

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

____ Volume 8 Number 2 ____



CSXT'S HAMLET TERMINAL

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

This issue of the CSXTHS Journal looks at CSXT's Hamlet Yard. The pictorial article was submitted in early 2018, but it somehow got lost in the computer. Hamlet Yard is located outside of Hamlet, North Carolina. The Yard was opened in 1954 by Seaboard Air Lines Railroad at a cost of \$8.5 million. As built, the Yard had 10 receiving tracks that could hold between 118 and 160 cars per track, a hump tower, a hump with an automatic track scale at the crest, a 58-track bowl yard in which each track could hold 22 to 57 cars, and 11 departure tracks each capable of holding between 110 and 154 cars. Support facilities included a diesel repair shop, a car repair shop, and buildings housing operation, clerical, and maintenance staff. In 2016, Hunter Harrison closed the hump tower; today all switching in the Yard is done by switchers.

At Hamlet, five CSXT rail lines meet. From the north comes a rail line from Richmond, Virginia, that splits into two rail lines at Hamlet; one line runs southeast to Charleston, South Carolina, and the other line south to Savannah, Georgia, and onto Jacksonville, Florida. Coming into Hamlet from the east is a rail line that originates at Charleston, South Carolina, and continues through Hamlet to split some 50 miles west of the city into two rail lines. One of these lines provides service to Atlanta, Georgia, and the other to Elkhorn City, Kentucky.

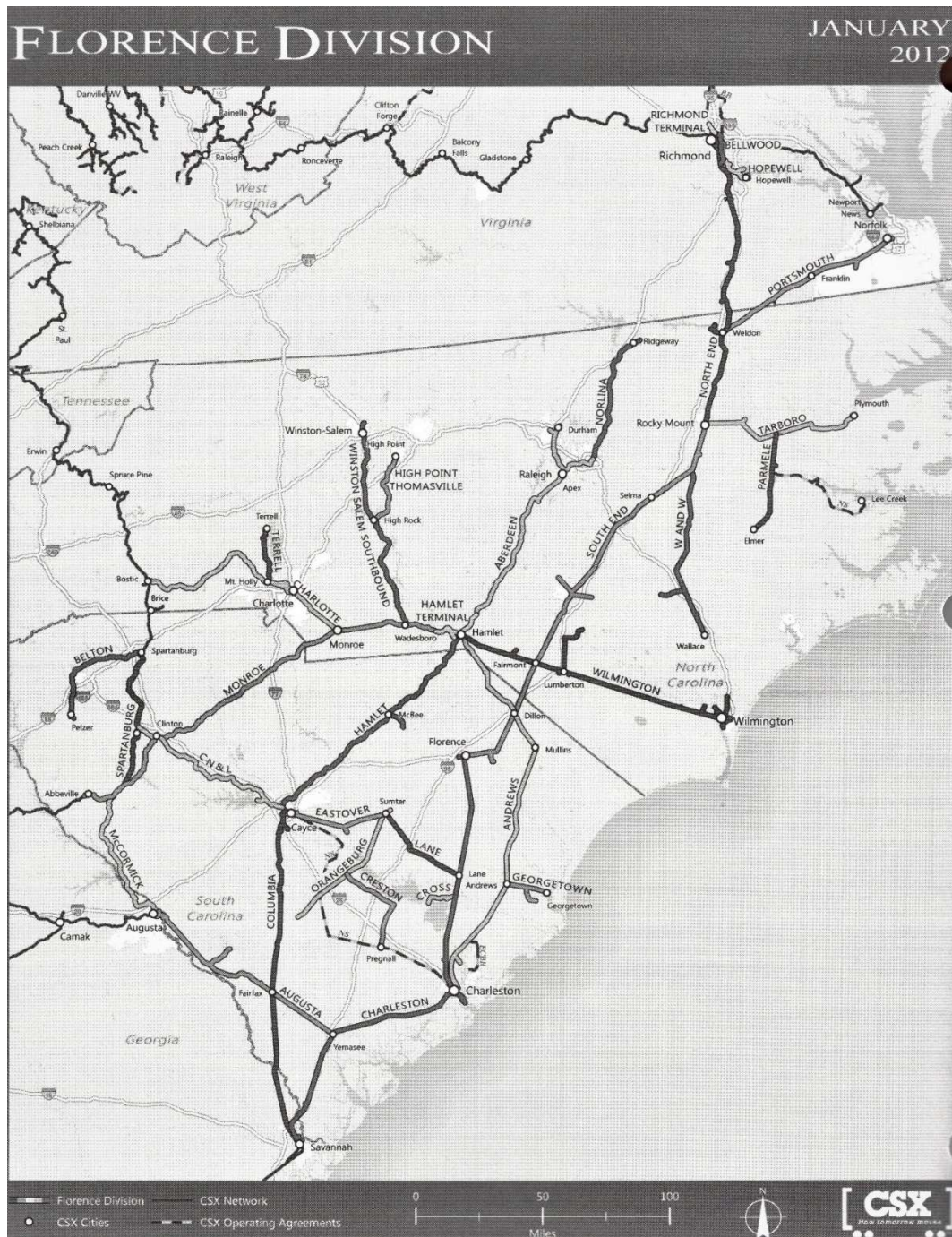
During the past 15 years, rail traffic through Hamlet Yard has undergone significant changes in volume and types of traffic. Coal and manifest freight trains have given way to double stack, TOFC, autoracks, and chemical trains. Most trains now only stop at Hamlet for crew changes and locomotive servicing.

**2020 CONVENTION JUNE 5-7, EVANSVILLE, INDIANA
SEE CONVENTION WEB PAGE FOR MORE INFORMATION**



Entrance Sign at Hamlet Yard.

CSXT'S HAMLET TERMINAL
Henry P. Heidebrink



CSXT Florence Division Map with Hamlet in the center of the map



Tower A, the hump tower, looking east from the parking lot. The Bowl Yard is off to the right.



Hamlet Yard hump when it was in operation (CSXT photo)



Photo of the hump's retarders (SAL Photo)



Photo of cars rolling down the hump into the yard (SAL Photo)



Orientation photo of Hamlet Yard. Tower A is in the lower right; the Diesel Service Shop is in upper right. (SAL Photo)

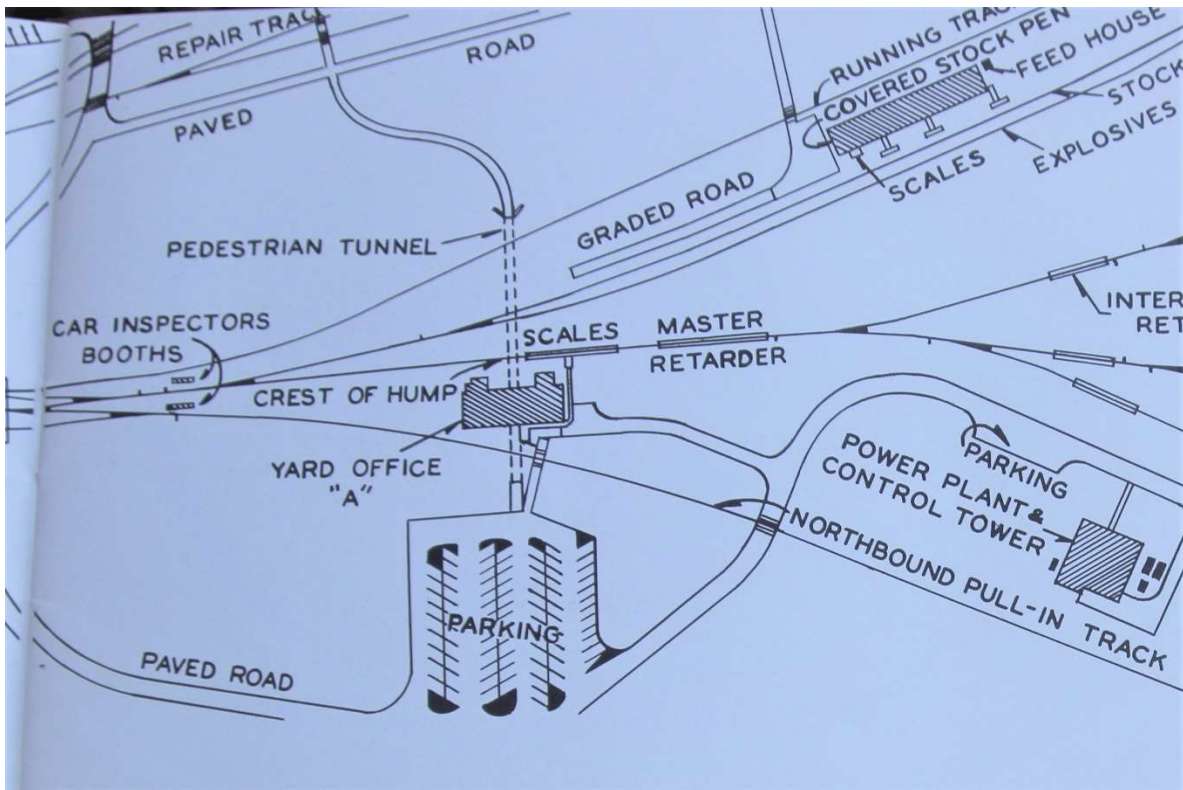


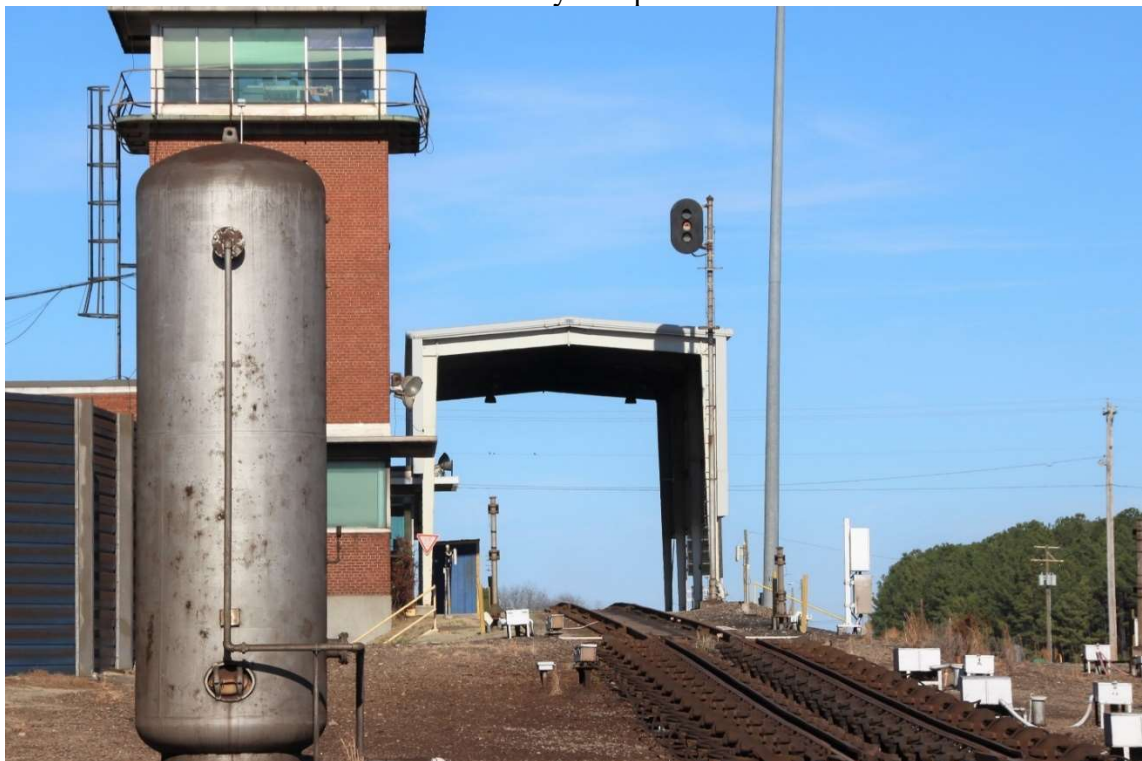
Diagram of the Hamlet Yard hump area as built. (SAL Photo)



A view of Tower A looking north



A view looking north. Tower A is in the distance and in the foreground is the power house and the auxiliary hump tower.



A view north up the hump at the shed that protected the pin puller and the automatic track weight scale.



A view to the northwest of Tower A showing the sound barrier to protect those east of the hump from the squeal of the cars going through the retarders.



A view to the southwest of Tower A showing the shed covering the pin puller.

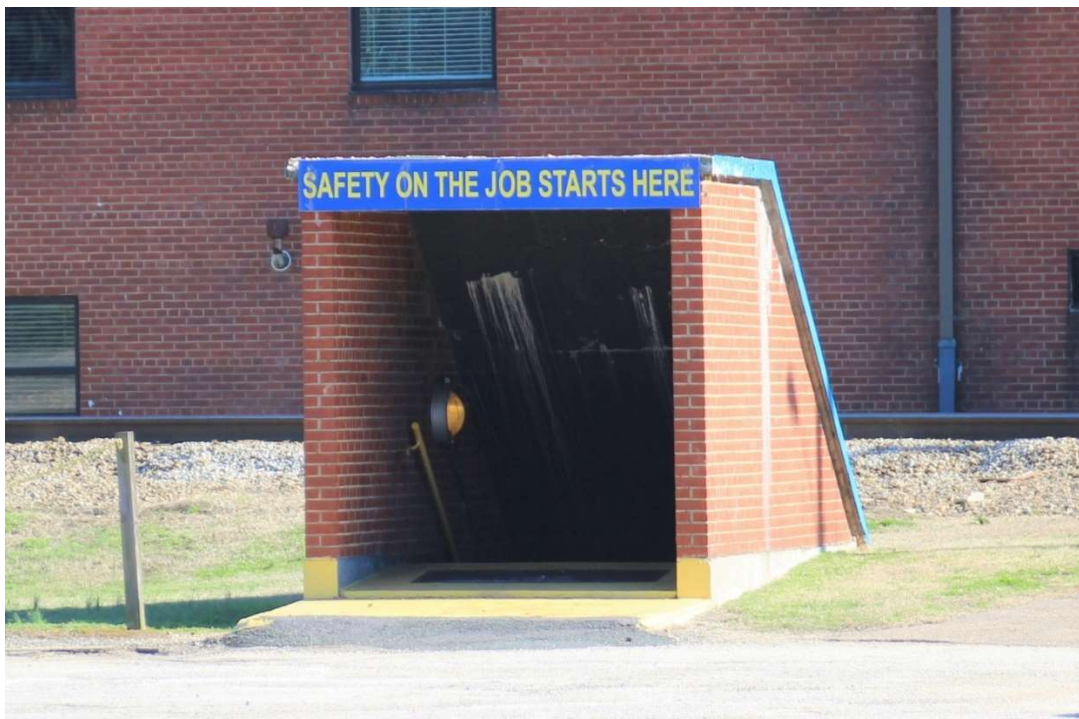


The above and below views are looking south at Tower A.





A view of Tower A looking to the southeast



The Tower A parking lot entrance to the pedestrian tunnel that bisected the hump



Above and below are two views into the now empty Bowl Yard.





Above and below are some general views of the retarders.





A chemical train with two boxcar spacers is seen on the east side of the Bowl Yard preparing to head south.



A view to the east from the bottom of the Bowl Yard. A unit train of grain hoppers is preparing to head for the port of Savannah.



A view into the receiving yard



A view southward into Hamlet Yard from the south end of the Bowl Yard



A close-up of one of the dwarf signals in Hamlet Yard



A view back to the hump towers from the south end of the Bowl Yard



The unit grain train is preparing to leave Hamlet Yard. On the far left is Tower A.



The sign outside of the Hamlet Yard Car Shop



A view of the Hamlet Car Shop



Main entrance to Hamlet Terminal



Hamlet Terminal's welcoming sign



Hamlet Terminal Locomotive Repair Shop



A view of the east side of the Hamlet Locomotive Repair Shops



A view of the south side of the Hamlet Locomotive Repair Shops



CSXT 8066, a SD40-2, and CSXT 5464, an ES40DC, have been outshopped after receiving their FRA mandated inspection.



CSXT 6419, a GP40-2, basks in the sunlight with the CSXT Hamlet Yard water tower in the background.



A view looking north. On the right is the Hamlet Yard Locomotive Service Refueling Station.



A close-up of the three sets of CSXT locomotives at the north end of the Hamlet Locomotive Service Facility. From left to right: unknown; CSXT 4426, a GP40-2; and CSXT 442, a CW44AC/H.



A close-up view of the locomotive service area



The locomotive car wash



Above and below are views of the Hamlet Locomotive Shops' two locomotive wash houses.





A view from the location of the Yard B Office toward the locomotive refueling area.



Sign welcoming one to the Yard B Office.



Above and below are views of the Yard B Office.





Above and below: During 2018, the southern end of Hamlet Yard was the resting spot for over 100 CSXT locomotives in storage. Most had their radiators drained and some had their batteries removed.





Among the locomotives in storage was CSXT 1166, a MP15AC. Note the covers over her stacks to prevent the injestation of rainwater.



Also, in storage was CSXT 6003, a GP40-2. Note the spacing between “600” and “3” on the cab.



Also parked on the storage track was CSXT 1207, a MP15T.



Also sitting on the storage track was CSXT 8076, a SD402.



Buried within the stored locomotives was CSXT 2324, a Road Slug.



CSXT 6981, a GP40-2, sat at either the head or the end of a string of 43 locomotives sitting in storage.



These signs warning of Remote-Controlled Equipment operations are posted throughout Hamlet Yard.



CSXT 5316, an ES40DC, and CSXT 63, a CW44AC/H, are seen leaving Hamlet Yard heading north for Richmond, Virginia.

BUILDING NC 186, A HAMLET TERMINAL YARD OFFICE

This abandoned building was located at the north end of Hamlet Yard. All four sides are shown to encourage modelers to add this structure to their layout.



Trackside, northeast view of the building

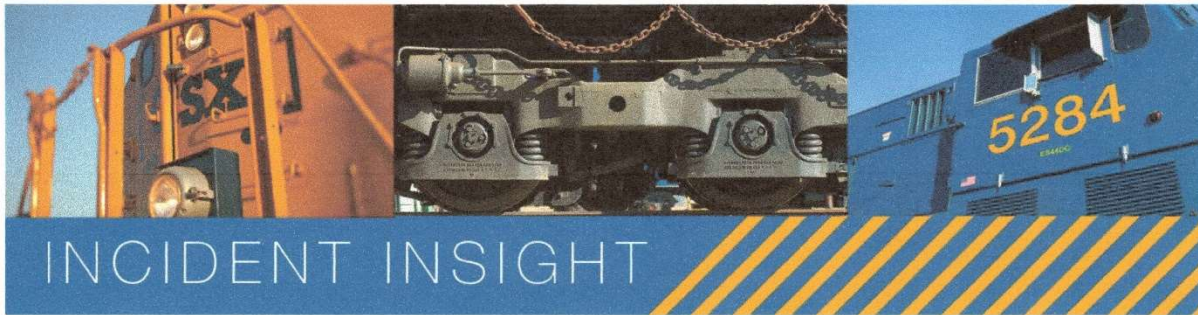




Northwest corner of the building



South wall of the building



Transportation Department

Week of February 18, 2019

Scenario

Q455 experienced an emergency brake application and while making a walking inspection of the 143 car train, the conductor found a defective air hose on the 22nd car that was preventing the train from restoring brake pipe pressure to the rear of the train. The conductor replaced the air hose and the brake pipe pressure restored. Does the conductor need to inspect the entire train before proceeding?

Supervisor Points of Emphasis

The answer is no, the conductor is not required to make a walking inspection of the entire train if the conditions listed in Operating Rule 308.6 are met. This rule was changed on February 1, 2019 and is listed below for review in job briefings.

After the repair is made and the train can proceed, the crew must establish a sterile cab environment in the operating cab of the controlling locomotive. This will allow their attention and conversation to be directed exclusively to the actions governing the safe movement of the train. Also after proceeding, the train must operate at a train speed not to exceed 20 MPH for one train length.



308.6 When a walking inspection reveals a defect that can be repaired by the employee making the inspection, the train may proceed after all the following conditions are met:

1. Repairs have been made, and
2. Train brakes release and brake pipe pressure is restored at the rear of the train, and
3. A visual inspection from the location of the repair does not indicate any unsafe condition, and
4. Starting and moving the train does not require excessive power.



SAFETY

TWO NEW COVERED HOPPER DESIGNS FOR 2020

In September 2019, at the Railway Interexchange trade show at Minneapolis, Minnesota, two new covered hoppers for carrying grain were placed on display. One of the covered hoppers was built by Greenbrier and the other by Trinity Rail. Both cars are designed to carry the same load as a contemporary car but in a smaller overall car body and to discharge their load of grain twice as fast as existing covered hoppers. To accomplish this faster discharge of grain, both companies have designed new adjustable discharge gates that enable the covered hoppers to carry the same volume of grain as existing cars but in a hopper car of shorter overall length.

Trinity Rail's new covered hopper trade name is TrainFlow, of which 200 have been put in grain export market service. TrainFlow is a 5,211 cubic foot capacity covered hopper that is shorter in length than similar capacity cars now in service. Trinity Rail's trade brochure says, "We used a design for the longitudinal outlets that is a proven design that we have used in the coal industry and the aggregate business. It's use in covered hoppers will prove to be a great solution for unloading grain. The car's gate doors are operated by air and their design enables the car to empty faster than traditional covered hopper designs." TrainFlow's trade brochure states, "The car can empty itself faster than many grain facilities can handle its discharge." The twin hopper system "offers a faster dispersing time of two-and-a-half-minutes for 25% load compared to around four-and-a-half minutes for a three-unit hopper.

Greenbrier's new covered hopper, "Tsunami Gate," has a 5,185 cubic foot capacity and has adjustable discharge gates that can empty the car in 30 seconds. Greenbrier claims, "The car is 5 feet, 6 inches shorter than existing cars of comparable capacity (and) the the new design comes with a 53% reduction in drag and has a lower center of gravity. . . We plan in the next generation of this car design to clean up the roof by removing some of the running boards and installing automated hatches." The cars are 50 feet 10 inches long over couplers, have an extreme width of 10-feet 8-inches, and an extreme height of 15-feet 6-inches. The cars have a light weight of 62,000 pounds and a load limit of 224,000 pounds. They carry AAR Plate C designation.

These two new covered hopper car designs, Trinity Rail's TrainFlow and Greenbrier's Tsunami Gate, will both go into private car lease service in 2020 and should be seen on CSXT trains in private car reporting marks by year's end.



A view of Trinity Rail's TrainFlow covered hopper designed for use in grain service



A view of Greenbrier's Tsunami Gate grain service covered hopper

CSXT 2019 HELPER RULES

ITEM 18 - RULE 5502.4

WHEN OPERATING WITH A HELPER, THE NUMBER OF POWERED AXLES ON THE HEAD END MUST NOT EXCEED THE NUMBER OF POWERED AXLES ON THE HELPER BY MORE THAN 18. THE NUMBER OF POWERED AXLES ON THE HELPER MUST NOT EXCEED THE NUMBER OF POWERED AXLES ON THE HEAD END BY MORE THAN 9. HELPER POWERED AXLES MUST NEVER EXCEED:

TRAIN TYPE	CUT-IN HELPER	REAR END HELPER
MANIFEST	24	18
INTERMODAL	18	12
LOADED BULK UNIT	24	18
EMPTY BULK UNIT	9	9

ITEM 26 - RULE 5708.3 DATE OF MODIFICATION 4/5/2019

WHEN USED FOR POWER, DP REMOTES CONSIST(S) MUST BE PLACED:

1. AT LEAST 1,250 FEET BEHIND THE LEAD LOCOMOTIVE CONSIST.
2. AT LEAST 1,250 FEET AHEAD OF ANY DP REMOTE CONSIST ON THE REAR OF TRAIN, AND
3. NO CLOSER THAN MID TRAIN BETWEEN THE HEAD END LOCOMOTIVE CONSIST AND THE REAR OF THE TRAIN.

ITEM 38 - RULE 5708.15 DATE OF MODIFICATION 5/25/2019

THE FOLLOWING CAR PLACEMENT REQUIREMENTS MUST BE ADHERED TO WHEN OPERATING WITH ONE OR MORE DP REMOTE CONSIST IN THE TRAIN.

TRAIN TYPE	DP REMOTE CONSIST	PLACEMENT REQUIREMENTS
MANIFEST	SINGLE LOCOMOTIVE	5 LOADS PLACED DIRECTLY AHEAD OF ANY DP REMOTE CONSIST
	MORE THAN ONE LOCOMOTIVE	10 LOADS PLACED DIRECTLY AHEAD OF ANY DP REMOTE CONSIST
INTERMODAL	SINGLE LOCOMOTIVE	NO RESTRICTION
	MORE THAN ONE LOCOMOTIVE	5 LOADS PLACED DIRECTLY AHEAD OF ANY DP REMOTE CONSIST
MANIFEST TRAINS WITH AUTO RACKS	SINGLE OR MORE THAN ONE LOCOMOTIVE	AUTO RACKS MUST NOT BE DIRECTLY AHEAD OF, OR BEHIND THE DP REMOTE CONSIST
TRAINS OPERATING WITH SPINE CARS	SINGLE OR MORE THAN ONE LOCOMOTIVE	SPINE CARS MUST BE BUFFERED WITH MIN OF 5 LOADED CARS AND/OR PLATFORMS PLACED AHEAD OF AND BEHIND ANY DP REMOTE CONSIST
SOLID BULK, LOADED, OR EMPTY	SINGLE OR MULTIPLE	NO RESTRICTIONS



CSXT manifest train, exercising Monon running rights, is seen coming off the K&I Bridge into Norfolk Southern's Youngstown Yard.

XX

2020 CSXT CONVENTION

JUNE 5-7, 2020

EVANSVILLE, INDIANA

CSXT RAIL LINE EVANSVILLE TO

SKILLMAN YARD

CSXT RAIL LINE EVANSVILLE TO

FT. CAMPBELL

CSXT RAIL LINE EVANSVILLE TO MT. VERNON

[MORE INFORMATION ON CONVENTION WEB PAGE](#)