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CSXT'S RACELAND CAR SHOP

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PRESIDENT'S MESSAGE

!! CSXTHS 2019 CONFERENCE CANCELLED !!

I am sorry to report that the 2019 CSXTHS Conference at Hazard, Kentucky, was canceled for the following reasons: 1) The Kentucky Coal Mine Museum closed for renovation; 2) The operating coal mine we were going to visit withdrew permission to visit; 3) We cannot get to Hagan Switchback due to a road washout; 4) CSXT's Loyall Yard is, for all practical purposes, closed; 5) CSXT is only running 3-4 trains a week over the CV; 6) Kentucky Steam Heritage locomotive, C&O 2716, is not moving to Ravenna until late July 2019.

The C&O Historical Society has invited CSXTHS to join them for their Cincinnati Convention July 31 to August 4, 2019. Go to C&OHS's web site and register. On Thursday and Friday morning of the C&OHS Conference, CSXTHS members can railfan CSXT in the Cincinnati area and on Saturday go with C&OHS to the Amtrak Shop at Beech Grove. This may be the last chance to visit Beech Grove.



Between July 26 and July 28, 2019, CSXT and R J Corman will move Chesapeake & Ohio Railway #2716, a 1943 Alco built 2-8-4, from New Haven, Kentucky to Ravenna, Kentucky. The route will be New Haven to Lebanon, Kentucky by Kentucky Railway Museum; Lebanon to Louisville, Kentucky via CSXT, Louisville to Winchester, Kentucky by R J Corman Central Kentucky Line, Winchester to Ravenna via CSXT. Stops will be made in Louisville, Frankfort, Kentucky, and Lexington, Kentucky. More information at the Kentucky Steam Heritage site www.kentuckysteam.org

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CSXT's RACELAND CAR SHOP

At Russell, Kentucky, during the 1920s, the Chesapeake & Ohio Railway (C&O) built a major coal distribution yard. To support this coal yard, C&O built a Locomotive Repair Shop at the east end of the yard in Russell, Kentucky, and a Car Repair Shop at the yard's west end in Raceland, Kentucky. This Car Shop was part of the Russell Yard rail scene from 1929 to 2019. The following is from a Chessie System brochure given out during the 1970 Family Day at Russell Car Shop.

“The history of the Chesapeake & Ohio Railway Company can be traced back to the year 1835, in the small town of Louisa, Virginia. A small group of Railroad-mined people got together and raised enough money so that a survey could be made of possible routes to build a railroad. A route was soon selected and the following year the General Assembly of Virginia granted a charter to the Louisa Company at the initial capital of \$300,000, at \$100 a share to start its construction. Today, 135 years later this Great Company, known as the Chesapeake & Ohio Railway Company, has expanded its boundaries over seven states and part of Canada. Starting from a mere \$300,00 it has raised its total assets to more than two billion dollars.

Railroads have been no different from any other Company or individual as it, too, has its problems: however, we will only cover one phase and that is the Maintenance of Equipment, exclusively the Car Department. During the early part of the 1900's all heavy repair work was performed at Newport News, Richmond, Clifton Forge, Huntington, Russell, Stevens (Spring Grove, Kentucky), and Peru (Indiana). This was a costly operation due to the fact that large forces, heavy inventory of material and special working equipment were required at each point in order that the repairs could be performed in the proper manner. By the early 1920's consideration was given to the building of a new car shop at some point where facilities would be available that all heavy repairs could be done at minimum cost. The idea was to repair freight cars on the same basis that automobiles are built, a production line.

After extensive study and planning, it was decided to build a new shop across from the Race Track, west of Raceland, Kentucky, and to be named Russell Car Shop, later changed to Raceland Car Shop. This site was selected because Russell was the most centralized point and space was unlimited. Construction of the new shop was started in early 1929, which was to have all the latest equipment, such as, 14 overhead traveling cranes, complete power house facilities, with steam boilers and air compressors, modern welding equipment and outlets were installed, Oxygen and Acetylene equipment, painting facilities, material storage space and a new wheel shop. The Raceland Car Shop covers approximately 84 acres and was placed in operation October 1929.

For many years, only limited amount of material used for car repairing was made in this shop. All major fabrication parts were purchased from outside companies, such as American Car and Foundry, General American, Pullman Standard, and others. A study was made and figures determined that with the purchase of certain machines, considerable savings could be made by fabricating this material in our own shop instead of purchasing from manufacturers. In 1947, fabricating facilities were installed and in 1948 the Fabricating Plant was placed in operation.

This was a step forward in keeping our own people employed instead of paying others to do the work. In 1953 and 1954, additional machinery was installed and a new Fabricating Office built to increase production and engineering facilities.

In 1955, a new Reclamation Plant was built so second hand material could be reclaimed removed from cars could be reclaimed thus cutting inventory cost. For example, for those of you who are familiar with a car coupler – the cost of a new coupler is approximately \$105 and a second hand coupler can be claimed for \$15. Other items reclaimed and furnished for the system are coupler yokes, draft gear, break beams, truck side frames, and bolsters and truck springs. During 1957, two new positioners were purchased and installed at a cost of \$50,000 each. These positioners made it possible to pick a car up and turn it from one side to the other to allow all down or flat welding, consequently, this gave a better-quality weld and allowed the Purchasing Department to reduce the number of types of welding electrodes to be carried in inventory. Today, these positioners are used on every program that is run through the Car Shop.

In 1961, a drop hammer device, used for testing draft gears was installed. Only a few railroads in the country have this type of machine, which will serve many purposes in determining future studies in Draft Gears. Recently a major modernization program, cost nearly \$4,000,000 was completed. This expenditure has made the installation of major equipment items possible, which have added greatly to the capacity of the Shop and has improved the quality of the cars built. Since the Shop was placed in operation, and the records go only back to 1936, there has been approximately 218,576 cars outshopped from Raceland Car shop between 1936 and 1970.

After World War II, consideration was given to building new cars instead of buying them from car builders. A small order was completed in 1948 This was repeated in 1953, 1956, 1961, and 1962. To date, 1970, more than 27,000 new cars have been built at the Raceland Car Shop. Predominately open top hoppers and gondolas. Major repair and modernization have also been given to covered hoppers, cabooses, pulpwood cars, flat cars and boxcars. The employment at the Car Shop in 1968 reached 1,430. The amount of daily payroll is approximately \$206,000. In the average 24-hour period there will be more than one million pounds of steel used, 30,000 gallons of fresh water, 50 tons of coal for heating purposes in the winter months, and an average power bill of \$16,500 per month. In an average week there will be more than 8,00 pounds of propane and 344,00 cubic feet of oxygen used.

In 1969 the daily output was 16 new 100-ton hopper cars and 6 new 100-ton gondolas. It required a force, including all maintenance of 1,319 men, 93 supervisors, a clerical force of 18 and 50 Store Department personnel, all working together to make this production possible. Of the C&O employees in the Ashland-Raceland area about half are employed at Raceland Car shop.

Each car requires 17 tons of raw steel, approximately 13 tons of specialties, such as, wheels, axels, side frames, bolsters, and air brake equipment. There are more than 1,622 rivets, that have to be driven, 300 pounds of welding electrode applied, 20 gallons of car cement to reduce corrosion, 10 gallons of paint and 2 pounds of paint for stenciling. The cost of various

parts will vary from less than one cent for a cotter key to over \$500 for a pair of mounted wheels and bearings. In order to build sixteen 100-ton hopper cars complete and six 100-ton gondola cars, it requires approximately 9,400 individual parts per day that must be fabricated and applied in the proper manner. The facilities of Raceland Car shop are practically unlimited. The main production buildings are:

Burner Shop 80 feet by 100 feet

Air Brake Shop 50 feet by 144 feet

New Wheel Shop 70 feet by 220 feet

Erecting Shop 240 feet by 750 feet

Paint Shop 90 feet by 690 feet

Reclamation Shop 57 feet by 262 feet.”

Raceland Car Shop reached peak employment in 1987 when some 900 men and women worked at the facility. In 1988, CSXT opened a new paint shop at Raceland Car Shop that could paint 20 coal hoppers per shift. The painting from start to finish took 20-minutes. The car, upon entering the facility, was first hit by high pressure water that cleaned the car of any dirt and foreign material. The car then moved automatically to the next station where it was blasted by steel grit that removed all paint, reducing the car to bare metal. At the next station, the car was painted by eight electrosontic paint guns. Following this, the car moved to the final station where it was spray painted by hand to cover any missed areas. Then stenciling was placed against the car and men then hand spray painted the car to apply the CSXT logo, reporting marks, and weight and building information.

In 1989, CSXT issued a report on its car building program at Raceland Car Shop. It stated that during that year Raceland had rebuilt 200 bathtub gondolas, 3,800 open top hoppers, 252 coil spring gondolas, 188 woodchip hoppers, 464 medium sized covered hoppers, 1,136 small covered hoppers, and 316 miscellaneous cars. It went on to say that its purchase of Conrail will help guarantee jobs at Raceland Car Shop. However, on 23 August 1991, CSXT furloughed all of its Raceland Car Shop employees. It would be 1992 before CSXT reopened its Raceland car building line.

During the 1990's, car building and rebuilding work at Raceland had settled into periods of boom and bust. There would be steady work for a number of months and then would come furloughs as work came to an end. Then some months later, the cycle would repeat. The problem was that many of the cars CSXT now pulled were owned by private companies. Almost half of the coal hoppers and gondolas were owned by utilities or leasing companies. This was also true for covered hoppers, while tank cars and autoracks were all owned by private organizations. It was proving cheaper to place the occasional order of new or rebuilt cars with a private car building company.

During 1994, the Raceland Car Shop furloughed 350 workers due to a downturn in the coal industry. In September 1995, CSXT recalled 350 workers to the Russell Car Shop to help

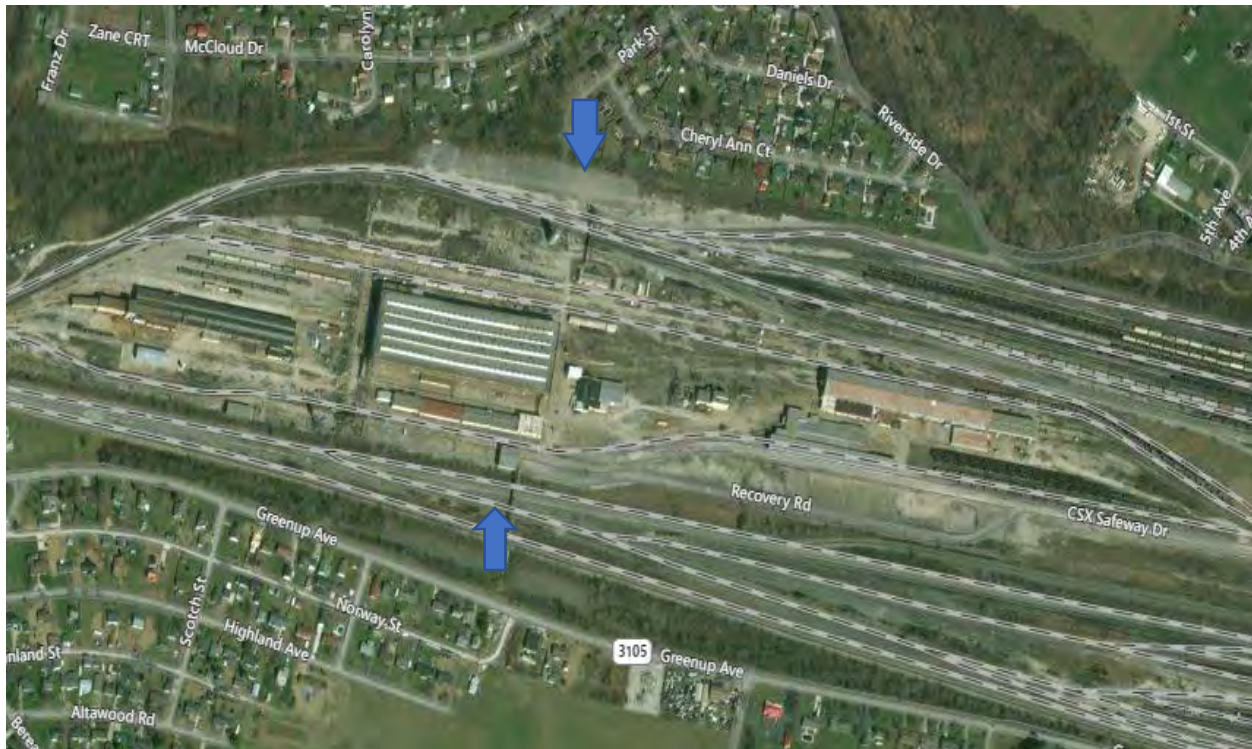
rebuild 4,000 coal hoppers. CSXT said that this recall would provide these workers with 200 days of yearly work for three years. However, on 11 June 1997, CSXT furloughed 112 Russell Car Shop workers and then, on 2 October 2002, CSXT furloughed another 193 workers due to lack of cars in the Shop for rebuilding. In 2004, employment temporarily increased to 250 workers as CSXT had 250 100-ton coal hoppers rebuilt. Work involved giving these cars new sides and hopper gates. Once the shop was up and running, 24 cars were rebuilt daily. Unfortunately, after 2004, railcar building and rebuilding went into a steep decline with the result, on 19 July 2006, CSXT sold the Raceland Car Shop to Progress Rail Service.

The sales agreement between CSXT and Progress Rail Service stated that Progress Rail would continue to employ present CSXT workers who would be retained by CSXT on its seniority list. New hires would be Progress Rail employees. Progress Rail then began to use the Raceland Shop to repair and retrofit tank cars to bring them in compliance with new National Transportation Safety Board rules and to do heavy repair work on CSXT cars.

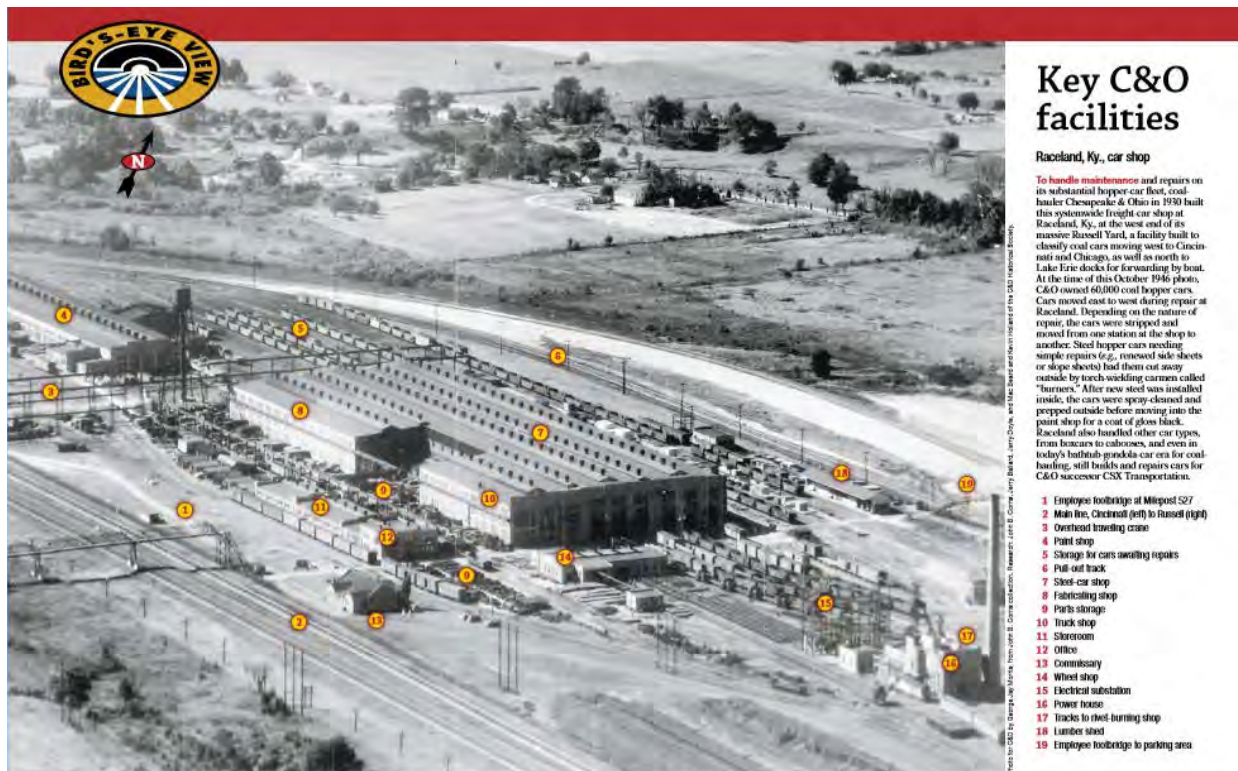
On 21 December 2008, Progress Rail announced the furloughing of 71 hourly workers at Raceland Shop. Then on 1 April 2010, CSXT announced that 125 of its employees working at the Raceland Car Shop would be furloughed due to lack of work. At the same time, Progress Rail cut 8 management positions. CSXT then stated it was ending railcar rebuilding at Raceland as all of its coal fleet had been modernized. CSXT went on to say that any foreseeable need for coal hoppers and gondolas could be met using cars the railroad had in storage. The work force at Raceland Car Shop thereafter averaged 20 employees who were employed in tank car cleaning. On 18 January 2019, Progress Rail Service announced that it was closing Russell Car Shop immediately due to lack of work and the need to upgrade the facility to meet new EPA rules.



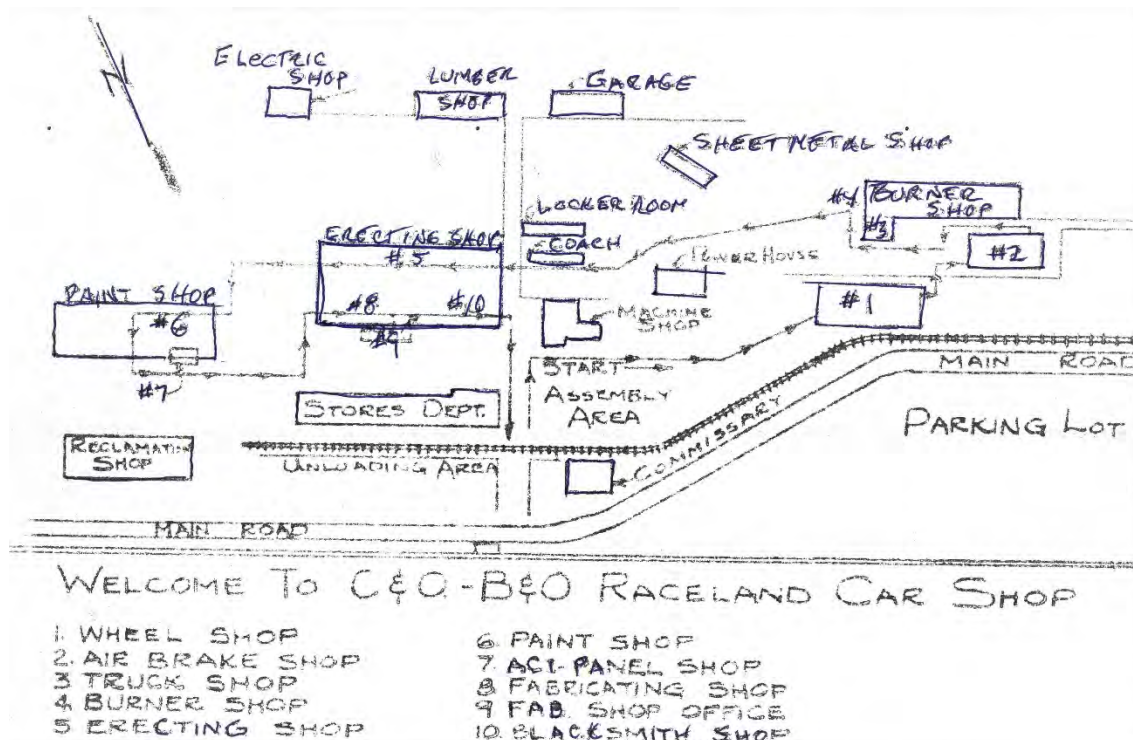
Hays Watkins, CSXT Chairman, addressing Raceland Car Shop employees in April 1988.



Google Earth view of Raceland Car Shop. Arrows point to worker pedestrian bridges from employee parking lots. Progress Rail closed these bridges.



An aerial view of Raceland Car Shops (Classic Trains)



1970 C&O FAMILY DAY MAP



View from the Raceland Shop gate into the facility. The locomotives on the left were ex CSXT SD60 locomotives that had been sold to Progress Rail.



On the far right is the Burner Shop where cars were disassembled and to the right of the road is the Wheel Shop.



Wheel Shop to right ex CSXT SD60 locomotives on left



Remains of Power House with CSXT signage



Progress rail signage at the Shop's onsite parking lot. Top sign reads "Progress Rail Raceland Car Shop" and the bottom "Target Injuries."



View of pedestrian bridge from US 23 parking lot. The bridge is closed and gated. Employees now park at the facility but Raceland, in its glory days, had two off-property parking lots.



Shipping and Receiving Facility. Note yellow ramps for trucks to back up against for loading and unloading.



Shipping and Receiving Facility on left and Stores Department on right

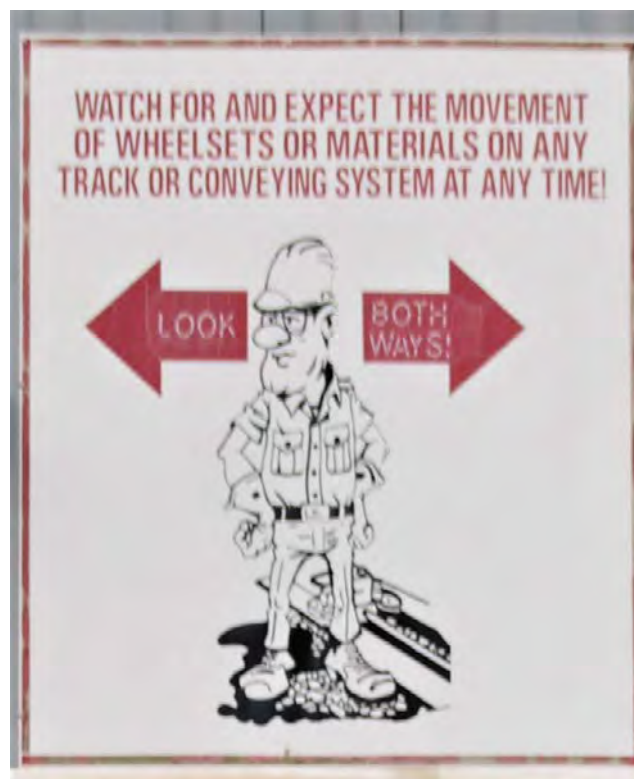


Above and below are views of signage on the Office Building entrance door.



This page and the next three pages show some of the signage on various buildings. Notice that Progress Rail has placed their own name board over the CSXT name on various signs on this page and the next page.









The Stores Department is on the left and the Erecting Shop on the right.



A view from the east into erecting bay #1



Another view of Erecting Bay #1



Erecting Bay #4 from the west



Erecting bays #4, #5, and #6 from the west



Erecting Bay #4 from the east



Erecting Bay #6 from the west. There were two GLMX tank cars sitting in this bay.



A view down along the north side of the Erecting Shop



A view of the west and northside of the Erecting Shop



A view of the north side of the Erecting Shop



A 180 degree turn from the previous photo. Looking toward the Burn Shop from the west.



We have moved closer to the Burn Shop and Power Plant.



The camera has swung to the right from the previous photo. Building on the left was a locker room.



Looking at the Burn Shop from the east



Unknown shop



A view of the Burn Shop from the west



A close-up of the west wall of the Burn Shop



The south wall of the Burn Shop and the west wall of the Air Brake Shop



The Arrival Holding Yard next to the Burn Shop



A view across the Arrival Holding Yard at the Burn Shop and Air Brake Shop



The Air Brake Shop to the south of the Burn Shop



A view of the Air Brake Shop office portion of the building



Another view of the Power House



A close-up of the west side of the Wheel Shop



Above and below: This gantry crane runs along the east side of the Stores Department Building and the Erecting Shop.





The gantry crane as seen from the northeast corner of the Erecting Shop



A view down the north side of the Erecting Shop from its northeast corner



The gantry crane that runs along the back side of the Stores Department Building and the Erecting Shop is seen just beyond the gantry crane that runs between the Stores Department Building and the Erecting Shop.



A close-up of the gantry crane that runs between the the Stores Department Building and the Erecting Shop



The Russell Car Shop water tower. Note that where “CSXT” was once written above “THINK,” Progress Rail has painted in their logo.



Raceland Car Shop water glass



CSXT Raceland Car Shop Safety Award Belt Buckle



Chessie Raceland Car Shop Safety Award Belt Buckle



2004 Raceland Car Shop 75th Anniversary Challenge Coin



Front end car plate on a CSXT vehicle parked at Raceland Shop circa 2006

ENGINEERING DEPARTMENT CRITICAL RULES

[CSX]
SAFETY

April 2019

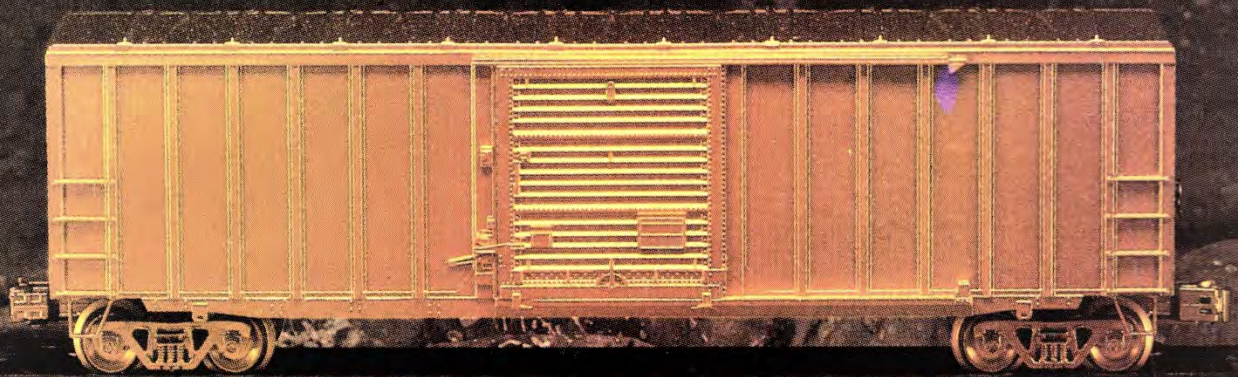
Supervisor Job Briefing Guide

The CSX Safety Department has identified seven Engineering Critical Rules that target opportunities to both raise awareness and significantly improve our safety performance around these particular tasks. These rules were identified as Critical Rules because they cover areas in which our employees have historically experienced significant incidents, but most importantly they are the rules that present the highest potential for a life-changing event to occur. Increasing the level of engagement around these Critical Rules will ensure that our employees take the necessary steps toward becoming the safest railroad work force in North America. In order to assist in your job briefing discussions, each Critical Rule is listed below along with an example of an applicable incident.

Critical Rule	Example of an Applicable Incident
Roadway worker protection: controlled and non-controlled track	Employee was working on a frog utilizing TAW as track protection when he was fatally struck by a train.
Operating on-track equipment: required spacing and $\frac{1}{2}$ range of vision	A bridge tender was traversing a drawbridge in a hi-rail at approximately 48 MPH and struck the lift rails that were located in an upright position.
Working with roadway maintenance machines: red zone	Employee received permission to enter red zone of backhoe to check for obstruction preventing tie from tamping up properly. After obstruction was found, employee told machine operator to move the backhoe boom away. Operator stated when the boom was being moved the pedal stuck causing it to go the opposite direction coming into contact with the employee on the ground.
Fall protection	Bridge employee was changing cap on bridge and exited bridge to retrieve a tool from truck. Upon returning to work area on bridge the employee fell 26' off bridge to ground. Fall protection was not being utilized.
Use of seatbelts	Employee was tramping a rail heater to next work location when he fell asleep, striking the spiker in front of him. Employee was not wearing a seatbelt and as a result he struck the upright on the cab causing the employee to roll off onto the ground.
Lockout/tag out	Machine operator was fatality injured performing a repair under a ballast regulator. Lockout/tag out devices were not applied.
Working beneath loads (including trees)	Employee was cutting a tree that was leaning on a right of way aerial cable. While cutting the tree, the cable regained tension, causing the tree to rise up and dead branches to fall off. One branch that fell, hit the employee in the head causing a laceration to the left side of employees head.

Discuss these Critical Rules and past incidents associated in all job briefings.

We Struck Gold With A Hot Idea.



SYMBOL OF ACHIEVEMENT
THE 1990 GOLDEN FREIGHT CAR
AWARDED FOR EXCELLENCE
IN RAILROAD MARKETING TO
CSX TRANSPORTATION
PRESENTED BY MODERN RAILROADS

CSX Transportation has won the Golden Freight Car award. We did it this time with a hot idea for handling asphalt.

Working with Coastal Fuels Marketing, Inc., we devised a way to transfer molten asphalt directly from rail tank cars to waiting trucks at our Bulk Intermodal Distribution Services (BIDSSM) terminals. "Our partner-

shipping with CSX is so successful it's really revolutionized the way people look at handling asphalt," comments Coastal Fuels' marketing vice president, Wayne Carlton.

Helping shippers find answers like this is what CSX is all about. Need a hot idea? Ask about our services and for a copy of our BIDS brochure. Phone 1-800-CALL-CSX, ext. 4689.

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TRANSPORTATION

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