the truck could only hold two wheels, the CSXT carmen told me they were off for Queensgate to drop off the two damaged wheels and to pick up two replacement wheels for the A end of ESIX 10313. When I returned to KC Jct at 6:00 PM, ESIX was no longer sitting there; the CSXT carmen had repaired her and a switcher had taken the car to Queensgate car shop.





Above: Damaged wheel #4 is removed and a new wheel is mated with the truck.





The above three photos show the new truck being positioned under ESIX 100313.



A view of the damaged #4 wheel after being removed from the car.



The above and below photos are of the damaged #1 wheel.



THE DEMISE OF CSXT'S RAILROAD YMCA BOARDING HOUSES

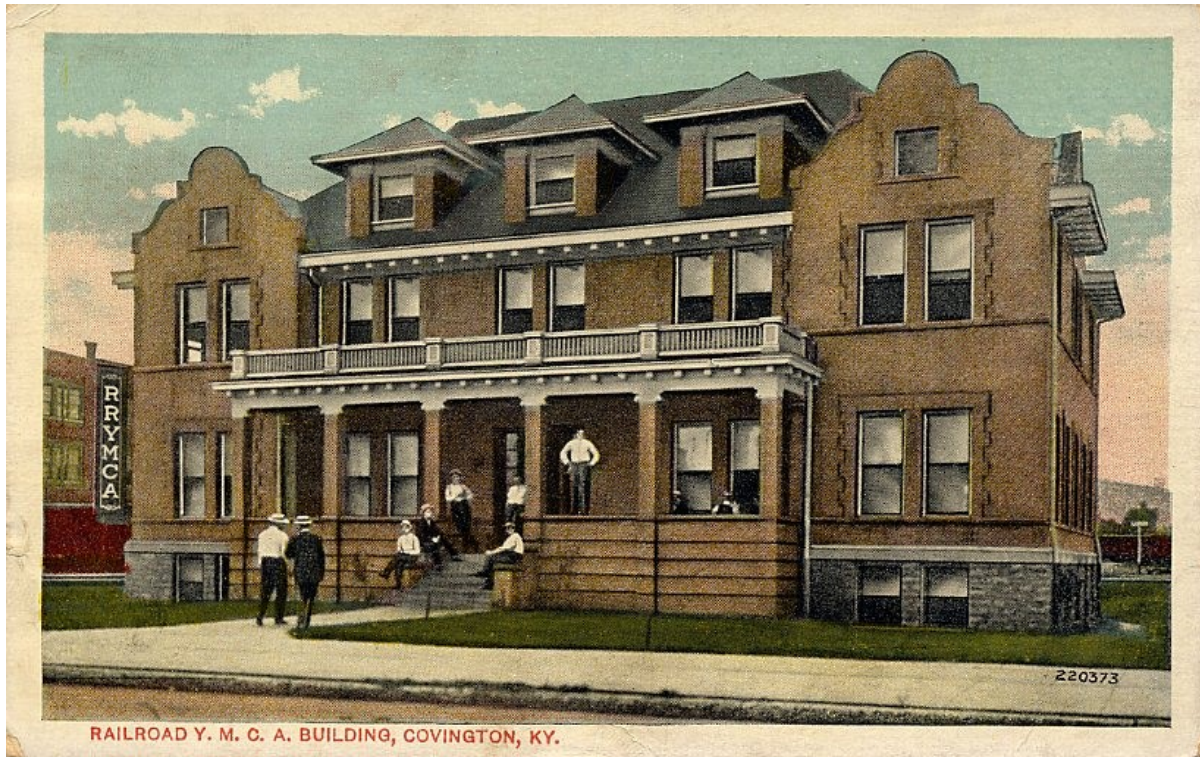
by
Charles H. Bogart

In 1872, the YMCA opened its first YMCA devoted to the care of railroad workers. Train crews at the end of their runs, when staying overnight in a non-home town, were on their own to find a place of rest. The facilities available for train crews to catch some sleep and eat some food varied considerably in desirability in so far as room comfort, digestibility of food, and quietness. More enlightened railroad management noted that their operating crews, when quartered away from their home station, did not always report back to work in a sober state when called. Starting circa 1890, various railroads joined with the YMCA to provide safe facilities to house and feed their employees when they were on the road. Thus by 1900, Railroad YMCAs had become a standard feature at major crew change points around the United States.

The Railroad YMCAs were at their greatest strength during World War II. However, as the railroads dieselized in the years after World War II, the size of trains increased and the number of crews needed to move tonnage decreased. In addition, the Railroad YMCAs had come to depend upon shop workers and yard crews who used the YMCA facilities to help pay for the buildings upkeep. As yard forces decreased due to automation and locomotive and car repair shops closed, more and more Railroad YMCAs closed their doors. The final act that shuttered the Railroad YMCAs was an IRS ruling in 1989 that stripped the Railroad YMCAs of their non-profit status. With this ruling, Railroad YMCAs across the CSXT rail system began to close down. Among the Railroad YMCAs effected were Russell, Kentucky; Willard, Ohio; Pikeville, (Shelbyana Yard) Kentucky; Brunswick, Maryland; Connellsville, Pennsylvania; Waycross, Georgia; Rocky Mountain, North Carolina; Erwin, Tennessee; Clifton Forge, Virginia; Crestline, Ohio; and Handley, West Virginia.

The fate of these Railroad YMCAs differed from community to community. In some, the facility was taken over by the local YMCA, which continued to offer all the previous community services the facility had offered, except lodging and feeding. Other Railroad YMCAs were sold to private individuals. Some were converted for other uses while some continued to offer the same boarding and feeding services provided by the Railroad YMCA. These privately owned Railroad YMCA facilities soon ceased to operate, as first the Railroad Brotherhoods negotiated contracts that called for better lodging of their members when away from their home station. The death blow, however, was a ruling by the FRA that all operating crews, at the end of their service, had to be housed in a facility at least a mile away from their work station. As all of the Railroad YMCA buildings were located trackside, this marked the end of their ability to house railroad operating crews.

On the next two pages are pictures of the fate of two of CSXT's railroad YMCAs.



The Covington, Kentucky Railroad YMCA closed shortly before the IRS ruling as trains now ended their run at Cincinnati's Queensgate Yard. In the postcard view above, the Covington Railroad YMCA has at least nine railroad employees enjoying its comforts. After its sale, see below, the building was converted to an apartment building.





The Russell Railroad YMCA in the early 1940s had over 2,000 members. At the time of its closing, membership was fewer than 500. Upon the sale, the building was renamed Alberts and continued to offer the same services as the Railroad YMCA. Its front porch was a great place from which to railfan. Changes in Brotherhoods' contracts that called for better housing of away operating crews spelled the end of Alberts; today it sits abandoned next to the Russell Depot.



GHOST TRAIN AT CSXT'S JACKSON, KENTUCKY YARD

by
Henry Nobbe

For the past eight years, a ghost train has sat on a stub track at CSXT's Jackson, Kentucky Yard. It consists of a locomotive and two boxcars. The locomotive, an EMD NW3, is lettered "Kentucky May Coal Company Inc." Painted on her cab is the number 1058. She started life working for the North Carolina Ports Railroad in 1948 and carried the reporting mark NCPR 6. Later she became Southern Railway 1058. Then at an unknown date, she was sold to Kentucky May Coal Company, Inc. The locomotive, circa 2007, was supposedly bought from Kentucky May Coal Company by the R J Corman Railroad Groups for conversion into a Genset. However, during a recent discussion with the R J Corman Group, I was told that, while they understand they own the locomotive, they cannot find a title to it in their files. Thus the locomotive sits at Jackson.

In 2007 when the track leading to the mine was taken up, CSXT moved the locomotive from the mine site to their Jackson Yard. Due to #1058's non compliant wheel sets, CSXT would not move her beyond this point. After shoving #1058 into a stub track up against two non compliant boxcars, CSXT barricaded the track so that neither the locomotive or two boxcars could be taken out on to the mainline. Over the years, the locomotive has been heavily vandalized with all copper wiring and other metal parts ripped out.

The boxcars attached to the ghost locomotive consist of a Fruite Grower Express boxcar without reporting marks and a maintenance-of-way boxcar carrying reporting marks CSXT 910149.







A WALK AROUND CSXT 910149











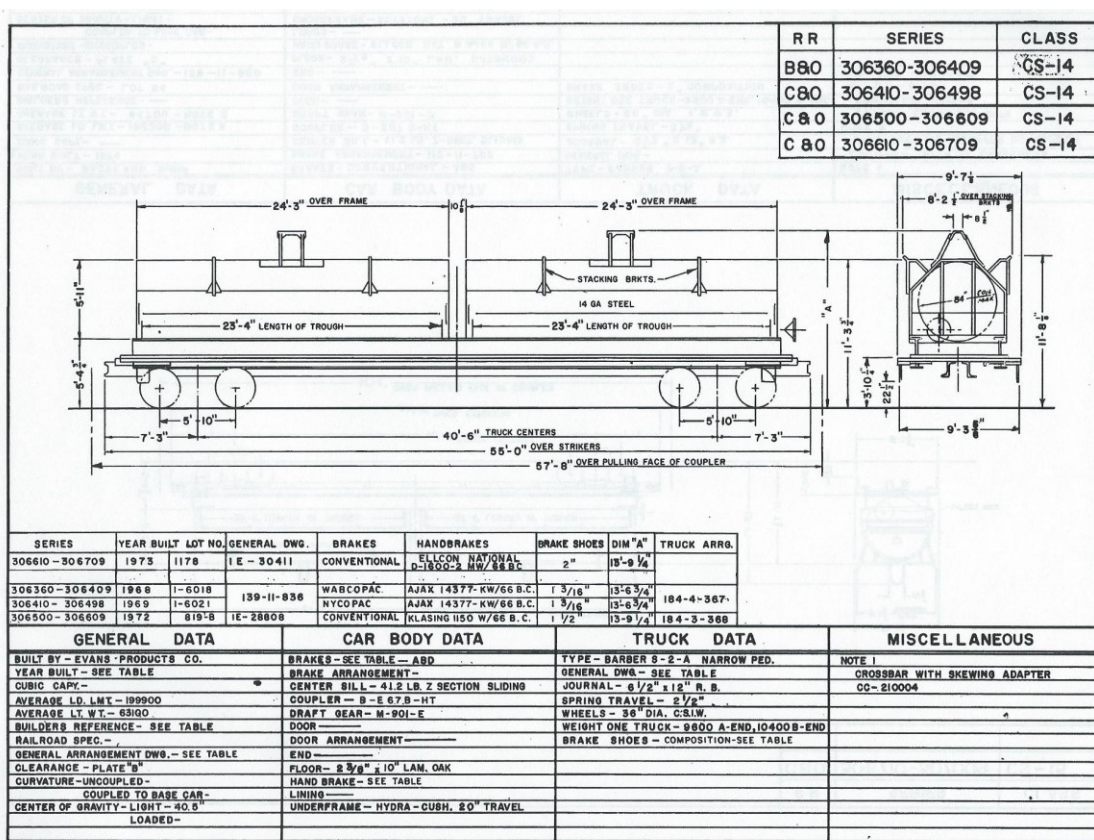
THE DEMISE OF CSXT 497871

by
Greg Stevens

CSXT coil car 497871 was built for the Chesapeake & Ohio Railway in January 1969 by Evans Products Company. She is seen here in August 2013 being cut up at Cincinnati, Ohio. The Chessie caboose in the background would escape the scrapper torch, being sold to a family in Kentucky for use as a summer home near Petersburg, Kentucky. She was 57 feet 8 inches long, 7 feet 5 inches high (without covering shields), and 10 feet one inch wide.







CSXT BOXCAR NYC 223095

by
Charles H. Bogart

While the boxcar under photographic review below carries the reporting marks of NYC 223095, she is owned by CSXT. The boxcar was acquired when CSXT, along with Norfolk Southern, purchased the assets of Conrail. The boxcar was built in June 1966 and was rebuilt in June 1992. In June 2013, CSXT put her up for sale for scrapping. As built, she was equipped with cushioned draft gear and plug doors 16 feet wide and 10 feet high. She has an overall length of 67 feet 9 inches, a height of 17 feet, a width of 10 feet 7 inches, and an interior dimension of 60 feet 9 inches long, 12 feet 9 inches high, and 9 feet 2 inches high. She can carry 185,000 pounds of goods.







