

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

____ Volume 8 Number 1 ____



2019 CONVENTION CINCINNATI

CSXTHS is not affiliated with CSX Transportation® and is a nonprofit corporation chartered under the laws of Kentucky.
CSX Transportation ® and its logos are used here within with the written permission of CSX Transportation. ®

PRESIDENT'S MESSAGE

Seven CSXTHS members attended the joint 2019 CSXTHS and C&OHS Convention at Cincinnati, Ohio. There was something for everyone: model railroad layouts to visit, railyards to tour, trains to ride, and clinics to attend. The convention started on Wednesday with a train ride on the Lebanon, Mason & Monroe Railroad. Thursday it was visits to model railroad layouts in the morning and clinics in the afternoon and evening. Friday morning, we had a tour of Queensgate, lunch at Fort Washington Chili, and afternoon and evening clinics. Saturday morning and afternoon, we toured Amtrak's Beech Grove car and locomotive repair facility. That evening we ate at EnterTRAINment Junction and closed the evening out with a tour of their model train layout. Sunday morning the conference ended with a breakfast.

The 2020 CSXTHS Convention is tentatively scheduled to be held in Evansville, Indiana. More information will be in the next issue of the Journal.

CSXT CINCINNATI AREA RADIO CHANNELS

CSX Transportation	160.230	08	Primary road channel for the terminal, Toledo Sub, Indiana Sub, Indianapolis Sub, and Cincinnati Sub..
CSX Transportation	161.100	66	LC Dispatcher, controls the terminal
CSX Transportation	161.370	84	a.k.a. "L&N" or "Seaboard" channel, used in the yard. Primary road channel for the CC Sub and LCL sub.
CSX Transportation	161.520	94	Dispatcher for Cincinnati Subdivision
CSX Transportation	160.590	32	Dispatcher for CC sub
CSX Transportation	160.320	14	Dispatcher for Indiana sub and Indianapolis sub.
CSX Transportation	161.310	80	Dispatcher for LCL Subdivision
CSX Transportation	160.290	12	Dispatcher for Toledo sub north of Hamilton.
CSX Transportation	161.340	82	Queensgate Yard car department, air brake tests performed in this frequency.
CSX Transportation	160.530	28	CSX intermodal ramp
CSX Transportation	161.550	96	Industrial Yard and jobs based from there (Y190, Y290)

RIDING IN RPCX 3160

As part of the 2019 CSXTHS Convention, Jim Corbett, a CSXTHS Board member, announced that his C&O caboose would be available for those attending the convention to ride in on Wednesday, July 31, 2019, during the 1:00 PM run of the Lebanon, Mason & Monroe Railroad (LM&M) excursion train. This caboose ride would mark the kickoff of the joint CSXTHS and C&OHS convention being held in Cincinnati. Power for the train was C&O 5704, a GP 7. C&O 5704 had been ordered in 1947 by the Pere Marquette Railroad. However, before it was delivered, Pere Marquette was absorbed into the C&O, so when 5704 was delivered in 1950, she arrived in C&O paint. Circa 1987, the locomotive was purchased by the Indiana & Ohio Railroad. She arrived at the LM&M in red paint and numbered 55. In 2018, she was restored by LM&M to how she looked when delivered to the C&O. Not only would CSXTHS members be able to ride in Jim's caboose, RPCX 3160, but raffle tickets would be sold for \$10 each for a chance for a cab ride in C&O 5704. Two winners would ride in the cab on the way out and two during the return trip.

Jim's C&O caboose, RPCX 3160, had started life as C&O 3160. She was sold painted in Chessie colors to Jim in 1995 and got her present paint scheme in 2017. Formerly stored at the Railway Museum of Cincinnati in Latonia, Kentucky, she was moved to Lebanon in 2014. Her insides were gutted and she has been fixed up as a RV on railroad trucks. Her "B" end is a bedroom and the "A" end a kitchen. The conductor and brakeman's seats were retained in the cupola.

Our train consisted of C&O 5704, RPCX 3160 ex C&O 3160; two ex-Lackawanna coaches 101, 102; ex-Army coach 1379 used as a concession car; ex L&N air-conditioned coach 3200; and Detroit, Toledo & Ironton Caboose 116. The train was scheduled to pull at 1:00 PM for Hageman Junction, 5.5 miles west of the LM&M Lebanon Depot. The actual pull was at 1:04 PM, four minutes late. This four-minute late pull is about par for a tourist railroad operation. Train operations were conducted in the push-pull mode, the locomotive leading when departing the station and pushing when returning. The overall ride lasted 75 minutes.

Our train ride was through suburbia and rural settings. We also passed by Nickel Plate 901, a GP30, sitting in a siding. Members took turns riding in the caboose's cupola. Seeing the passing sights from a caboose cupola is the way to ride. Our 7-mile journey to Hageman Junction was over far too quickly. At Hageman Junction we switched our locomotive cab riders and started back to Lebanon. Once back at Lebanon, we deboarded the train and drove individually to the convention hotel at Cincinnati.



C&O 3160 and RPCX 3160 at Lebanon



Nickel Plate 901 as encountered along the line



A view of RPCX 3160



View of C&O 3160 from RPCX 3160 cupola

A VISIT TO CSXT'S QUEENSGATE YARD

Arrangements had been made for CSXTHS members to visit Queensgate Yard on Friday morning from 9:00 AM to Noon. Only five of the seven members of CSXTHS opted for this visit while the other two members instead elected to visit some of the local model train layouts that were open for viewing that morning. CSXT was most gracious to us five members of CSXTHS and provided us with a tour of the yard from its north end to its south end. Among the sites visited was the Hump Tower, Trim Yard Tower, and locomotive service area.



Queensgate hump tower looking east from the locomotive service area. The cameras are on the railing of the catwalk we were allowed to visit.



These two CSXT employees control the movement of cars through the hump into the receiving yard.



A close-up view of the person who controls the retarders



The television screen above the retarder control station showing the yard retarders



A view from the hump tower northwest into Queensgate Yard



A view from the hump tower north northeast into Queensgate Yard. The Car Repair Shop is located center right.



A view from the hump tower northeast into Queensgate Yard



A view from the hump tower east northeast into Queensgate Yard



A view west northwest from the hump tower of the locomotive service area



A view of the fuel storage tanks



From right to left, the turntable and the diesel fuel tanks



A cut of covered hoppers being pushed up the hump



The covered hoppers reaching the top of the hump



The pin puller has pulled the pin and the hopper is free to roll into the hump yard.



The covered hopper starts its trip down through the retarders.



A string of covered hoppers run down from the hump into their designated track. The car repair shop is in the upper right.



The hump locomotive and its calf push the last of the string of covered hoppers over the hump.



Above and below: Looking down from the hump tower on cars going over the hump.





The locomotive service area had been expanded in 2018 taking on some of the work formerly performed at Corbin and Russell locomotive service facilities.



A view into the Queensgate locomotive repair facility. On the left is CSXT 264 and on the right CSXT 927.



Above and below are views of the locomotive service area.





Above and below are general views of the locomotive refueling area.





The Trim Tower from whose catwalk we would view the yard



Looking north from the trim tower at the CSXT Environmental Offices



A view northwest from the trim tower at the former grain elevator complex. The north row of bins was taken down circa 2005.



Looking due west from the trim tower. The two CSXT locomotives, CSXT 465 and CSXT 3113, had just uncoupled from their train and were heading for the locomotive service center.



A view southwest from the trim tower. In the distance is the Hopple Street Viaduct.



A view due south from the trim tower. The Queensgate Car Shop is in the upper left.



This view is north into Queensgate from Oklahoma Track. In the background is the 8th Street Viaduct.



CSXT 234 and CSXT 5290 bring a train down off the C&O Ohio River Bridge into Queensgate Yard through CSXT Yard 2.



A view from the Western Hills Viaduct of the Queensgate Hump Tower. The view is north.



A view from the Western Hills Viaduct of the Queensgate locomotive service area.

A VISIT TO AMTRAK BEECH GROVE

On Saturday morning at 7:00 AM, the C&OHs and CSXTHS members departed the hotel in two buses to visit Amtrak's Beech Grove Locomotive and Car Repair Shop. Beech Grove is located on the east side of Indianapolis. Each member visiting Beech Grove had to sign a waiver before boarding the bus and be dressed in closed toed shoes, long trousers, and a shirt. C&OHS had one of its member's try to board the bus in sandals and shorts. He did not make the trip and, no, his money was not refunded. We arrived at Beech Grove at 9:00 AM. On arrival at Beech Grove we were broken up into four parties of 25. Each party was led by two Amtrak employees. Before we could enter the facility, each party sat through a safety briefing. The tour of the shop ran until 11:30. We then had lunch and re-boarded our buses for the return journey to our hotel. The tour took us into all of the main buildings, and we were able to view from afar the equipment holding area. Two Talgo train sets, ex state of Wisconsin, were on display in front of the Amtrak facility but they were off limits for close viewing.



The sign that greeted us as we entered Beech Grove Shops.



The two Talgo sets that act as gate guards as one enters the Beech Grove Shops. These locomotives and cars are not serviced by Amtrak but by Talgo employees.



This superliner has been stripped down to bare metal and her insides gutted in preparation for rebuilding.



This superliner car had just been jacked up and her trucks were being removed for refurbishing.



This Amtrak superliner had been gutted down to a metal shell and was to be completely refurbished.



Amtrak 51 and Amtrak 98 are seen sitting in their respective repair bays.



Amtrak 51 was having her electrical system refurbished.



Amtrak 834 had been gutted in preparation for a major overhaul of her mechanical systems.



Amtrak 460 was being readied to have her nose damage repaired.



Amtrak 152, 90413, and 32 were all in the shop for repair of damage to their noses.



This unknown Amtrak locomotive was in the process of being stripped before her damaged nose could be repaired.



Amtrak 102 had had a bad day and was to be sold for scrap.



Amtrak 141 was being used as a source for spare parts.



Amtrak 405 and a sister locomotive were sitting on the sales line.



Amtrak 66 was in the sale line. She had apparently rolled over and hit the ground.



This coach was being outfitted with new trucks and brakes.



CSXTHS and C&OHS members in their Amtrak issued hard hats and safety glasses. We did not get to keep these great souvenirs.

A VISIT TO ENTERTRAINMENT JUNCTION

The Conference closed Saturday night with a visit to EnterTRAINment Junction. This facility houses a 25,000 square foot model train layout and a railroad museum. The layout covers the development of railroads from their conception in the United States until today. The facility was reserved for the use of CSXTHS and C&OHS members from 7:00 PM to 11:00 PM. Four hours was not enough time to see everything on display.



The entrance to EnterTRAINment Junction.



The original Queensgate hump tower control desk is on display at EnterTRAINment Junction.



The 1850 display showing the interface of the railroads of that era with river and ocean vessels.



A coke operation in the hills of West Virginia



A coal mine company store and office building in Eastern Kentucky



It is 1944 and there is a war to be fought.



Lighting within the city slowly goes from day to night and back to day.



CSXT has a signal gang out repairing a highway/rail grade crossing light.



The modern railroad yard is operated by CSXT.



This is the CSXT intermodal yard.



Repair, Scope of Work
Open Top Gondola
SW14007C

7/21/2015 Page 1 of 5

Purpose: Test Plan, Identifying Wheel Shelling Cause

Repair Location: Newport News and other CSX Car Shop

Car Candidates:

Car IDs	Series ID
CSXT 376000-377999	
CSXT 399100-401099	

Work must be completed in the best, most substantial and workmanlike manner according to the true intent and meaning of these instructions. All referenced documents are to be the latest revision.

Purpose:

- Provide a general scope of work for test modifications
 - Coupler modification / replacement
 - Roller bearing adaptor replacement
 - Horizontal bolster bowl wear liner replacement
 - Tread conditioning shoe replacement
- Document car numbers, application dates, and pertinent data

Background:

Aluminum coal gondolas built dates 2011/12 are experiencing a high number of wheel shelling conditions per 49 CFR 215.103.F.4; has two adjoining shelled spots each of which is 2" in length and the other is 2-1/2" or greater. A disproportional amount of shelling is occurring on the number one axle. See Figure No 1.

