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PADUCAH & LOUISVILLE RAILROAD A CSXT AFFILIATED RAILROAD

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PRESIDENT'S MESSAGE

This issue of CSXTHS Journal is built around a visit I had at the Paducah & Louisville Railroad (P&L) Headquarters in Paducah, Kentucky. The P&L is one of the many short line and regional railroads in which CSXT holds a minority share. P&L moves traffic west from CSXT's Louisville Osborne Yard to the P&L Yard in Paducah. At Paducah, P&L connects with BN-SF and CN. In May 2013, P&L acquired sixteen EMD 4,000 hp. alternating current SD70MAC locomotives from CSXT: CSXT 4501 to 4506; 4510 to 4512; 4516; 4518; 4519; 4522; and 4523. These CSXT locomotives, upon arrival at Paducah, were overhauled by National Railway Equipment VMV (PaducahBilt) locomotive shop in Paducah. P&L retained the CSXT locomotive reporting numbers except for CSXT 4505, which became P&L 2012, and CSXT 4506, which became P&L 2013.

During the past quarter, we have had an album of 100 photos of CSXT and other railroad locomotives along with some CSXT timetables donated to CSXTHS. At present, the CSXTHS archives is stored at the Bluegrass Railroad Museum in Versailles, Kentucky. However, CSXTHS is presently in negotiations with C&OHS to move the CSXTHS archives to their facility at Clifton Forge, Virginia.

Bill Ambrose, CSXTHS Treasurer, has informed the board that all bills through 1 June 2015 have been paid, and we have enough money in the treasury to cover the publication of this issue and the 2015 Convention issue. If you have not paid your dues, please send them in as soon as possible.

Let's talk about safety around the railroad. I am a conductor at the Bluegrass Railroad. Last week, while doing a backup move, I had some guests in the MU cab. As we came up on a grade crossing protected by a crossbuck, I had my lights on, bell ringing, and was sounding my horn. As we entered the crossing, a car, doing at least 50 MPH in a 35 MPH zone, shot across the crossing in front of my train. The car did not slow down, and I don't think the driver even knew we were there. That is as close as I want to come to not hitting a car. My guests all said they did not know how we did not hit the car. The bottom line is this: When approaching a rail crossing, slow down, look, and listen. Remember, any time is train time, and expect a train from either direction.

Our next journal issue will be the 2015 convention report. We are still looking for a location for the 2016 Convention, so if you would like to host the 2016 convention, please contact me at csxths@gmail.com. This is a new e-mail address as the fewpb.net site is now defunct.



Above, former CSXT 4505 now P&L 2012; below, former CSXT 4506 now P&L 2013. Both are EMD SD70MACs.



A CAB RIDE ON THE PADUCAH & LOUISVILLE

by
Charles H. Bogart

In May 2014, I found myself sitting next to Tom Garratt, President of the P&L, at a rail conference meeting. After exchanging some long time no see comments and making other small talk, I asked him if his offer from a few years ago of a cab ride on the P&L at Paducah was still in effect. I was pleasantly surprised when Tom said, “Yes, When would you like to ride?” I replied that I had to be in Paducah in mid-July and would it be possible to ride then. Tom replied that he thought it was doable and would have Brian Nichol, P&L Assistant Transportation Supervisor, contact me. Brian and I established contact, and it was agreed that I would ride the CoalTek Calvert City Coal Terminal Run. This run consisted of bringing an empty unit coal train from the coal terminal into P&L’s Paducah Yard for hand off to Union Pacific. This is but a distance of 12-miles, but any cab ride is better than no cab ride.

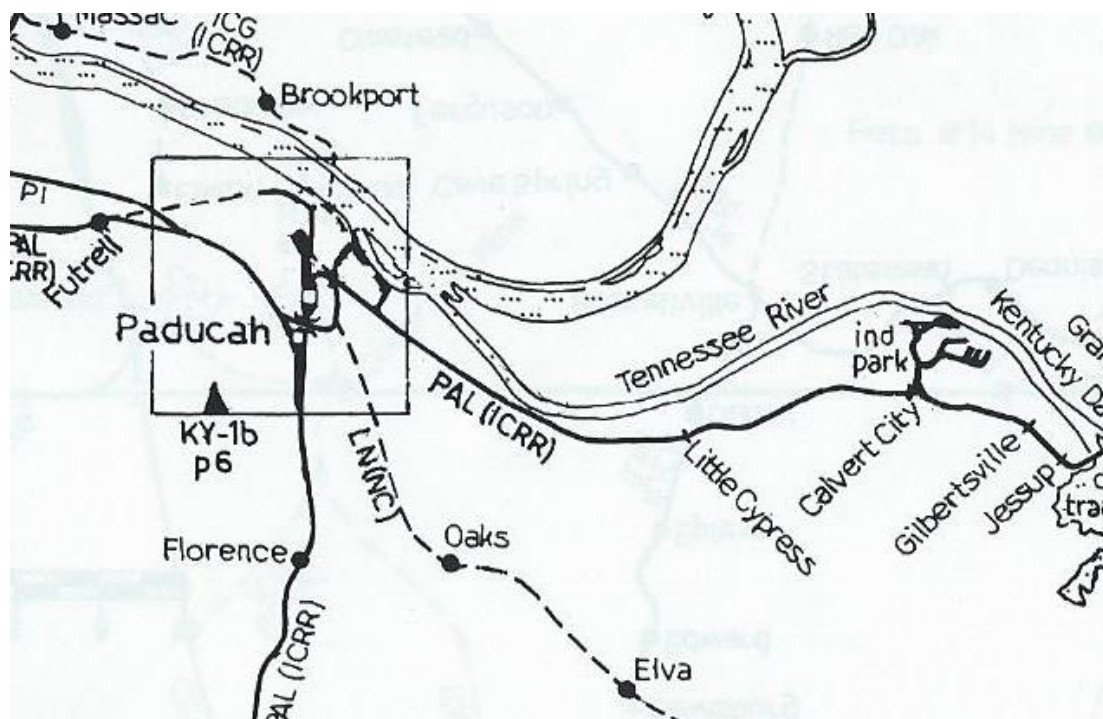
As instructed, I reported to the P&L headquarters building in downtown Paducah at 0630 ready to head out and catch the train for its 0700 pull from the terminal. I came dressed in compliance with P&L rules for visiting the Terminal: shoes with steel toes, safety glasses, hard hat, hearing protection, work gloves, and safety vest. First order after meeting Brian was to sign a waiver holding P&L non-labile for any stupid thing I did on their property that resulted in an injury to me. After signing this all important document, Brian checked with the P&L dispatcher on the status of our train. The dispatcher informed us that the train was not ready to be picked up by P&L as the train was still being unloaded at the coal terminal. Estimated pull time was given as 1100. We therefore headed out to the Paducah Yard where Brian caught up on some work and I was introduced to Adam Braboy, Assistant Road Forman of Engineers. After some small talk with Adam about my present status as a conductor and an engineer at the Blue Grass Railroad Museum (BGRM), Adam took me into the P&L locomotive simulator room and asked if I would like to operate one of their trains.

The simulator was set up with a standard cab control stand. From among the scenarios offered, I chose a 90 car unloaded coal train running from Central City to Louisville. The visual scenery out of the simulator cab window was of the actual P&L’s track from Central City to Louisville. As a help, to understand the line being run over, a five mile profile of the line was provided as a visual display. For 1.25 hours I ran my train toward Louisville. At the end of that period, Adam came back into the simulator room and graded and critiqued my performance. I scored an 89.5 out of a possible 100. Passing is 85. I lost 5.1 points for exceeding track speed and 5 points for rapid throttle movement. During train operations at the Bluegrass Railroad Museum, one can move the throttle up and down two or more notches without being penalized. P&L rules state you can only advance or drop one notch at a time, and one must then wait 5 seconds before making another one notch change in throttle. I thus consider I was only penalized 5.1 points. My over speed resulted from the fact that I was too aggressive with maintaining my train’s speed, keeping her 1 mile per hour under posted track speed. I thus got caught out when running a saw tooth section of track, and I let the train get ahead of me by a speed of 2 to 3 miles per hour over track speed. I think this happened because the simulator does not provide the sensation of the locomotive being kicked or retarded by its cars as the train climbed and descended the ridges. However, I successfully blew for all the crossings, hit the alert button

within 5-seconds of sounding, had no wheel slippage, didn't apply too much brake pressure nor bleed off too much brake line air, and my fuel usage was within the established guideline. I am not sure if Adam was serious or not when he told me, based upon my run on the simulator, I could, if I wished, fill out paper work to apply to become a member of their locomotive operating crews.

Brian, Adam, and I, plus the locomotive crew of Engineer Charles "Charlie" Brown and Conductor Mitchell Parson arrived at the Terminal at 1030. During our drive to the Terminal, I learned four interesting facts: 1) All P&L operating crews are paid for a 12-hour day even if the work run takes less the 12-hours; 2) P&L is not paid for moving the empty unit train from the Terminal to their Yard; 3) P&L has two sister railroads: Evansville Western and Appalachian & Ohio; and 4) The train crew operation of the unit coal train at the Terminal, while off- loading the coal, is in the employment of the Terminal, not P&L.

A side note concerning the Coal Terminal operations is that the Terminal both loads and unloads coal hoppers and barges. The terminal thus has its own in-house scale to weigh coal cars that it has loaded for outbound shipment. As coal sells for \$20 a ton, one needs to know how much coal has been loaded into a hopper. A 110 car unit coal train in which each car is carrying .5 tons more than ordered will cost the Terminal \$1,100. With some 250 trains being dispatched annually from the Terminal, such overloading would annually cost the terminal \$275,000 in revenue. In order to insure the scales are in calibration, the Terminal built its own scale car: concrete slabs on a four wheel truck. While this scale car is humble looking, it does the job.



Our route was from the Industrial Park through Calvert City and Little Cypress to Paducah.

Upon reaching our train at the Terminal, we found the consist was made up of 104 empty coal hoppers. Heading the train was UP 6134, a GM SD60M; followed by UP 6560, a GE AC4400W; and UP 6703, an ex-Chicago North Western AC44CW in an Operation Lifesaver paint scheme. At the rear of the train was UP 8327, an EMD SD70ACe. At the front of the train UP 6134 and UP 6560 were facing forward and UP 6703 was facing the train. Before we boarded the train, a safety briefing was held to ensure all knew what would be taking place. This safety briefing was repeated a number of times as the situation changed.

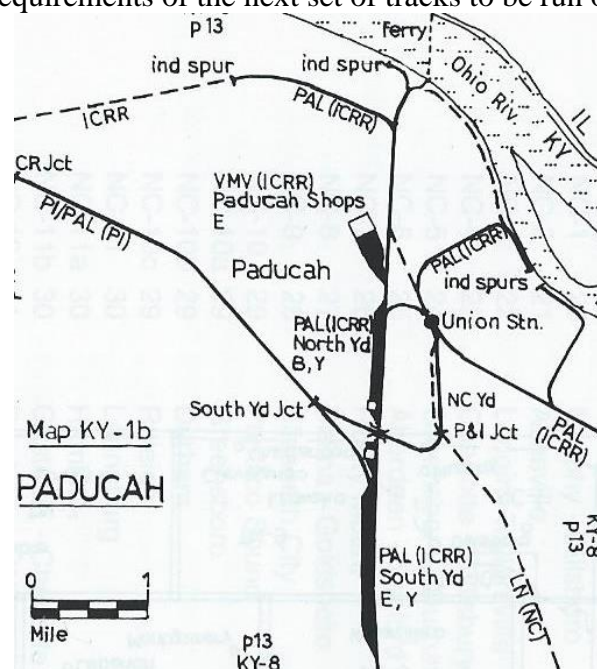
When Engineer Charlie Brown fired up UP 6134, he found that she had no working horn, and all attempts to rectify this condition failed. It was therefore planned to cut off UP 6134 from the train, pull her ahead to a passing track, and park her. Then UP 6560 would be uncoupled from the train and run through the loop past the siding. Once UP 6560 was tied down, UP 6134 would back out of the siding, recouple to the train, and then UP 6560 would back up to the train and be in the lead position. However, an inspection of UP 6560 turned up a problem. She had posted in her cab a note which stated that, while the diesel would fire up, no current could be produced to energize the traction motors. As for UP 6730, while she would fire up, provide electricity to the traction motors, and had a working horn, she faced the wrong direction. After some consultation, it was therefore decided to operate the train from the rear locomotive, UP 8327, which fortunately was facing away from the train. Upon the crew climbing up into UP 8327, they found she had a working horn and would fire up and send current to the traction motors; however, there was another problem--she did not want to DP with the other three locomotives. Some 60 minutes later UP 8327, after much effort, was finally communicating with the other three locomotives. It was now High Noon.

With the train ready to pull, all we needed was the P&L dispatcher's permission to come out onto the mainline. There was another delay but finally permission was granted to enter the mainline. This would necessitate backing the train up on the Terminal's loop track, so we needed Terminal permission to perform this backup move. We also had to provide a crewman at the rear of the train to provide guidance to the engineer during the backup. The backup move at 5 mph took roughly 15-minutes, but, at the end of this time, our locomotive was now facing the lead track leading out to the mainline. The dispatcher was now contacted to confirm we had permission to come out onto the mainline. This she affirmed so the conductor got on the ground to line the switches for our movement and then reline them once we had passed into position for the next loaded coal train to enter the Terminal's loop track. A crew car taxied the conductor from switch to switch and then ran him out to the head of the train to board the locomotive. All switch and derail positions, as left by our crew, were reported to the dispatcher.

As we came out onto the north track of the mainline, we found an R J Corman crew carrying out track maintenance on the south track. A mile on down the line we would encounter another R J Corman crew picking up old ties that had been left trackside. Track speed for our run to the P&L Yard was 10 mph. Unlike at BGRM, the P&L Conductor did not call out highway grade crossings, switch positions, nor speed restrictions to the engineer as we approached them. The crew almost got me as we came into one switch, and I noted it was aligned against us; however, before I spoke up, I noticed the "SS" sign on the switch stand and realized that it was a spring switch. We ran through this switch at slow speed. The view from the locomotive was as

expected: thick trackside vegetation, the occasional backyard, industrial and commercial sites that had seen better days, and deer munching away contentedly.

One part of the train ride I found interesting was the effect that the dynamic brakes had upon our train. There was a delay of 5-seconds between the setup, or the release of dynamic braking on the lead locomotive, and the trailing locomotives. The result was a very definite ability to feel in the locomotive a run in or a run out of slack within the train. I also found it interesting that “Charlie Brown” carried with him a checklist on locomotive operations which he often consulted. He stated that although he had been an engineer for 6-years, he found it comforting to check and recheck operating rules to insure he was following company policy. While he did not say this directly, he indicated that one gets in trouble when one assumes he knows the rules. Why assume you know the rules when P&L has provided each member of the operating crew with a plastic foldout that summarizes rules. I know when I coordinated a HazMat respond I found it necessary that every hour on the hour to take time to review the Standard Operation Plan checklist. Often I found myself forgetting to carry out some fundamental task as I got wrapped up in the action taking place around me. I got the impression our engineer consulted the operation rule summary to insure he was operating as required and to prepare himself for the requirements of the next set of tracks to be run over.



Our route was over the P&L track on the right, past the site of Union Station, and then a swing south into North Yard.

Throughout our run, all the trackside signals we encountered showed Green, except for the signal governing the entrance to the Yard, which displayed Yellow. Upon sighting the Yellow approach signal, the conductor called the dispatcher for permission to enter the Yard. This was granted. The conductor then informed the dispatcher that the train crew, upon entering the Yard, wished to proceed to the south end of the Yard. There the train would be tied down. UP 8327, which was acting as the lead locomotive, would then be cut from the train. The locomotive, once free, would move over to the next track to run back through the Yard and turn on the wye. UP 8327, upon coming off the wye, would back down and be tied in front of what

had been the three rear locomotives of our train. This maneuver would provide the UP crew, scheduled to pull the unit coal train out of the Yard, with an FRA compliant locomotive in the lead. This request was agreed to by the dispatcher.

As we passed the Yard office, the conductor got off the train and hopped into the Yard Hack, a SUV. He used this vehicle to run ahead of our train to align switches that allowed us to proceed to our proper destination in the Yard. He also guarded the end of the train to ensure we were safely beyond the lead to the Paducah & Illinois Railroad (P&I) wye track. Both UP and BN-SF reach the P&L Paducah Yard running over P&I track, which extends from the P&L Yard to Metropolis, Illinois, via the Metropolis Ohio River Bridge.

After cutting off from our parked train, we pulled southward to the very edge of the Yard. The start of the Mayfield Branch Line was but 100 yards ahead of us when we stopped to start our reverse run back to the wye. However, for our locomotive to go out of the Yard, just so I could say I had ridden on the Mayfield Branch, required dispatcher permission. Thus it was not to be. Our backup move was almost 1.5 miles in length. "Charlie Brown" our engineer stated that he was thankful the locomotive was equipped with a control stand so he could face the direction of movement. He said there is nothing worse than operating a locomotive in a backup movement from a forward facing desktop control. During the backup move, Brian occupied the conductor side of the locomotive and provided a running commentary to the engineer to trackside conditions on his side of the train. The engineer could only observe the west side of the train, the east side being blocked by the hood.

In wyeing the locomotive, we entered onto P&I track; thus while I did not get to ride on the Mayfield Branch, I can claim I rode on the P&I, even if it was only for 100 feet. Once UP 8327 was wyed, she was backed down and coupled to the front of UP 6134. Tomorrow when the UP crew showed up to take the train west, they would have a FRA working locomotive at the front of the train. We then rode the Yard Hack back to the yard office where I bid good-bye to the train crew. Brian and I returned to the P&L HQ Building where I received permission to tour the P&L locomotive service facility back at the Yard. I then left Brian and returned to the Yard to shoot photos of various cars and locomotives in the Yard. It had been a good day to railfan.



A view of one of the two dispatcher stations located in the Paducah & Louisville's Paducah, Kentucky, Headquarters Building.



A view of our train as it was encountered. We paused for a safety briefing before the operation crew boarded. Adam, Brian, and I made our way to the end of the train to ensure the area was clear before train movement began.



A view of the Coal Terminal looking from the scale house towards the Tennessee River loadout.



Looking west from the scale house toward one of the storage piles where Wyoming Basin and Western Kentucky coal is blended to provide the correct BTU and ash content required by the purchaser of the coal.



The Coal Terminal's homemade scale car, homely but efficient.



Above and below are views of the conveyor belt used in depositing coal in the blending area.



A view of the Terminal scale house with the nose of UP 6134 visible to the right of the scale house.



A view of UP 8327, the rear unit of the train, which would become the lead unit of the train. The conveyor belt located above her feeds the truck coal loadout.



Charlie Brown and Mitchell Person hold a final safety briefing as they check with Adam Braboy who has gone to the the now rear of the train to protect our backup movement to reach the wye.



The backup movement at the terminal is almost complete. The west leg of the wye can be seen leading off to the right.



We have left the terminal and are preparing to swing onto the mainline track located just this side of the line of trees on the horizon.



As our train came out onto the main, we encountered this R J Corman crew doing track upgrade work on the P&L mainline.



Throughout our run from the terminal to the yard, all the signals gave us a high Green. The engineer has started to blow for the private farm road crossing seen in the center of the photo.



Our train is approaching the P&L's Paducah Yard. The track coming from the left is the west arm of the wye of the Paducah & Illinois Railroad's track that runs around the Paducah & Louisville Yard. The entrance to the P&L Yard is via the track that curves to the left before the overpass. The track leading to the right served a former team track freight yard. The track running straight toward the overpass terminates within a one car length, as the rest of this industrial line has been taken up.



We are entering the P&L Yard. The trailing unit of a BN-SF unit coal train, BN-SF 8972, is to the left. Just to her right is GMTX 2293 preparing for a run to Calvert City. Straight ahead is a P&L switcher conducting flat switching. Our train is moving through a series of switches that will lead us to the west yard run by track.



We have entered the P&L west run through track; directly ahead is the P&L car repair facility.



Our train is approaching the P&L Paducah Yard office. Here, earlier this morning, I took a ride over the P&L operating a unit coal train in their locomotive operating simulation room. The two locomotives to the left head up the evening Mayfield Turn. The bridge just beyond the Yard office carries the Paducah & Illinois Railroad track across the Yard; the beginning of its bypass wye is just to the left.



We are now passing the P&L's Paducah locomotive service area; half of the locomotives are former CSXT SD70MACs now in P&L paint. P&L plans by the end of 2015 to end all leasing of locomotives and forward some of its current power to its sister railroads. Sitting in this line are P&L 4512, P&L 4504, P&L 4511, P&L 3817, P&L 3812, P&L 8507, GNTX 2178, P&L 4516, P&L 4522, and P&L 450. Note the sand tower with its windsock and its P&L herald.



The P&L Yard Scale House is used to weigh various outward bound covered hoppers and tank cars loaded by various chemical industries located at Calvert City, Kentucky.



Just under the overpass ends the P&L Yard and the start of the Mayfield Branch. Our locomotive came off the track to the right, stopped and, after the switch was thrown, began to back down the middle track for the P&I west yard entrance wye. The SUV is the Yard crew van and is being used by the conductor to run from switch to switch. I was told this crew van has at least one flat tire every day.



This is a view of the head end of the empty BN-SF unit coal train we sighted as we entered the Yard. I was told it was 122 cars long.



We are proceeding up the north leg of the P&I's west wye entrance to the P&L Yard. The south leg of the wye is above the locomotive on the right, P&L 4518. Off to the left is the P&L locomotive service center. With P&L 2108 awaiting servicing, the head end of the BN-SF unit coal train is seen over the storage shed.



We have run through P&I's west yard entrance wye and have coupled UP 8327 in front of UP 6134. Tomorrow, as the UP crew prepares to take its train over the P&I to its track in Illinois, the train will have an operating locomotive at the front of the train. The P&L crew left a note in the cab of UP 8327 outlining the problems they encountered with UP 6134 and UP 6560.



Brian Nichol, my host during the cab ride. He joined the P&L family after first serving in the U.S. Army and then as a conductor with the Evansville Western Railroad After working for a few years as a member of the operating crews, he moved to management.

A VISIT TO QUINNIMONT, WEST VIRGINIA

Grayson Wilhoite

One of the constants at Quinnimont over the years has been CSXT's Jordan Wedge Snow Plow C&O 914921. Still painted in C&O reporting marks and sporting Chessie System decals, C&O 914021 dominates CSXT's Quinnimont Yard. The photos below were taken in June 2015.

Circa 1955, the O. F. Jordan Spreader Company began to advertise a wedge snow plow for sale. The Jordan plow was similar to the snow plow offered by Russell Car & Snowplow Company. The main difference between the Jordan wedge snow plow and the Russell snow plow is that Jordan used an all welded car body while Russell used a riveted body. Jordan also mounted the snow plow's hand brake gear on the rear of the car and not as Russell did on the roof. C&O bought four of these Jordan snow plows between 1960 and 1965. Two of these plows still survive on CSXT's maintenance-of-way roster, C&O 914020 and C&O 914021. C&O 914021 was built in 1961.



A view from the “A” end of C&O 914021 down along the right side to the “B” end. Note the plow's snow wings folded into the car body to the rear of the pilot house and in front of the mechanical room.



A view from the “A” end of C&O 914021 down her left side.



A view from the “B” end down the right side. The plow’s wings are to the front of the mechanical room. The caboose is C&O 903572.



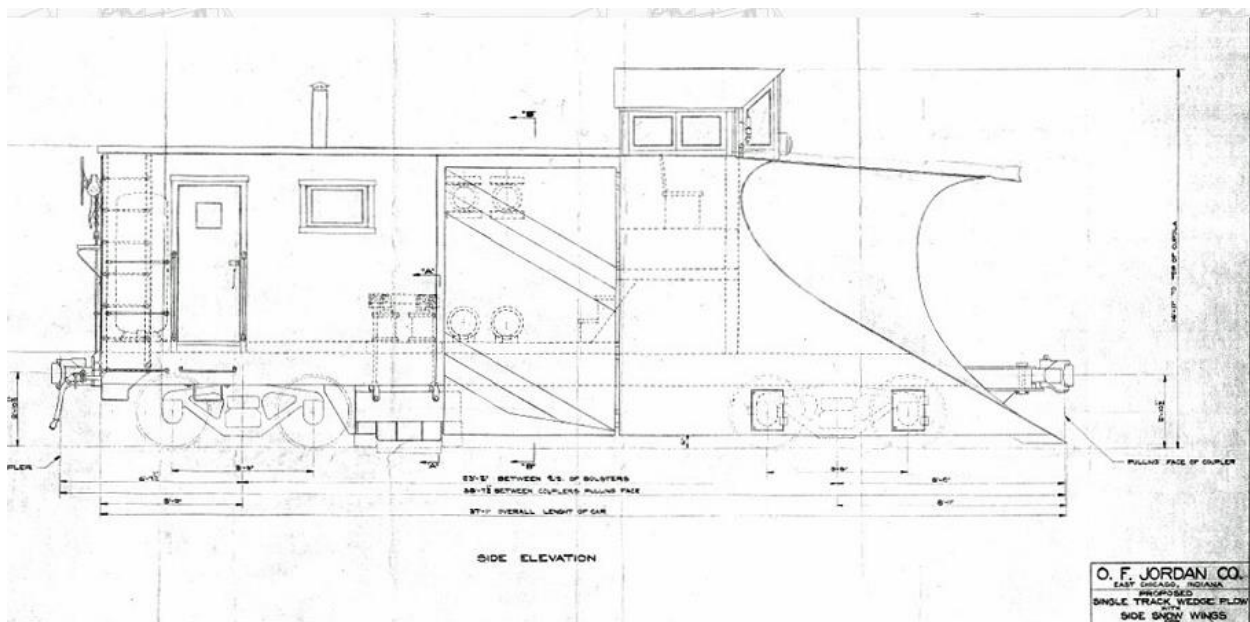
A view from the “B” end down the left hand side of C&O 914021.



A view of the left side entrance to the mechanical room. The plow’s wing can be seen on the right. Located in front of the rear truck is an auxiliary plow to remove snow from the rail missed by the main plow.



Her builder plate, found on her right hand side, reads “Snow Plow, Wedge Type, Mfrs Serial No., WP-105, O. F. Jordan Co., East Chicago, IND. U.S.A.”



Builder's diagram of the O. F. Jordan Company's Snow Plow. (CSXT Archives)