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MARION, OHIO

PART ONE

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PRESIDENT'S MESSAGE

The 2017 CSXTHS Conference has come and gone. Five members and two wives took part in this year's conference at Marion, Ohio. Next year's conference will be at Corbin, Kentucky, the weekend of June 1-3, 2018. Our tours of UTLX Tank Car Repair Facility and Bucyrus Freight Car Repair Shop were outstanding. At both facilities, we were given a 2.5-hour tour in which we saw every part of each plant's operation. We were also guests in Bucyrus of the Bucyrus Depot Preservation Committee who gave us a tour of their 1892 Toledo & Ohio Central Railroad Depot which they are in the process of restoring. Train watching at Marion Depot was excellent and great power point presentations on various railroad topics were presented within the depot on Thursday and Friday night. Saturday morning was spent railfanning in and around Marion and attending the Summerrail railroad flea market. During Saturday afternoon, we attended Summerrail and saw power point presentations of some of the finest rail photography in the United States set to music. On Sunday, we followed the former C&O track from Marion to Fostoria, Ohio, and spent the afternoon railfanning there. A description of the route we used to travel between Marion and Fostoria can be found on the CSXTHS web page.



At the end of a day railfanning



Above and below: These two cabooses were found in the CSXT Yard at Marion.





This tank car serves as the gate guard for entering the UTLX car repair plant at Marion, Ohio. To learn more about tank car construction go to UTLX.COM and click on “How to build a tank car.”



Sitting just outside of the UTLX plant was a string of flatcars with damaged tank cars onboard them. Some 99 percent of the work done at Marion on tank cars is normal FRA/EPA upgrade or maintenance work. Only 1 percent is tank car repair.



This page and next: Additional views of some of the damaged tank cars sitting outside of the UTLX tank car repair plant. Note that the damaged cars' trucks and wheels, while removed from the tank vessel, are carried on the same flatcar with the damaged tank.







UTLX employees using cranes are shown preparing to off-load the damaged tank cars for movement to the plant's purging site at which all residue within the tank car will be removed. Only then can repair work start.



UTLX's Marion plant's SW1500 switcher is seen moving one of the flatcars with a damaged tank car onboard to a site within the plant.



Movement of tank cars within the UTLX buildings at Marion is performed by a Trackmobile seen here moving a newly painted tank car to the stenciling shop.



Yard switching within the UTLX twenty-acre yard complex is performed by this GP9.



Above and below are views of tank cars that have been purged of their contents and have been brought to the inspection pit to be checked for compliance with FRA mandated safety devices. Running repairs will be made here to the cars.





Above and below: Within this shop area the tank cars have been jacked up from their trucks so that workers have full access to the tank car vessel to make repairs or retrofit the car with new FRA required safety features.





Blue Flag on the track outside of the tank vessel repair shop. There are five locks attached to this derail device and all must be removed by their owner before the derail can be opened and the trackmobile can enter the shop to bring in or take out a car.



This newly painted car is in the stencil shop and has just had its new stenciling applied. A work order specifies what stenciling will be placed on the car and where it will be placed. Upon completion of the stenciling, the car will be inspected to ensure that the owner's stenciling has been applied where it was wanted.



A view into the paint stripping shop



The paint is stripped from the tank cars by fine steel filings, which are blown against the car to be stripped by men using air pressure hoses. It is an art to remove all paint and stenciling without damaging the thickness of the car's outer tank wall.



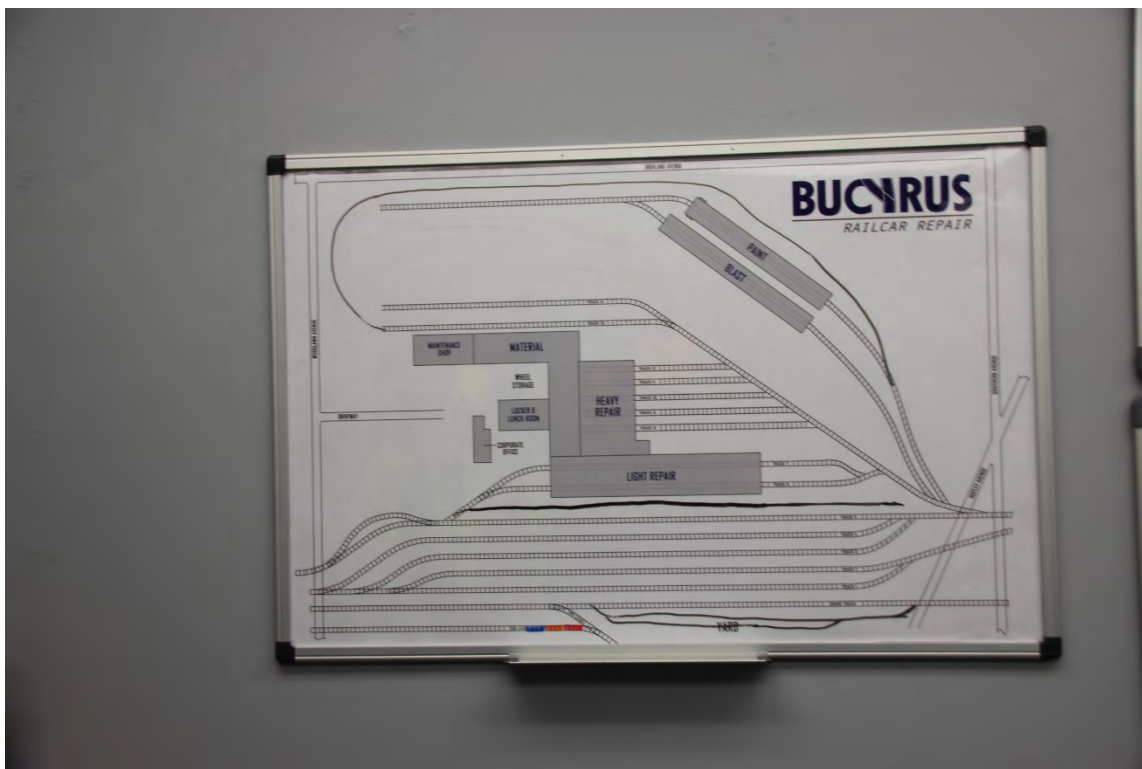
A view of the outside of the paint stripping facility. Used steel filings are carried into the barrel for reuse, while paint, stenciling, and other foreign matter goes into the right barrel for disposal.



A view into the paint shop. All cars are painted to the owner's specification.



We were welcomed to the Bucyrus Car Repair Shop by its owner Thomas Cathcart, center, and his Shop Manager, Randy Stinnett, on right.



The layout of the Bucyrus Car Repair Shop



The covered hoppers on the right are ready to be returned to their owner as soon as a final inspection is made to insure all work is correctly done. The covered hoppers on the right are still in need of stenciling before being subjected to final inspection.



One bay of the car shop had just received coal hoppers from GATX, which were being inspected to determine what work needed to be done to them. This car had a damaged hopper discharge door.



These two freshly painted covered hoppers are waiting to enter the stenciling shop.



These two covered hoppers have just received their new stenciling after being painted.



Within the shop was this former N&W caboose, which Bucyrus Car Shop was preparing to repaint for display by the city of Bucyrus.



This covered hopper had just been pulled into the shop. Plant employees were preparing to jack the car up to remove its trucks and wheels to do work on the car's discharge doors.



Bucyrus Car Shop had just entered into a partnership with a local vocational school to train welders. Starting pay for was welders was \$15 an hour plus benefits.



Bucyrus Car shop Trackmobile



Above and below are views of the Bucyrus Rail Park and the Toledo & Central Ohio Passenger Depot that is being restored. The depot complex sits next to a diamond where Norfolk Southern Railway crosses the Genesee & Wyoming Railroad's Chicago, Fort Wayne & Eastern track. The view below of the depot is from trackside.





Trackside at Marion Depot and AC Tower. CSXT tracks are to the left of AC Tower and out of sight behind the photographer. The CSXT/CSXT Diamond is 100 feet behind the photographer. Just beyond AC Tower is NS track; the NS/CSXT Diamond is located at the left edge of the photo at the signal tower.



A view up the NS mainline at the CSXT/NS Diamond. AC Tower is to the left. Approaching is an empty NS unit coal train headed by NS 2593, an EMD SD70M; NS 7690, a GE ES44DC; and NS 9693, a GE DASH9-44CW.



UP 6551, a GE C44ACCTE; UP 2577, a GE ET44AH; CSXT 6317, a GM GP40-2; CSXT 865, a GE ES44AC-H; and CSXT 5109, a GE AC4400CW-H; lead an autorack train pass AC Tower.



CSXT 992 and CSXT 797, both GE ES44AC-8, lead a stack train through Marion.



The local CSXT Yard switcher, CSXT 2772, an EMD GP38-2, is seen crossing the CSXT/NS Diamond.



CSXT 3350, a GE ET44AH; CSXT 105, a GE CW44AC/H; and CSXT 3218, a GE ES44AH, are seen crossing the CSXT/CSXT Diamond at Marion Depot with a train of autoracks.



A view of Trinity Leasing Industries coal hopper TILX 420144 rolling through Marion, note the redbird painted at the top of the fourth panel in from the left



A closeup of TILX 420144's redbird.



Above and below: Views of Marion's Palace Theater where Summerrail was held

