

**JOURNAL
OF THE
CSXT® HISTORICAL SOCIETY**
_____ Volume 9 Number 2 _____



**JRL COAL LOADOUT
COALGOOD KENTUCKY**

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

Hopefully COVID-19 will not hang around for 2021, and we can again have a CSXTHS annual conference. I hope all the CSXTHS members are well and surviving not being able to attend a train show or ride a museum operated train. Hopefully we will be able to reschedule the cancelled 2020 CSXTHS Evansville Convention for June 2021. The week after the cancelled visit to the Harlan County coal mine I received a call from the company to come down the next day to view a high wall coal extracting operation at Coalgood, Kentucky. A report on this visit is on the following pages. Due to new Kentucky COVID-19 compliance regulations, then in effect, they could only have one visitor on the property.

For those CSXTHS members who would like to visit Southeastern Kentucky and its coal mines, please contact me after the first of the year and maybe we can work out a weekend run to Harlan and Letcher Counties. Both counties are located on CSXT's Cumberland Valley Subdivision.

The three CSXT documents found at the end of this issue of the Journal are recent donations to CSXTHS Archives

XX

TABLE OF CONTENTS

A VISIT TO JRL COALGOOD COAL LOADOUT	PAGE 3
CSXT JACKSON KENTUCKY YARD	PAGE 20
CSXT SAFETY ALERT	PAGE 33
CSXT INCIDENT INSIGHT	PAGE 34
CSXT FRA REPORTED INJURIES	PAGE 35
CSXT 2019 SENIORITY LIST C&O DISTRICT	PAGE 36

XX

The CSXTHS Journal is published quarterly by the CSXT Historical Society. Charles H. Bogart, editor: csxths@gmail.com.

The CSXTHS web page can be found at <https://www.csxthsociety.org/>

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

A VISIT TO JRL COAL LOADOUT, COALGOOD, KENTUCKY

Charles H. Bogart

At the end of September 2020, I was invited by JRL Coal Company to visit their Coalgood Mining and Timber Reserve Site at Coalgood, Kentucky, to observe a CSXT train being loaded with coal. Coalgood, Kentucky, is located in Harlan County, Kentucky, and is served by the CSXT Cumberland Valley Subdivision. This is ex Louisville & Nashville Railroad track. Coalgood is located 1.5 miles up Kentucky 990 from Lenarue, Kentucky. At Lenarue, CSXT has a passing track and a wye that services the Merna Spur, which runs 1.5 miles from Lenarue, up Turtle Creek, to Coalgood. The CSXT track stops at the JRL property line. The track from here extends .25 miles back into JRL's property. After the JRL track passes under the Coalgood Coal Tipple, it splits into a two-track yard, JRL #1 and JRL #2, both of which can hold 28 cars each.

In 1919, the Mary Helen Coal Company opened the first coal mine at the head of Turtle Creek. Here they founded a company town which they named Coalgood. Little of this community remains, a few miner homes, the shell of the company store, and the still-active Methodist church. All the coal presently mined at Coalgood is used for generating steam in electrical power plants. Currently the mine ships coal every four days to South Carolina for use by power generating plants.

Before I could come on site at JRL's Coalgood Mine, I was inspected to ensure I had on the correct safety equipment: steel toed boots, long trousers and shirt, eye and ear protection, hard hat, and work gloves. I then sat through a 15-minute safety briefing that included COVID-19 issues. Following the safety briefing, I signed a document stating that I understood I was on their property as a guest and had to stay with my escort at all times. I was also given a card that told me who to call in the event of an accident. Thereafter, I was given a briefing of on-going coal and logging operations taking place on the Coalgood 50,000-acre site. At the time of my visit, JRL Coal Company was mining coal by the highwall method and harvesting second and third growth hardwood and softwood trees. All of the cut trees that I saw had butts of between 24 and 36 inches. The company conducts an active forestry program to ensure that the forest is constantly rejuvenating itself with commercially viable trees. The sad fact is that since coal does not rejuvenate itself, someday the seams of mineable coal at Coalgood will be exhausted and the mining operation closed; however, the forestry operations should continue. The coal seams currently being mined at Coalgood are between 24 and 48 inches in height.

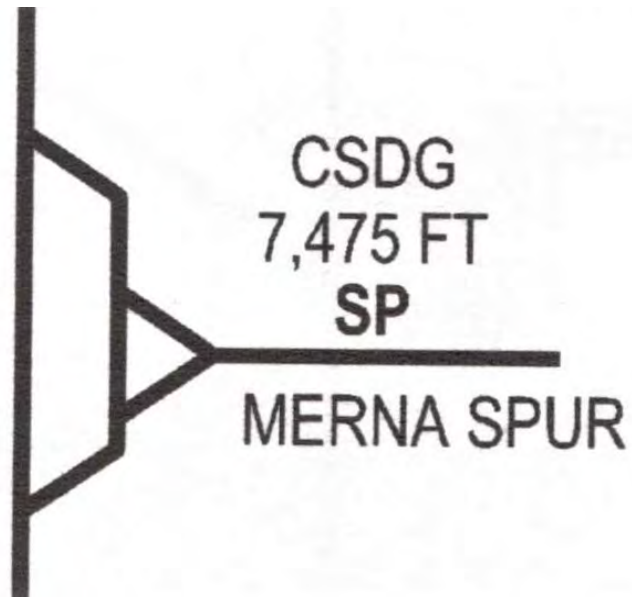
CSXT train C821 was expected to arrive at Coalgood at 1:00 PM, however, it was still in the Corbin Yard at this time. The train carded as C800 for the run from Corbin Yard to Loyall Yard did not leave Corbin until 2:00 PM. The train consisted of two locomotives and 112 coal hoppers carrying SCWX reporting marks. The train was headed by CSXT 3352, an ET44AH, with CSXT 3186, a ES44AH, bringing up the rear as a pusher. The train, redesignated as C821 at Loyall Yard, reached Lenarue at 6:00 PM.

Upon reaching Lenarue, CSXT 3352 called Jacksonville Dispatch Center requesting that the west switch be aligned for them to enter the passing siding. Once Jacksonville threw the switch,

the train, C821, entered the passing siding and pulled up to the center of the wye. Here the train stopped. The Conductor then got off the locomotive and walked back along the train, tying down the brakes on the first five hopper cars. CSXT 3352 was then uncoupled from the train. With permission from Jacksonville, the train then pulled out onto the mainline from the east end of the siding. Once CSXT 3352 was on the mainline, Jacksonville threw the switch to allow CSXT 3352 to run west on the mainline to the rear of its train. Upon reaching CSXT 3186, the Engineer brought CSXT 3352 to a stop. After tying down CSXT 3352, the Conductor and Engineer got on the ground. The Engineer boarded CSXT 3186 while the Conductor uncoupled CSXT 3186 from the train and set the brakes on the first five hopper cars.



A map of CSXT's Cumberland Valley (CV) Subdivision. The arrow points to Merna Spur and the location of Coalgood, Kentucky.



CSXT diagram of the track at Lenarue, Kentucky. CSXT's diagram of Merna Spur ends at Coalgood, Kentucky, and thus does not show the track at JRL's Coalgood coal tipple. Note the CSXT siding at Lenarue is 7,475 feet long.



A distant view of the highwall mining area



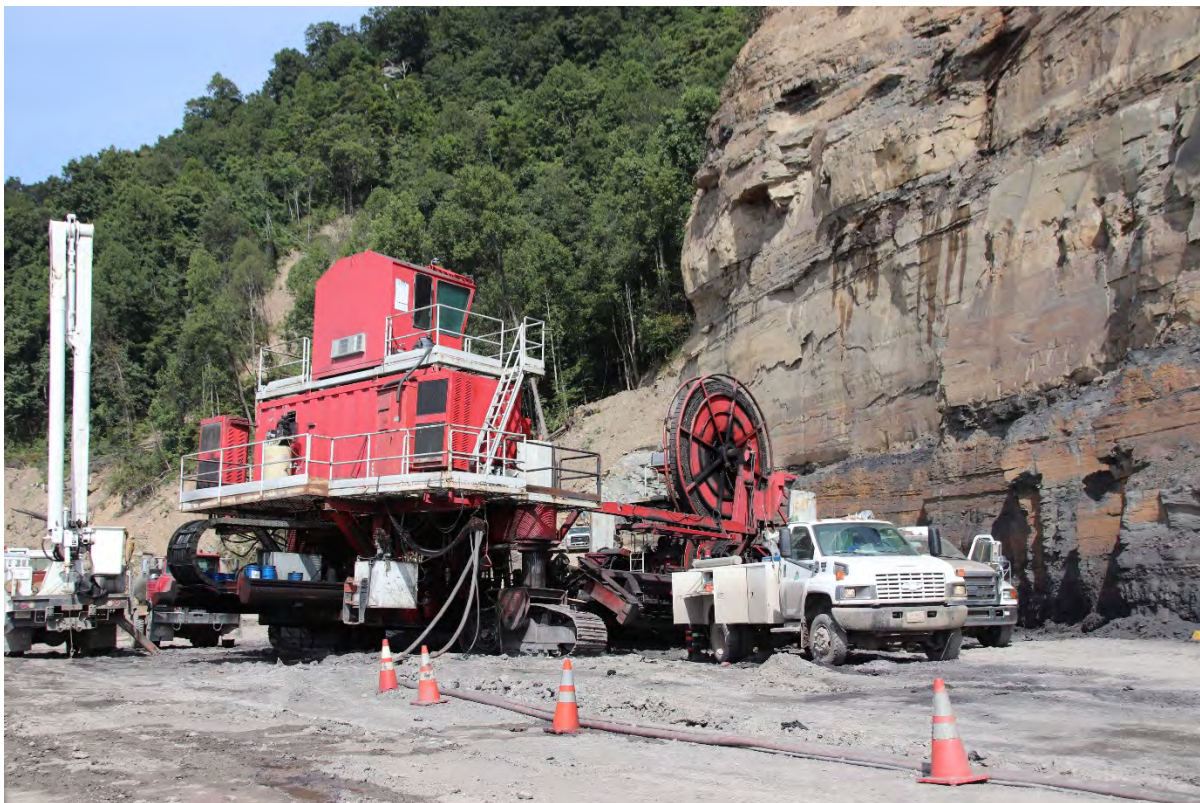
Coal being mined at the highwall. Trucks carry the coal from here to a conveyor belt that then carries the coal to the coal stockpile next to the coal tipple.



A close-up view of the shafts from the highwall that tunnel back into the coal seam.



Working the highwall coal seam. Before the operation ends here, the area will be reclaimed with commercial trees planted.



Working the coal seam exposed by the shelf cut into the hillside



Stacks of auger drills



A sample of coal being pulled from the delivery truck. The sample will be analyzed to ensure the coal is within the specified range before it will be dumped in the coal stockpile.



A side view of the coal sampling machine

Once CSXT 3186 was uncoupled from the train, the Engineer pulled east for the mainline. Upon CSXT 3186 reaching the mainline, Jacksonville aligned the switch from the passing siding to the mainline. With the switch aligned for the mainline, the Engineer reversed CSXT 3186 for a coupling to CSXT 3352. The Conductor had remained on the ground at CSXT 3352 during this movement. Once the coupling of the two locomotives was made, the Engineer moved from CSXT 3186 to CSXT 3352, where the Conductor joined him. The Engineer then ran the two locomotives to the east entrance to the siding. Once the locomotives were beyond the east switch, Jacksonville aligned the switch for the siding. The Engineer now backed the two locomotives into the siding for a coupling with the train. Once within four cars lengths of the train, the Engineer stopped the locomotives, and the Conductor got on the ground to guide the locomotives to a coupling with the train. Once the coupling was made, the Conductor released the hand brakes he had used to tie down the first five coal hoppers.

With the hand brakes released, and the Conductor on the ground, the Engineer began to pull the train east. The Conductor brought the train to a stop as the first 56-hopper cars of the train reached him. The Conductor then tied down the hand brakes on the five cars behind the 56th car. The train was then uncoupled between the 56th and 57th cars. The Conductor then boarded the rear of the 56th car and the engineer pulled the train east until it cleared the east leg of the wye. The Conductor then got on the ground and threw the east leg of the wye switch to align the track with the wye.



Aerial view of the Lenarue Wye and Merna Spur

With the switch thrown to enter the east leg of the wye, the Conductor reboarded the rear of the train and, while hanging on to the side of the car, guided the Engineer by radio through the wye and up Merna Spur to the JRL property line. At the JRL property line, the train paused to get permission to enter the coal loadout. Once permission was granted, the train pushed back into the JRL Coalgood Yard. The Coalgood Yard consisted of two tracks, JRL #1 and JRL #2, each of which can hold 27 cars. Upon reaching the Coalgood Yard switch, the Conductor stopped the train and got on the ground to check the switch. Once he assured himself it was properly aligned, he reboarded the rear car of the train. The Conductor then directed the Engineer to continue backing as he rode his car to the end of JRL #1 Yard siding. When the car was within one car length of the end of the yard track, the Conductor had the Engineer stop the train. The Conductor then got down from his car and walked back to the JRL Yard switch. Here he tied down the first three hopper cars in the JRL #1 yard siding. The Conductor then cut the train ahead of the tied down hopper cars and had the Engineer pull forward to clear the JRL Yard switch. Next the Conductor threw the JRL Yard switch and got onboard the last car of the string of coal hoppers coupled to the locomotive. The Conductor then directed the Engineer to back up his train into JRL #2 Yard siding until the first empty hopper car behind CSXT 3186 was under the coal loading tipple.



An aerial view of the JRL Coal Company's Coalgood Tipple. "A" is the location of the coal stockpile that feeds the tipple. "B" marks the coal tipple. "C" is the location of the JRL rail yard and the coal storage tipple. The track alignment shown on the map is not accurate. Circle Pine drive marks the boundary between CSXT track and JRL track.

A word about the coal tipple. It is divided into three bins: two loading bins and a reserve bin. The reserve bin is located above the two loading bins. At the start of coal loading operations, all three bins are charged with 117 tons of coal, the coal being delivered to the coal tipple by a conveyor belt from the coal storage tipple. The coal storage tipple is fed by a screw, located under the coal stockpile, that moves the coal from the coal storage area to a conveyor belt that runs to the coal storage tipple. The coal stockpile is located next to the coal tipple and receives its coal either by conveyor belt from a mining site or by truck. Loading of a hopper car by the coal loading tipple was by flood loading. The hopper car being loaded is pulled at a speed of 3 miles per hour under the coal tipple's discharge chute. The 17-tons of coal is then poured, via a discharge chute, into the hopper car in a steady, controlled stream that fills the hopper car evenly from front to rear. During the loading, the coal tipple's loading chute also contours the top of the hopper car's coal load to prevent spillage during the coal's trip over CSXT rails to a South Carolina power plant.

When each of the coal tipples' three bins were filled with 117 tons of coal, the coal tipple operator informed CSXT 3352's Engineer that he could start pulling away from the coal tipple at a speed of 3 miles per hour. Once the train started moving, the coal tipple's computer took over. Using sensors for guidance, the tipple lowered its' loading chute into the first coal hopper car.

With the loading chute deployed, the coal tipple started to fill the hopper car with 117 tons of coal in a slow, even pattern from Loading Bin #1. The 117 tons of coal is distributed by the loading chute from front to rear of the hopper car in an even, contoured pattern. As soon as the loading chute has discharged its 117 tons of coal into the coal hopper, it pulls itself up and out of the hopper car. This action causes two things to happen: the opening at the bottom of Loading Bin #1 closes and the opening at the top of Loading Bin #1 opens allowing the 117 tons of coal held in the Reserve Bin to fill Loading Bin #1. As soon as the tipple's loading chute descends into the next hopper car for loading, the opening between Loading Bin #1 and the Reserve Bin closes. As the Reserve Bin's opening into Loading Bin #1 closes, the conveyor belt from the coal stockpile becomes alive and starts filling the Reserve Bin with 117 tons of coal. When the coal tipple's loading chute has filled the second hopper car from Loading Bin #2, the foregoing cycle repeats itself. Loading Bin #2 is refilled as Loading Bin #1 starts filling the next hopper car, and the Reserve Bin is replenished. This coal loading cycle continues until the last three hopper cars in the train are to be filled. At this point the Reserve Bin is not refilled as Loading Bin #1 is emptied into the third last hopper car. The Reserve Bin does, however, fill Loading Bin #1 after it is emptied. Loading Bin #2 then fills the second last hopper car while Loading Bin #1 is being replenished. The coal in Loading Bin #1 is then used to fill the last hopper car. With all of the train's hopper cars filled with 117 tons of coal, the coal tipple is then powered down. The coal tipple will come alive in 96 hours when the next time a SCWX train needs to be loaded.



SCWX 06196 was one of the 112 cars in the train.

As the Engineer slowly moves the train forward under the coal tipple, the Conductor remains at the JRL Yard switch. As the last hopper car from JRL #2 Yard track clears the JRL Yard switch, the Conductor stops the train. He then throws the JRL Yard switch to allow the Engineer to back the train into JRL #1 Yard track. Here the train is coupled to the 27 hopper cars that were tied down on the JRL #1 Yard track. Once the Conductor releases the hopper cars' hand brakes, the Engineer begins again to pull his train forward under the coal tipple for loading. Once he has attached the 27 hopper cars from JRL #1 to the train, the Conductor catches a ride in a crew taxi

to the wye's east leg switch. Here he sits in the crew taxi awaiting the arrival of CSXT 3352 with the loaded 56 coal hopper cars.

Once the 56 coal hopper cars were loaded with coal, and the coal tipple operator released the train, the Engineer of CSXT 3352 took his train down the Merna Spur to the wye at Lenarue. Here the train took the east leg of the wye out onto the passing siding. As the last hopper car of the train approached the switch, the Conductor brought the train to a stop. He then climbed onto the last car and told the Engineer to pull east and asked Jacksonville to align the switch so the train could go out onto the mainline. Once on the mainline and the train clear of the switch, the Conductor had the Engineer stop the train. The Conductor then contacted Jacksonville to align the switch for the mainline. Once this was accomplished, the Conductor had the Engineer back the train west on the main line. Short of the west switch the Conductor stopped the train. He then got on the ground and tied down the last five cars of the train. The Crew Taxi then picked up the Conductor and transported him to CSXT 3352. Once back with the locomotives, the Conductor uncoupled the locomotives from the train. He then boarded CSXT 3186 and told the Engineer to head east past the Lenarue passing siding east switch. Once beyond the switch, the Conductor had the engineer stop the train. Jacksonville was then asked to align the switch for the passing track. Once the switch was aligned, the Conductor had the Engineer back the two locomotives into the passenger siding. The locomotives continued west until they reached the east leg of the Merna Wye. Here the Conductor got on the ground to align the switch for the passing track. Once the switch was aligned for the passing track, the Conductor boarded the locomotive and it continued west to the 56 hopper cars that had been left in the siding. Once at the site of the empty 56 coal hoppers, the Conductor got on the ground and guided the locomotives to a couple with the empty hopper cars. Once the couple was made, the Conductor released the hand brakes on the five cars he had previously tied down. With the hand brakes free, the Conductor directed the Engineer to take the train east. As the rear of the cut arrived at the Conductor's location, he had the train stopped. He then mounted the last hopper car and had the Engineer continue east. One past the switch to the east leg of the wye, the Conductor stopped the train and got on the ground to throw the switch for entrance into the Merna Spur.

During the loading of the second section of the train at the Coalgood tipple, the actions of the CSXT train crew and the JRL coal tipple loadout crew mirrored the actions of the coal loading of the first section of the train. When the train cleared the switch where the east leg of the wye joined the passing track, he stopped the train. The east leg wye switch was then aligned for the passing track and locked in place. The Conductor then boarded the last car of the train and rode the train out onto the mainline. Once the passing siding switch was aligned for the mainline, the train was backed up the mainline to the already loaded section of the train. When within two car lengths of the tied down loaded section of the train, the Conductor stopped the train. He then got on the ground and talked the Engineer into a coupling. After the coupling, the Crew Taxi took the Conductor to the locomotives. Once at the locomotives, the Conductor uncoupled the locomotives from the train and placed a Freight Rear End Device (FRED) on the rear car.

With the FRED in place, the Conductor reboarded the locomotives. The locomotives ran east past the switch to the siding. Once clear of the switch, Jacksonville aligned both siding switches to allow the two locomotives to return to the mainline west of the tied down string of coal hoppers. Once back out on the mainline, Jacksonville aligned the west passing siding switch so

the locomotives could back up to couple to the string of loaded hopper cars. When the locomotives were three car lengths from the tied down hopper cars, the Conductor stopped the train. He then got down on the ground and guided the locomotives to a couple. Once the couple was made, the Conductor loosened the hand brakes on the tied down coal hoppers and rejoined the Engineer in the cab. It was now 11:00 PM. Then, with permission from Jacksonville, train C821, with its 116 loaded coal hopper cars now headed by CSXT 3186, proceeded down the track for Loyall Yard and their journey to Corbin Yard and onto South Carolina.



CSXT 3352, leading C821, approaches the Lenarue passing track.



The Conductor is climbing onboard the lead coal hopper to set its hand brake.



CSXT 3352 has uncoupled from its string of coal hoppers and is preparing to enter the mainline.



CSXT 3352 and CSXT 3186 return to the passing track to haul the first 56 hopper cars of Train C821 up the Merna Spur to Coalgood.



CSXT 3352 and CSXT 3186 pull the first cut of hopper cars forward to clear the switch controlling entry into the east leg of the wye.



The Conductor is walking back to throw the switch to allow entry into the east leg of the Lenarue Wye.



The Conductor, while clinging to his perch on the rear of SCWX 09298, uses his right hand to work his radio. Via the radio, the Conductor provides guidance to the Engineer as the cut of hopper cars enter into the east leg of Lenarue Wye.



The road to the front of the camera marks the boundary between CSXT track and JRL track. The abandoned Mary Helen Company Store and office building is on the left.



Just beyond the former Mary Helen Company Store is a pedestrian bridge that gives access to the Methodist Church. The pedestrian bridge provides a bird's eye view of the JRL Coalgood coal tipple.



The Conductor, hanging onto the rear of SCWX 09298, guides it and its mates into JRL #1 Yard track. The coal loading tipple is seen at the left and the coal holding tipple at the right.



A view from the holding tippel back toward the loading tippel. JRL Yard track can be seen in the foreground.



We have turned 180 degrees from the previous photo. The JRL coal stockpile is to the left and the JRL coal loading tippel, which will load CSXT's train C821, is on the right. The coal holding tippel can be seen through the legs of the loading tippel.



A close-up of the coal stockpile. A dozer is shaping the coal stockpile to ensure even flow of the coal into the tunnel containing the screw that feeds the coal tipples conveyor belt.



It is 7:00 PM and the sun has sunk below the hills. CSXT 3352 and CSXT 3186 have positioned their cars in the JRL Coalgood Yard and are awaiting instructions from the coal tipples operator to start moving down the Merna Spur, dragging the empty hopper cars under the coal tipples loading chute.



Night has come and at last the coal tippie operator has instructed the Engineer of CSXT 3352 to start pulling for Lenarue. Coal loading operations are about to commence.



A view of the coal tippie operators office



A view of the coal tippie operator's desk before the equipment was turned on.



A view of the coal tippie operator's station



Above and below are seen the security camera views presented to the coal tipple operator. There is 360-degree camera coverage of the area around the tipple. I was in constant view of the tipple operator, via these cameras, as I positioned myself for a photo.





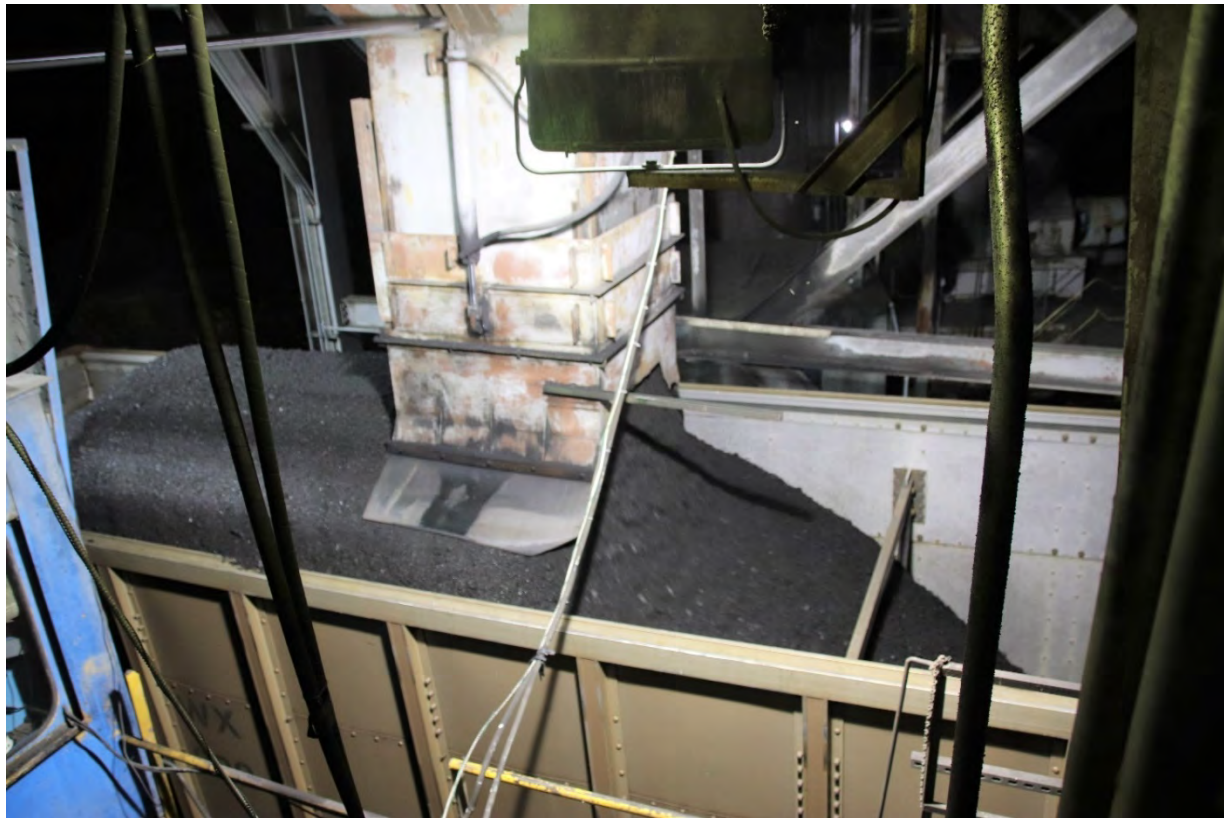
A close-up of the coal tippie operator's control stand



The first discharge of 117 tons of coal is coming out of one of the loading bins into the hopper car.



Above and below are views of the discharge chute loading a hopper car with coal. Note how the top of the coal is contoured to hold it within the car.





The abandoned Mary Helen Company Store and office building at night



The Methodist Church from the pedestrian bridge over the CSXT track



The log skid had just brought in four freshly cut trees to add to the log pile.



The log picker is arranging the logs in stacks for loading upon a log truck. Depending on the type of tree harvested, the logs will be taken to any one of six lumber yards in a three-county area. Note that none of these logs have their centers hollowed out by rot. All of these logs came from managed second or third generation growth.



A view of the timber operation office, supply room, and lunchroom



When the Coalgood site produced home heating stoker coal, these aluminum tags, one-inch in diameter, were salted in the coal so that the home owner could be certain he was getting good burning Darbee Coal and not an inferior coal.

CSXT'S JACKSON KENTUCKY YARD IS NO MORE

M. A. Huller

In 1910, the Louisville & Nashville Railroad (L&N), while building their EK Subdivision, established a railyard at Jackson, Kentucky, to serve the local coal industry. The Jackson Yard was an auxiliary yard to L&N's Ravenna Kentucky Yard. The Jackson Yard received cuts of empty coal cars from Ravenna for distribution to local mines in Breathitt County and served as a marshalling point for coal cars that had been filled by the local mines. There was a constant movement of empty hoppers and gondolas from Ravenna to Jackson and hoppers and gondolas loaded with coal traveling from Jackson to Ravenna. This to and fro of empty and loaded coal cars between Ravenna and Jackson continued under CSXT management until circa 2017.

The start of the 21st century saw coal production in the Jackson area start to fall; by 2010, there was only one active coal tipple in the area. This tipple at Elkatawa is still active. Early in 2017, CSXT transferred the one remaining locomotive crew based at Jackson to the Hazard Kentucky Yard. Since that time, the Jackson Yard has sat empty with the exception of a derelict mine goat and two bad order boxcars. The yard's passing track had been converted to car storage use.

On Monday, 29 June 2020, CSXT began to take out the Jackson Yard track. The yard track was severed from the mainline just west of the switch that connected the yard to the mainline. The work of removing the yard's track was completed on 2 July 2020. The only track that remains is the 100 yards that holds the Kentucky May Coal Company switch locomotive and its two boxcars. The ownership of the locomotive and boxcars is unknown; however, they were supposedly bought by R. J. Corman, but the R J Corman Company has been unable to find any ownership papers. Thus, the equipment sits there, slowly rusting away.



A view west into the Jackson Yard from where the yard track leaves the mainline



The CSXT crew at work removing the yard track



The derelict Kentucky May Coal Company locomotive and its two box cars, which have sat in the Jackson Yard for the past 10-years, are now landlocked. The locomotive and boxcars were supposedly bought by Mr. Corman; however, R J Corman Group can find no ownership title; thus, they sit at Jackson.



Jackson Yard offices



Looking east from the east entrance to the Jackson Yard



A view east from the west end of Jackson Yard following CSXT's removal of the track



A view west from the east entrance to Jackson Yard

SAFETY ALERT



All Departments

August 17, 2020

On Thursday, August, 13, 2020 at approximately 12:45 pm, a Short Line Railroad assignment was switching the Georgia Pacific paper mill warehouse located in Crossett, Arkansas with one locomotive and five boxcars when the conductor sustained fatal injuries. The crew was shoving into the plant with the conductor protecting the point of the shove, the locomotive engineer was seated at the control stand on the opposite side of the conductor, and the brakeman was located in the conductor's side of the cab on the same side that the conductor was protecting the point.

As the three person crew shoved into the Georgia Pacific warehouse, the conductor was protecting the shove move with the lead boxcar going through the doorway towards the car spot in the warehouse when the conductor was struck by the move and suffered fatal injuries.

This tragic Short Line incident in Arkansas is a sobering reminder of why Safety must remain the first consideration when performing any task. At CSX, several recent incidents have occurred that could have resulted in one or more of our employees being seriously injured. These incidents occurred from failure to properly perform basic railroad functions such as switching railcars in a yard, securing equipment left in a track and protecting shove moves. These recent events require us to reset our thinking and reflect on how we are going to make sure each shift, each hour, each task is performed with safety in mind. No matter what department you work in, we are tied together in safety. The most important achievement is that every person safely returns home to family and friends.



August Severe Incidents on CSX

- **Derailment (Covington, VA)**- Y291 coupled into four standing empties on track 4 at Westrock and then shoved the principal car over the bumping block and through a block wall at the end of the track.
- **Collision (Russell, Kentucky)**- While operating engine lite on the manifest connection track, Y103 pulled into the foul of track M01 without permission from the yardmaster. Simultaneously Q303 was doubling their train from T05 to occupy track M01 and struck the front right corner of Y103's locomotive.
- **Side Swipe (Columbus, OH)**- Y291 was in the process of shoving into track 5 when track 8 rolled out and side-swiped two cars and one locomotive.
- **Side Swipe (Savannah, GA)**- Y192 failed to secure 10 cars set out on track 3. These cars rolled back out of track 3 and struck the side of the cut being switched.



SAFETY



Transportation Department

Week of November 4, 2019

Scenario

The fall weather has arrived at many locations across our network and that means winter conditions are just around the corner.

Supervisor Points of Emphasis

All locations should have activities such as clean-sweeps underway or already completed, in order to prepare our yards and work locations for the winter conditions that will arrive soon. This effort is vital to making sure walking areas will not have hidden hazards when covered by snow and helps ensure a safe work environment throughout the winter months. These clean-sweeps should always involve participation from all departments. The communication and teamwork created by these clean-sweeps are rewarding for all employees. This also elevates the sense of pride employees have for their work location and can create the momentum a team needs to finish out 2019 with a strong safety effort.



This is also the time to take inventory for winter supplies and Personal Protective Equipment. Ensure approved anti-icing materials such as salt are available for use on walkways and that your work location has the appropriate amount of winter PPE on hand. This will allow our employees to be adequately equipped with anti-slip footwear and other winter gear that will keep them performing at a high level throughout the winter season.



SAFETY

CSX TRANSPORTATION
LOUISVILLE DIV
3601 GERINGER AVENUE
CINCINNATI, OH 45223

FRA INJURIES FOR 12 MONTHS FROM AUGUST 2019 THROUGH THE END OF JULY 2020
AVERAGE NUMBER OF EMPLOYEES IN LOUISVILLE DIVISION: 1,660

Incident #	Injury or Illness	City	State	Title	Body Part Desc	Injury Description	Days Absent	Days Restricted	Date of Death
NO FRA REPORTABLE INJURIES FOR THE MONTH OF AUGUST 2019									
R000185359	09/16/2019	HAMILTON	OH	EQUIP OP E	Hand (general)	Cut/Laceration/Abrasion/Avulsion	111	0	
R000185980	10/14/2019	FLATWOODS	KY	CONDUCTOR	Shoulder (includes rotator cuff)	Sprain/Strain	180	0	
R000186446	11/06/2019	LOUISVILLE	KY	CONDUCTOR	Knee	Sprain/Strain	285	0	
R000186527	11/07/2019	OWENSBORO	KY	TRACKMAN	Foot (general)	Bruise/Contusion	73	0	
R000187042	12/09/2019	BONNYMAN	KY	WELDER	Abdomen	Other burns	0	0	
R000187984	01/21/2020	CINCINNATI	OH	MACHINIST	Shoulder (includes rotator cuff)	Sprain/Strain	12	0	
NO FRA REPORTABLE INJURIES FOR THE MONTH OF FEBRUARY 2020									
R000189307	03/25/2020	LOUISVILLE	KY	WELDER	Cheek	Cut/Laceration/Abrasion/Avulsion	0	0	
R000189362	03/27/2020	LOUISVILLE	KY	CONDUCTOR	Chest	Bruise/Contusion	143	0	
R000189759	04/20/2020	LOUISVILLE	KY	EQUIP OP E	Nose	Cut/Laceration/Abrasion/Avulsion	30	0	
R000189893	04/27/2020	BOWLING GREEN	KY	SIGNALMAN	Eye	Cut/Laceration/Abrasion/Avulsion	22	0	
R000190018	05/03/2020	FLATWOODS	KY	CONDUCTOR	Shoulder (includes rotator cuff)	Sprain/Strain	106	0	
NO FRA REPORTABLE INJURIES FOR THE MONTH OF JUNE 2020									
R000191354	07/15/2020	SEYMOUR	IN	EQUIP OP E	Lower back	Sprain/Strain	33	0	

RUN DATE: 01/02/19
 RUN TIME: 09:14:10

CSX
 SENIORITY ROSTER
 DEPARTMENT: Mechanical - Chesapeake & Ohio
 DISTRICT: HU17
 FOR THE YEAR: 2019

Russell Machinist

SEQ STD	ID NUMBER	EMPLOYEE NAME	BIRTH DATE	SEN DATE	TIE BRK	SEN FROZEN	ROSTER STATUS	EMP ACT
1	182774	J T Richards		11/06/78	0		Disability	PS Not
2	629036	W J Sampson Jr		12/16/81	0		Sick > 30	Defined
3	208036	R D Walker		09/14/99	0		Active	PS Not
4	241438	J W Webb		09/21/99	0		Active	Defined
5	241201	R D Rose		12/06/99	0		Active	Active
6	378246	J L Waginger		08/08/00	1		Active	Active
7	378305	D D Leibee		08/14/00	1		Active	Active
8	379473	L E Horsley		05/07/01	5		Active	Active
9	208035	P M Walker		05/07/01	6		Active	Leave Of
10	241197	T R Napier		08/12/02	4		Active	Absence
11	536071	D S Napier		09/09/02	1		Active	Active
12	536072	D R McGinnis		09/09/02	2		Active	Active
13	621517	T D Tucker		03/03/03	0		Active	Active
14	380921	P E Dudrick		07/19/04	0		Active	Active
15	570789	J C Huff		08/02/04	0		Active	Active
16	654262	R D Griffith		08/02/04	1		Active	Active
17	573869	W D Houchin		08/19/04	1		Active	Active
18	574116	K R Salyers		09/07/04	0		Active	Active
19	573862	J K Lunsford		11/24/04	0		Sick > 30	Leave Of
20	117784	J L Martin		12/08/04	0		Active	Absence
21	574566	A D Bryant		06/15/06	0		Active	Active
22	215548	W E Love		07/31/06	0		Active	Active
23	215749	B W Cline		08/21/06	0		Active	Active
24	217846	M W Daniels		11/02/06	0		Active	Active
25	224567	J P Rose		11/05/07	0		Active	Active
26	217849	G S Kiselak?		05/05/08	0		Active	Active
27	228198	B W Dickison?		07/14/08	0		Active	Active
28	223904	S M Berry?		07/21/08	0		Active	Active
29	229522	G L Suttles?		10/20/08	0		Sick	Active
30	229976	J K Marshall?		10/20/08	1		Active	Active
31	229597	B K Spangler?		10/20/08	2		Active	Active
32	231422	D K Roar?		04/26/10	1		Active	Active
33	226198	S E DeHart?		10/25/10	0		Active	Active
34	232075	J L Napier?		01/14/11	0		Active	Active
35	243344	J E Wallenfelsz?		01/17/11	0		Active	Active
36	244080	D D Drabek		02/28/11	0		Active	Active
37	243388	J L Woods		02/28/11	1		Active	Active
38	242609	W C Fannin		10/31/11	0		Active	Active
39	251169	B E Adkins		07/01/13	0		Active	Active
40	262077	R A Hayden		08/19/13	0		Active	Active
41	263548	B W Roberts		08/19/13	1		Active	Active
42	267615	B E Brown		03/31/14	0		Active	Active
43	249649	J B Copley		06/01/14	1		Active	Active
44	270608	K B Runnels		08/11/14	0		Active	Active
45	379698	J D Yates		09/19/16	1		Active	Active
46	215805	D M Bush		10/03/16	1		Active	Active
47	215804	J P Keith		10/03/16	2		Active	Leave Of
48	240459	C E Philpot		07/24/17	1		Active	Absence
49	240587	D B Perkins		07/24/17	2		Active	Active
50	379551	R D Parker		07/24/17	3		Active	Active
51	212982	C L Felts		07/24/17	4		Active	Active
52	247450	B L Ferguson		07/24/17	6		Active	Active
53	259546	P L Philpot		07/24/17	7		Active	Active
54	223606	T M Sizemore		07/27/17	1		Active	Active
55	256780	A T Ledington		07/31/17	1		Active	Leave Of
56	240454	J D Ellis		08/21/17	1		Active	Absence
57	276794	A R Woolum		09/27/17	1		Active	Active
58	239807	W M Bennett		01/15/18	1		Active	Active
59	239730	B K Rains		01/29/18	1		Active	Active
60	244084	D A Thompson		04/02/18	1		Active	Active
61	266683	Z S Collins		04/02/18	2		Active	Active
62	240458	P K Cox		08/06/18	1		Active	Active
63	380005	M R Steelman		09/17/18	1		Active	Active