

# JOURNAL OF THE CSXT® HISTORICAL SOCIETY

\_\_\_\_ Volume 8 Number 4 \_\_\_\_



## PENSACOLA TERMINAL

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## PRESIDENT'S MESSAGE

Hopefully all members of CSXTHS are successfully weathering the COVID-19 virus. We had to cancel the Evansville, Indiana, June 2020 convention due to the impact of COVID-19 on the Evansville, Indiana, area. The two museums we were going to visit were closed and the railyards and river ports had restricted access. However, during a recent visit to Harlan, Kentucky I contacted the two operating coal mines in the area. We can visit these on September 18 & 19, 2020. This maybe the last chance to visit an active coal mine in Eastern Kentucky. See flyer on rear page of Journal. There is no registration fee for the Conference but if you would like to make a donation to CSXTHS it would be appreciated.

CSXTHS is looking for issues of the following railroad corporation employee newsletters for our archives: CHESSIE NEWS – FAMILY LINES – CSX TODAY. If you have any copies you would like to donate, please send to CSXTHS, 201 Pin Oak PL, Frankfort, Ky 40601.

The Journal of the CSXTHS is always looking for photos and articles. Please submit such by email attachment to CSXTHS@gmail.com.

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CSXTHS is an equal opportunity organization and membership is open to all regardless of age, creed, sex, or race.

## CSXT'S PENSACOLA TERMINAL

Henry Nobbe

CSXT's Pensacola Terminal is still active in 2020. It serves the Port of Pensacola, Florida, and is located 5-miles north of the port on the line north to Flomaton, Alabama. Major items moving by rail out of the Port of Pensacola are cement in covered hoppers and electrical generating windmill components on flatcars. The major outgoing rail cargo is paper products.



Signage that greets the visitor to CSXT's Pensacola Terminal. In the background are windmill blade junction boxes.



Listed on this safety sign are the names of all the CSXT employees who work at Pensacola Terminal.

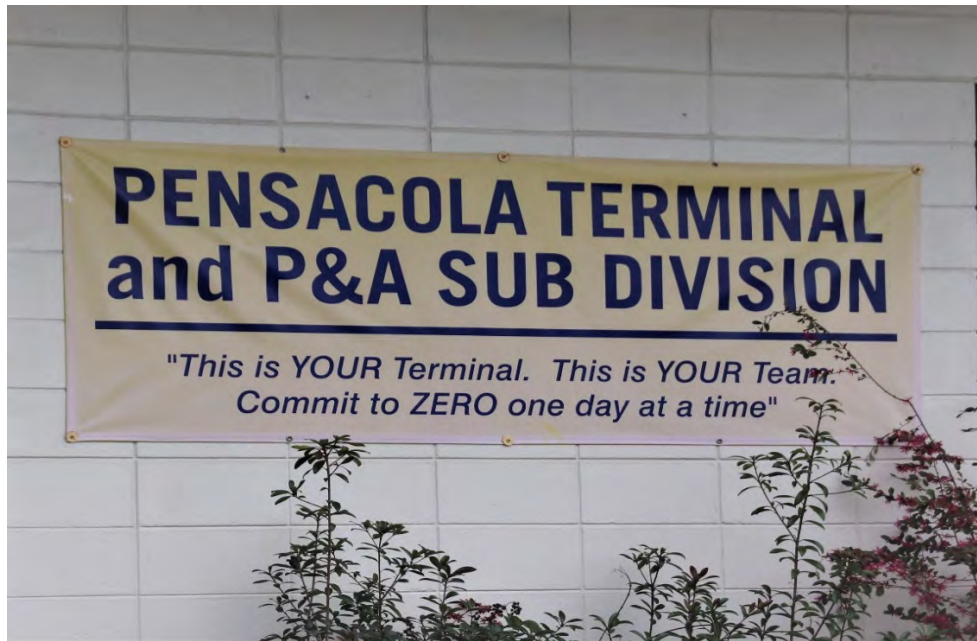




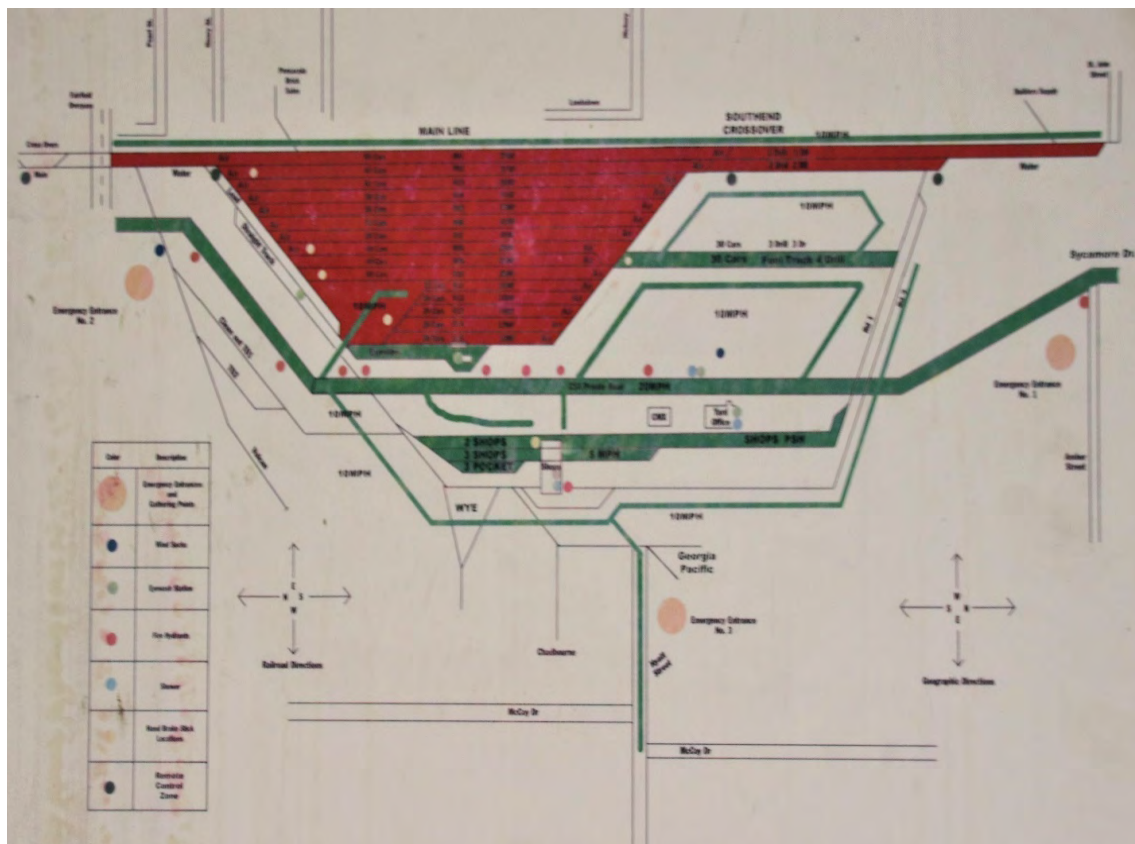
CSXT Pensacola Terminal office building



A view of the right-hand side of the Pensacola Terminal office building.



Pensacola Terminal is located in the Pensacola & Atlantic Sub Division. In 2019, CSXT sold its track across the Florida Panhandle from Baldwin, Florida; to Pensacola, Florida; to the Florida Gulf & Atlantic Railroad. CSXT retained ownership of the track from Pensacola north to Flomaton, Alabama.



A map of the Pensacola Terminal Yard





CSXT's tie replacement "T-4 Tie Team" was recently working in the yard. In the background is their equipment trailer.



The T-4 Tie Team sign on their equipment trailer



CSXT T-4 Tie Team bus that is used to transport the members of T-4 from their motel to worksite and back to the motel. Under FRA rules, the motel must be located at least one mile from the work site.







A cherry picker crane is being used to pick up the old ties for loading onto a trailer for removal to a disposal site.



Tie gondolas, CSXT 31914 and CSXT 914508, in their CSXT Maintenance-of-Way orange, are flanked by stacks of new ties sitting on the ground waiting to be inserted under a rehabilitated yard track.





CSXT work train's equipment car



CSXT 900058 may look like a caboose but it is a shoving platform used in local switching service.



CSXT's Mechanical Operations Building at Pensacola Terminal where running car repairs are made. The view is southward.



CSXT's Pensacola Terminal Mechanical Operations Building welcoming sign





Above and below: Entrance is from the visitor parking lot to the Pensacola Terminal Mechanical Operations Building. The Shops' Trackmobile can be seen beyond the oil waste dumpster with its "CSX" ownership markings.



These two signs are by the stairway. The first advises of safety equipment needed when on site and the second to watch out for moving equipment.



A view of the north and west wall of the Pensacola Terminal Mechanical Operations Building.  
The banners proclaim various awards the facility has received.



Close-up of the west wall showing the banners





Above and below are close-up views of the banners displayed on the outside wall of the CSXT Pensacola Terminal Mechanical Operations Building.







A view of the southwest corner of the CSXT Pensacola Terminal Mechanical Operations Building.



A view of the trackage leading to the south side of the Pensacola Terminal Mechanical Operations Building





A view of the southeast corner of the Pensacola Terminal Mechanical Operations Building



A view of the south wall of the Pensacola Terminal Mechanical Operations Building. The silo holds sand.



A view of the east and north wall of the Pensacola Terminal Mechanical Operations Building



A close-up of the Pensacola Terminal Mechanical Operations' Trackmobile





Above and below are views of the interior of the west side of the Pensacola Terminal Mechanical Operations Building







Above and below: Views of the break area for the workers at the Pensacola Terminal Mechanical Operations Building







The work pit for inspecting and working on the underframe of cars



Wheels of every size sit outside of the Pensacola Terminal Mechanical Operations Building waiting to be used to replace a damaged set.



Above and below: Views of the Pensacola Terminal Mechanical Operations Building meeting and break room. Here, at the start of every shift, a job briefing is conducted for that day's work. The television screen is used by CSXT to keep its employees informed of current company policies. On the right wall are printed safety notices and safety award plaques.



A close-up view of the safety award plaques and the safety board notices. The white board is used when conducting job briefings.



## THE COALING TOWER AT FLOMATON, ALABAMA

Located in the CSXT Flomaton Alabama Yard in the M&M Subdivision, Mobile & Montgomery, is a 1943 Louisville & Nashville Railroad built coaling tower. Last used circa 1956, the coaling tower has been adopted by the citizens of Flomaton as a symbol of their town. At Flomaton, the CSXT rail line north from Pensacola, Florida, splits with one line running north to Selma, Alabama, and the other northeast to Montgomery, Alabama.



A view of the north face of the coaling tower



The Louisville & Nashville Railroad (L&N) herald and building date, 1943, are casted into the concrete of the north and south faces of the coaling tower.



Above and below are views of the remains of the coaling chutes support metal work.







A view of the south face of the coaling tower



CSXT 8315 enters the yard from the north with the local.



CSXT 8315 is pulling up to the south end of Flomaton Yard with her cut of tank cars. UTLX 874999 and the other tank cars are all plaque “2448” Sulfur Molten.





## A CHESSIE SYSTEM WORK TRAIN STILL IN CSXT SERVICE

The photos below were taken in June 2019 of a CSXT work train putting down ribbon rail at Pensacola, Florida. All four cars are of Baltimore & Ohio Railroad (B&O) heritage.



B&O 912483, the Chessie C along with the words Chessie System, were still visible.



B&O 912482. Her B&O reporting mark, Chessie C, and Chessie System logo are still in place.





B&O 912484 has had her reporting number repainted and the Chessie C is just a faded splotch under a coat of rust; however, her Chessie System heritage cannot be denied.



B&O 482831 remains in her original B&O paint, never having received the Chessie C logo.



## **A MARCH 20, 2020 DERAILMENT AT SHELBY YARD**

### **Everett Young**

On March 22, 2020, CSXT 3142 and CSXT 449, leading a unit coal train south from Shelby Yard at Shelbiana, Kentucky, had a derailment. CSXT 3142 made it safely through the switch, but CSXT 449's lead truck left the rail and went on the ground. The CSXT Shelby Yard crew tried to re-rail CSXT 449 but could not get her back up on the rail. They had to call Donahue Brothers of Barboursville, West Virginia, to bring in two sidewinders to lift CSXT 449 back onto the rail.



CSXT 449 on the ground at the south end of Shelby Yard. We visited here during the CSXTHS 2014 Convention.



The foreman of the CSXT Shelby Yard based Maintenance-of-Way Team inspects CSXT 449 and the track as he awaits the arrival of Donahue Brothers to complete their 120-mile journey from Barboursville to Shelbiana.



The Maintenance-of-Way foreman's view of the derailment



A view from the derailment site back into Shelby Yard. CSXT 449 blocks two of the three tracks leading south out of the yard.





Donahue Brothers have arrived on the scene and are deploying one of their side lift tractors.



Both of the side lift tractors are hooking their booms to the frame of CSXT 449.



The counter weights are deployed as the lift begins.



CSXT 449, suspended in the air by the booms of the sidewinders, is being gently nudged to the left to align her wheels with the rails.





CSXT 449 is being set upon the rail.



CSXT 449 is once again sitting on the rail and Donahue Brothers have un-hooked from the locomotive and are preparing to reload their equipment for the journey back to Barboursville.

## TWO CHESSIE GONDOLAS IN CSXT SERVICE

Grayson Wilhoite

The two photos below were taken in July 2006 at Port Huron, Michigan. Both cars are Class G-43 gondolas built-in 1975 for Chessie by Pullman Standard. Some 500 of these gondolas were built for the Chesapeake & Ohio Railway, C&O 356000 to 356499, and 1,500 for Baltimore & Ohio Railroad, B&O 356500 to 357599. These cars could carry 60-tons of goods. With an FRA working life of 50 years, many of these gondolas remained in CSXT service in either their Chessie reporting marks or in CSXT reporting marks. A few may still be riding the rails in 2020.



B&O 356503. While the Chessie C logo is lost in rust, the words “Chessie System” can still be seen in the second panel from the right.



B&O 356707. Stenciled in front of the Chessie C, panels 5 and 7, just below the car’s eves, are the words LOOSE WHEELS.



## CSXT 999247 - EX SQUAW CREEK

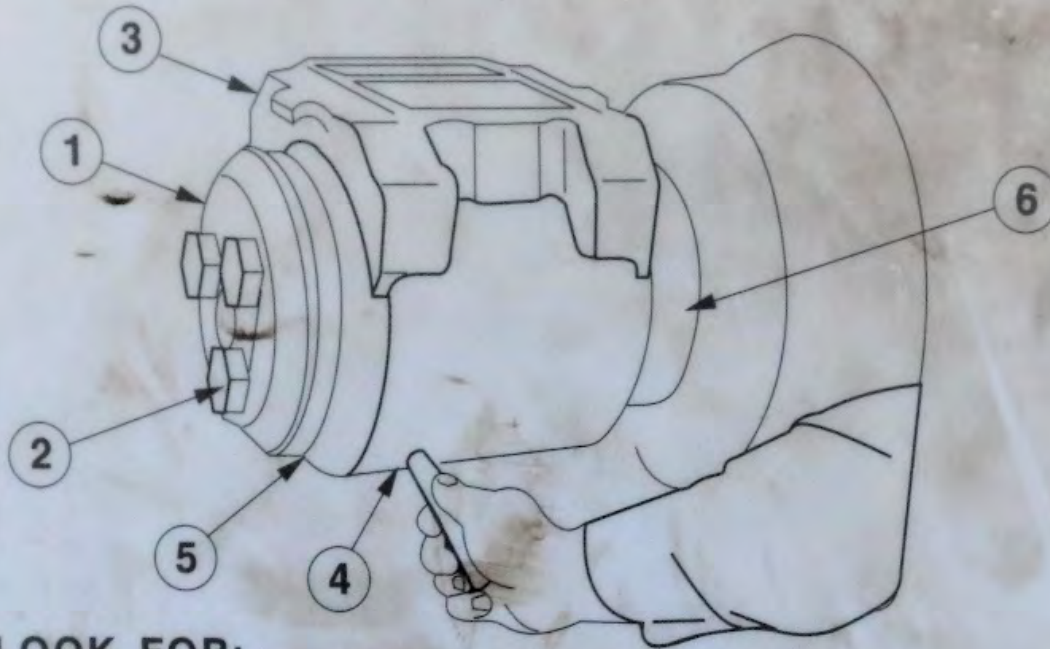
Henry Heidebrink

On 2 May 2020 I found CSXT 999247, an ex Squaw Creek gondola, in Maintenance-of-Way service at Worthville, Kentucky. She was being used to haul the ties removed during a tie replacement project in the Worthville Yard.



CSXT series gondolas 999200-999297 originated with the Squaw Creek Coal SQ series 00200-00298. These cars were built by the Ortner Freight Car Company in November, 1971. They are equipped with Dreadnaught ends and a double rib above the truck bolsters. Squaw Creek was a Peabody Coal Company operation in Southern Indiana. Inside: length 49-feet 5-inches; width 9-feet 9-inches; height; 7-feet 11-inches. Outside: length 54-feet 7-inches; width 10-feet 8-inches; height from rail 11-feet 6- inches. Capacity: 3850 cubic feet and gross rail load of 263000 pounds.

## TIPS ON INSPECTION OF HOT BOX INDICATIONS FROM WAYSIDE DETECTORS



### LOOK FOR:

1. END CAP BURNT
2. CAP SCREW LOOSE OR MISSING
3. ADAPTER BROKEN OR OUT OF PLACE
4. CUP CRACKED OR BROKEN
5. SEALS (FRONT OR BACK) LOOSE, COCKED OR DAMAGED
6. BACKING RING LOOSE
7. STICKING BRAKES / WHEEL DEFECTS

IN ADDITION TO THE ABOVE, PLACE 200°F TEMPLE STICK, PER TIMETABLE SPECIAL INSTRUCTION, ON LOWER HALF OF CUP AS SHOWN ABOVE. IF ANY CRAYON MATERIAL MELTS, THE CAR SHOULD BE SET OUT. ON CONVERTED PLAIN BEARING TRUCKS TEMPLE STICKS SHOULD BE PUT ON CAP SCREWS AND ADAPTER.

REV. 2 4/92

4700063702



## CSX

**2020 MOW budget:** \$840 million

**2019 MOW budget:** \$849 million

**Reason for decrease:** Last year, investments were increased for yard infrastructure projects to optimize safety. In 2020, the company will focus on productivity improvements and greater efficiencies.

**Rail:** Replace or install 397 track miles of new rail and 90 track miles of relay rail.

**Major rail projects:** MARC Jessup Yard lead extension, \$13.4 million, calls for building 5,700 feet of track and a 46-foot, single-track bridge, and installing 7 turnouts and 3 crossovers; and Moncks Corner mainline extension, \$10 million, calls for installing 7,200 feet of track, a new superstructure for a double-track bridge, 2 turnouts and 1 crossover.\*

**Double track:** Plan to invest about \$17 million in line-of-road capacity improvements across the network throughout the year.

**Grinding/surfacing:** More than 18,000 rail grinding miles and more than 5,000 out-of-face surfacing miles (excludes yard switch and interlocking surfacing).

**Ties:** Replace or install slightly more than 3 million wood ties and 25,000 concrete ties.

**Ballast:** Install 2.2 million tons.

**Bridge work:** Plan to invest \$110 million to \$115 million in the 2020 bridge capital program, which includes replacing and upgrading timber, concrete and steel bridges; improving bridge decks; replacing culverts and improving other drainage; stabilizing the roadbed; and enhancing the reliability and automation of movable bridges. Expect to perform significant steel repairs at 4 major bridges, upgrade 8 movable bridges for reliability and automation, and replace 1 through-pin truss span. Also will convert a number of open decks to ballasted decks and replace various timber bridges.\*

**Facilities:** Although facility improvements are no longer included in the MOW program, expect to spend up to \$60 million on facility enhancements this year, including corporate buildings, yards, shops, mechanical facilities and equipment (air/fuel/power systems).

**Intermodal terminal work:** Continue to build \$100 million CCX terminal in Rocky Mount, NC, to be completed this year. Also, install 34,000 lineal feet of rail relay and track/surface (T&S) 17,000 track feet at Savannah, GA, terminal; install 4,500 lineal feet of rail relay and T&S 3,000 track feet at Bedford Park, IL, terminal; renew 4 crossings at North Bergen, NJ, terminal; renew 2 crossings at Jacksonville, FL, terminal; renew 1 turnout at Northwest Ohio terminal; and renew 2 crossings and T&S 8,400 track feet at Philadelphia terminal.\*

**Other work:** Continue working on 3 CREATE projects in Chicago, including the Forest Hill Flyover — with construction slated to start this year — and the Dolton interlocking.\*



# Incident Insight

Transportation Department

Week of October 31, 2016

## Scenario

A local crew has been passing through the same work authority for the past month due to a major highway / overpass construction project in the area. The Employee in Charge has held working limits starting from milepost 19.5 to 20.5 every day throughout the month. Due to the project progressing, the working limits today will change to begin at the 19.0 milepost.

## Supervisor Points of Emphasis

In this scenario the opportunity for our train crew to become complacent certainly presents itself. These are seasoned employees who travel this same route each day and have passed through this work authority many times. However, today the working limits will begin at the 19.0 milepost instead of the 19.5 milepost where it was over the past month.



It is critical that the train crew begins their day with a very effective job briefing that includes thoroughly reviewing all of the train documents in order not to overlook such a change in the working conditions. Discussing this change in the working limits is also the perfect time to talk about how to establish and utilize a Sterile Cab a minimum of two miles prior to reaching the beginning of the working limits. Understanding when to establish a Sterile Cab has proven to be an excellent tool that prevents a loss of focus as you navigate through your work day.

## **Safety Checkpoint**

Transportation: 2016 FRA Injuries

**21% Favorable**

YTD 2016: 84 vs. YTD 2015: 106

As of 10/27/2016

*"No job is so important, no service so urgent that we cannot take the time to perform all work safely."*

[ **Safety** ]



**2020 CSXTHS CONVENTION**  
**HARLAN, KENTUCKY**  
**CSXT CUMBERLAND VALLEY SUBDIVISION**  
**SEPTEMBER 18 & 19, 2020**  
**QUALITY INN HARLAN, KENTUCKY**

**606-573-3385**

**SEPTEMBER 18**

**VISIT JRL COAL MINE CAWOOD, KENTUCKY**  
**CSXT LOYALL YARD & BAXTER TOWER**  
**TWO ABANDONED COAL MINES**

**SEPTEMBER 19**

**VISIT TOTZ COAL MINE & LOADOUT**  
**KENTUCKY COAL MUSEUM, BENHAM \$10.00**  
**UNDERGROUND COAL MINE TOUR AT MINE PORTAL NO. 31, \$20.00**  
**VISIT LYNCH, KENTUCKY'S BEST SURVIVING COAL CAMP**

**IN THE YEAR 2000 HARLAN COUNTY HAD OVER 200 ACTIVE COAL MINES. IN 2018 THE COUNTY HAD 12 ACTIVE COAL MINES. IN 2020 HARLAN COUNTY HAS TWO ACTIVE COAL MINES. WE WILL VISIT BOTH OF THESE COAL MINES. THE LAST COAL TO LEAVE HARLAN COUNTY BY RAIL, UNDER CURRENT UTILITY CONTRACTS, WILL BE IN 2022. CURRENTLY, CSXT DISPATCHES A COAL TRAIN FROM LOYALL YARD EVERY OTHER DAY.**

**BRING WORK BOOTS, HARD HATS, LONG TROUSERS, HEARING AND EYE PROTECTION**

**NAME\_\_\_\_\_PHONE**

\_\_\_\_\_

**EMAIL\_\_\_\_\_**

\_\_\_\_\_

**Send to CSXTHS, 201 Pin Oak PL, Frankfort, KY 40601 or CSXTHS@GMAIL.COM**