

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

Volume 9 Number 3



POTUS RIDES CSXT's RAILS

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PRESIDENT'S MESSAGE

Due to government restrictions concerning meetings, the 2021 CSXTHS Convention will be a Zoom meeting. See page 40 for more information and check the CSXTHS website for updates.

If all goes well, our 2022 CSXTH convention will be in Evansville, Indiana.

Remember that we are always looking for photo essays to add to our web site. Also, the Journal is always looking for articles.

CSXT recently donated to CSXTHS a number of locomotive operating manuals. These manuals are now available for consulting at the COHS archives at Clifton Forge, Virginia. COHS has been kind enough to supply CSXTHS storage space.

SEE YOU TRACKSIDE STANDING IN THE CLEAR

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

Articles and photos for publishing in CSXTHS Journal are always welcomed.

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

PRESIDENT GEORGE BUSH'S 1992 CAMPAIGN TRAIN

Charles H Bogart

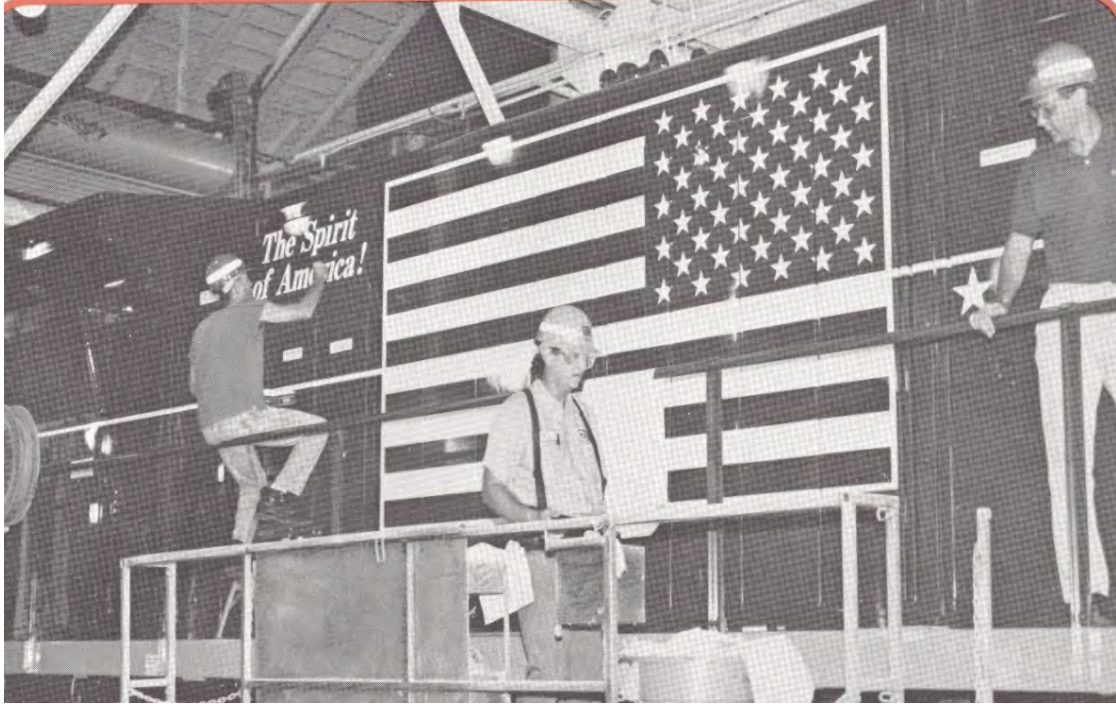
For two days, September 26 and 27, 1992, President George Bush conducted a whistle stop campaign in Ohio and Michigan for re-election to the White House. The Presidential campaign train consisted of nineteen cars, a mixture of CSXT and Union Pacific business cars. Serving as the platform from which the President would speak during his whistle stops was CSXT business car Baltimore. Powering the train was CSXT 7812, renumbered 1992 for the excursion, and CSXT 7810, both General Electric CW40-8 locomotives. The train, dubbed "Spirit of America," covered 233 miles during its two-day journey from Columbus, Ohio, to Grand Blanc, Michigan. The train's journey from Columbus, Ohio, to Toledo, Ohio, was over Conrail track, and from Toledo to Grand Blanc on CSXT track.

Work on putting the whistle stop train began on September 10, just sixteen days before the train pulled from the Mound Street Yard in Columbus. Responsible for organizing the train was John Orison, Assistant Vice President Operations. The main problem CSXT faced in putting the train together was meeting White House Communication Agency requirements for secure and fast radio communication while the train was going down the track.

In all, some 500 members of the White House, Secret Service, News Media, local officials, and CSXT employees rode the train. The CSXT operating crew consisted of Charlie McClain, engineer; Jack Bengtson, conductor; and Ned Browne, brakeman. The dining room staff, riding in the Greenbrier, was headed by Senior Chef Amos Robinson, who made sure that he did not have broccoli on the menu.

Before the train left Columbus, three high rail vehicles started down the track. These high rail vehicles were then followed by a pilot train, Train No. 601, consisting of a locomotive and two passenger cars. Train No. 601 ran ten minutes ahead of the Presidential Train, Train No. 602. Running ten minutes behind the Presidential Train was a chase train, Train No. 603, consisting of a locomotive and two passenger cars.

At all of the stations, the Presidential Whistle Stop Train was met by cheering crowds, some 10,000 people greeting the train at Grand Blanc. In addition, the track was lined by well-wishers at towns and villages at which the train did not stop. The Bushes, however, graced the Baltimore's rear platform throughout the train journey waving at their well-wishers.



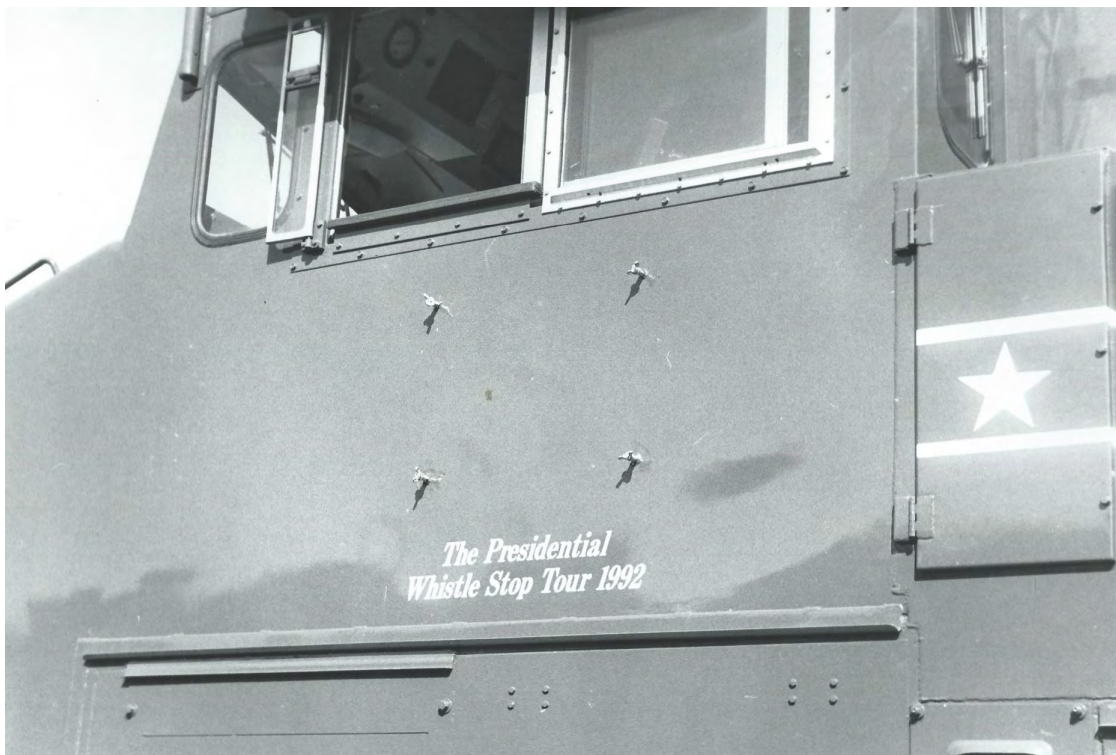
The CSXT Waycross Locomotive Shop crew are seen putting the final touches to CSXT 1992, in reality CSXT 7812. (CSXT Photo)



Fully painted, the Presidential locomotive is eased out of the Waycross, Georgia, paint shed. (CSXT Photo)



CSXT 1992 is seen in all of her glory at Grand Blanc, Michigan. (CSXT Photo)



Under both cab windows there was stenciled, "The Presidential Whistle Stop tour 1992." Note the brackets for holding the Presidential seal, which was only displayed when President Bush was onboard the train. (CSXT Photo)



The President is onboard the train and the Presidential seal is displayed below the cab window; above the window flies the Presidential flag. (CSXT Photo)



At the rear of the engine hood, just above the frame, was stenciled, "With Regards For President Bush – James P. Holley" (CSXT Photo)



The Presidential Train is seen entering Kenton, Ohio. (CSXT Photo)



The Presidential Train at Wixom, Michigan. (CSXT Photo)



The Presidential train is seen at Marysville, Ohio. (CSXT Photo)



The President and Mrs. Bush work the crowd from the rear platform of the "Baltimore."
(CSXT Photo)



Above and below, President Bush and Mrs. Bush at Columbus, Ohio. (CSXT Photo)





A view from the interior of the Baltimore out to the platform. (CSXT Photo)



The Presidential train at an unknown location in Ohio. (CSXT Photo)



A postcard mailed out by the Republican Party promoting voting Republican. (Bob Moore Collection)



The Presidential train has made a whistle stop at some unknown location in Michigan. (CSXT Photo)



The CSXT carhosts in their CSXT white 1992 Presidential Train Whistle Stop Tour baseball hats and sporting the CSX Presidential Whistle Stop Tour 1992 lapel pins on their jackets. (CSXT Photo)



Engineer Charlie McClain



A close-up of one of the CSX Presidential Whistle-stop Tour 1992 baseball hats



Each CSXT car host wore one of these lapel pins on his jacket



Each of the CSXT carhost was given a George Bush Presidential tie pin.



Every operating crew member of the CSXT Presidential Train was given a George Bush Presidential key chain.



Satchels like this were given to members of the media that accompanied the train. On the upper flap is printed “Spirit of America Whistlestop Tour 1992.” On the side of the bag is the seal of the President of the United States.

OSBORN YARD CAR SHOP

CSXT's Osborn Yard in Louisville, Kentucky, is home to a three-bay car repair shop. The shop works one shift, 7:00 AM to 3:00 PM, Monday through Friday, and repairs an average of ten cars per day.



The car shop is building #16 on this map of Osborn Yard.



Looking at the south end of the Car Repair Shop; damaged cars enter the shop through these doors. The bump out on the right of the building is where, on the second floor, the Car Repair Shop supervisor's office is located. The first floor houses the breakroom and restrooms



Two cars sit on the RIP track. Notice the various sizes of stored car wheels.



A flatbed truck delivering a new supply of wheels. When he leaves the trailer, will be loaded with damaged wheels.



A view of the unloading of the wheels on to the forklift.



Entrance to the Car Repair Shop. A safety briefing was conducted before entrance to the building was granted.



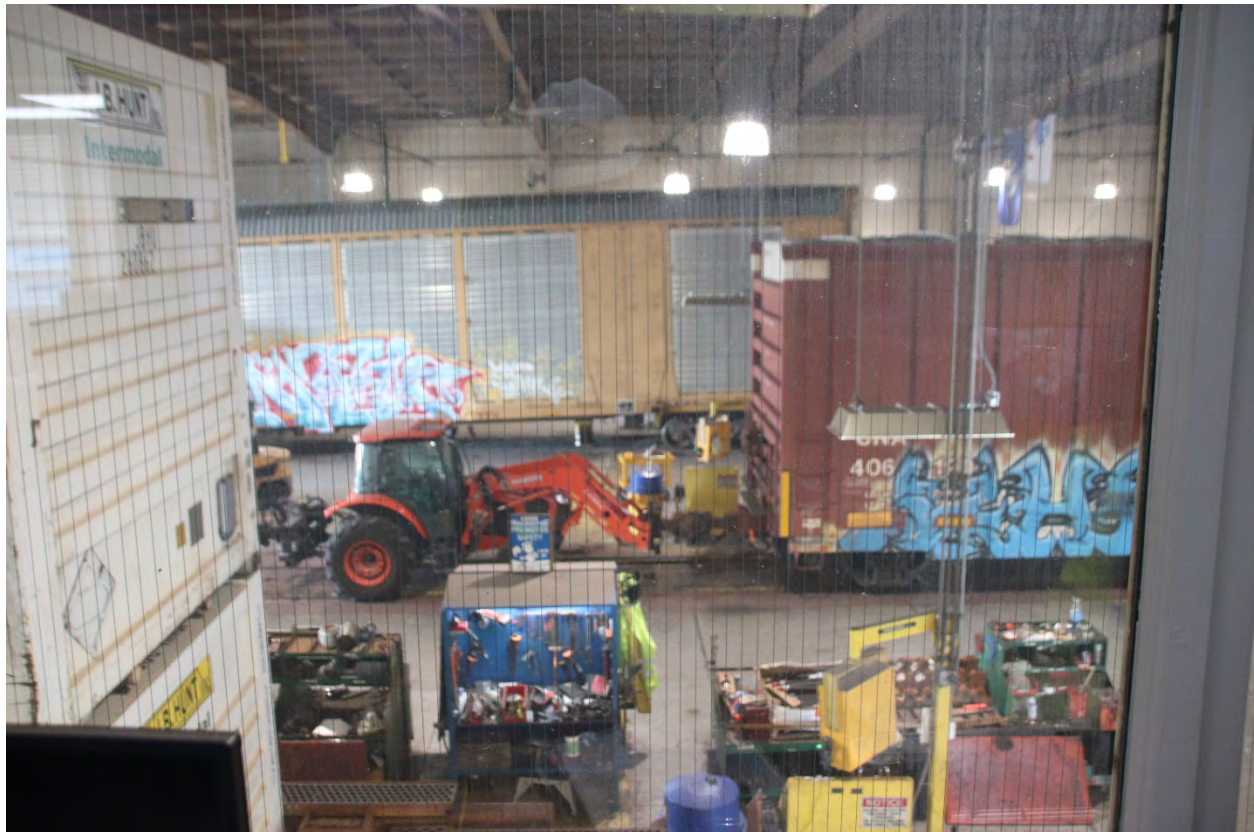
The Car Repair Shop supervisor's office, which overlooks the working floor.



These two monitors show feed from the security cameras that cover the area in and around the Car Repair Shop.



The Car Repair Shop workers had just completed repairs to CAN 406190.



**To the blare of horns CAN 406190 is being pushed out of the shop into the ready track.
CSXT will be sending a bill to Canadian National to cover the cost of repairs.**



This stack car, holding two J B Hunt containers, was under repair for dragging brakes.



This autorack, CTTX 592684, had a damaged truck.



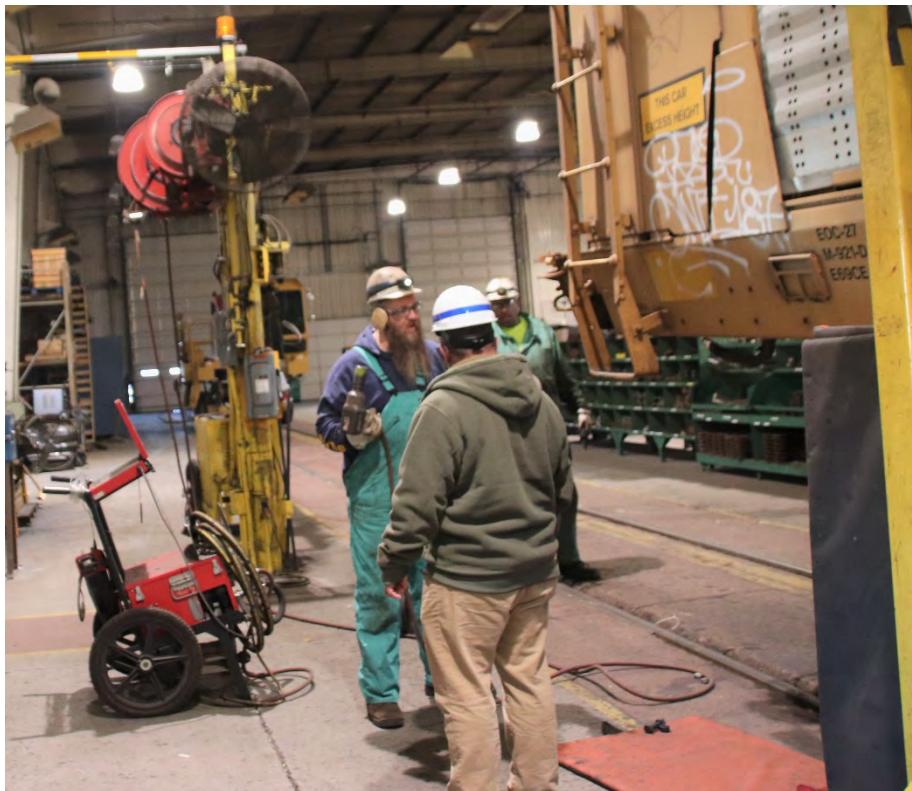
CTTX 692684 is being jacked up so the damaged truck can be pulled free.



CEFX 350811 is being pulled into the shop for replacement of a flat wheel.



A close-up of the shop's tractor. Note the coupler on its front end; a similar coupler is located on the back of the tractor.



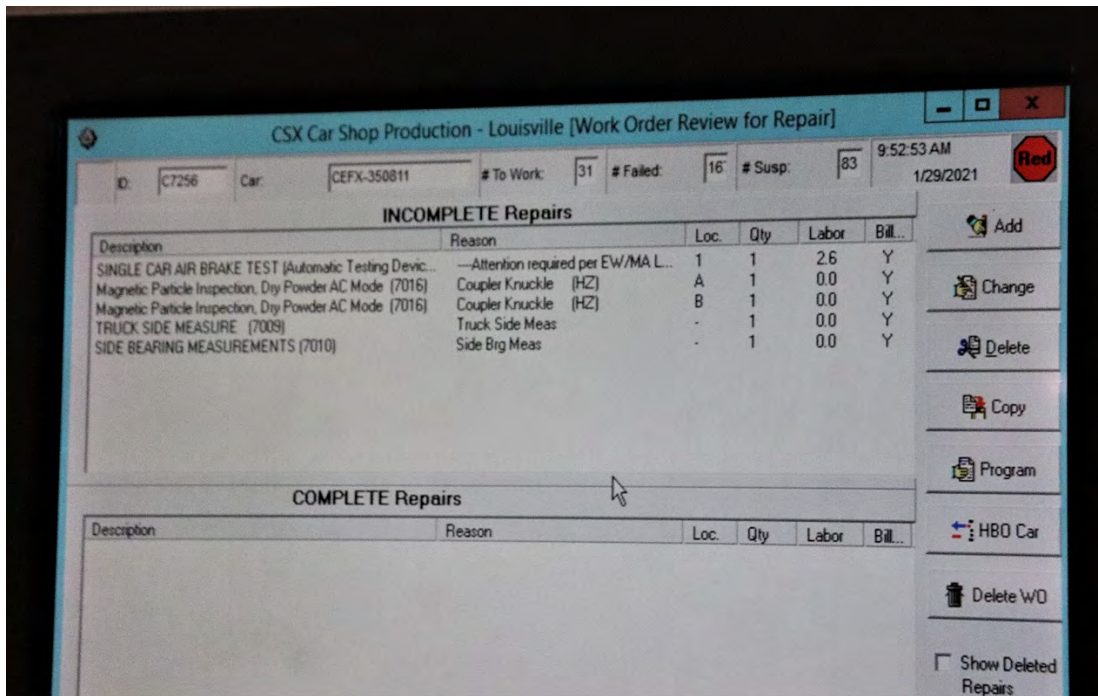
A job briefing is held as the workers prepare to pull the truck out from under CTTX 692684.



There are no paper documents in the Car Repair Shop. All information the workers need is on the harddrive.



A close-up of the screen showing the car that is to be worked on.



The information on the car to be worked on showing work to be done.



A quick safety briefing is held as the workers prepare to go underneath CTTX 692684.



CEFX 350811 has been spotted in the Car Repair Shop ready for work to begin on her.



Damaged wheel sets have been loaded on the the trailer for transportation to a wheel repair shop

CSXT ENCOUNTERS A ROCK SLIDE

M. A. HULLER

On 17 December 2020, CSXT 770, an ES44AH, and CSXT 5498, an ES40DC, pulling a train of empty coal hoppers, encountered a rock slide at Wallins, Kentucky, and went on the ground. Wallins, on the CSXT Cumberland Subdivision, is located some ten miles south of Hazard, Kentucky. Fortunately, the train's engineer and conductor suffered only minor injuries in the derailment. The train, with its 110 empty coal hoppers, was on its way from Corbin, Kentucky, to Loyall, Kentucky, when at 2:00 AM it encountered a major rock slide. The slide covered both Kentucky 2007 and the CSXT mainline with tons of rocks, some of the rocks being larger and heavier than the CSXT locomotives.

It took CSXT two days to open the track and re-rail the locomotives. Of the eight hopper cars that derailed, two of the cars were re-railed and taken to Corbin. The other six cars were moved some 500 feet to the west of the derailment site and dumped alongside the CSXT right of way. The six hopper cars left at the wreck site are to be cut up in place and taken away as scrap. The six wrecked hopper cars are CSXT 835263, CSXT 835380, CSXT 835825, CSXT 836254, CSXT 836488, and CSXT 836502.

The two locomotives, CSXT 770 and CSXT 5498, after rerailing, were chained together and pulled to the Loyall Yard. It is expected that they will be moved sometime in early 2021 to the Huntington Shops for repair.



An overhead view of the wreck site as CSXT prepares to clean its right-of-way. The 102 hopper cars that did not derail have already been transported back to the Corbin Yard. (Robert Scott)



Seen sitting in Loyall Yard after the wreck are CSXT 770, the lead unit, and CSXT 5498, the trailing unit.



A view of the left side of CSXT 770. This is the side of the locomotive that hit the ground. Note the wheel chock under the third axle.



A view of the nose of CSXT 770 as she sat in Loyall Yard.



A view of the engineer's side of the cab of CSXT 770 showing the crushing force the locomotive experienced as she hit the ground.



The damaged left side of CSXT 770.



A view of the left rear truck of CSXT 770 showing the collision damage suffered from its coming into contact with CSXT 5498 as they both went on the ground.



The field expedient chain lash up between CSXT 770 and CSXT 5498 that allowed both locomotives to be moved after re-railing from the accident scene to Loyall Yard.



A view of the right side of CSXT 5498, which took the brunt of the force as the locomotive went on the ground.



The nose of CSXT 5498 showing the damage it suffered in the derailment.



A view of the right side of the cab of CSXT 5498. The cab suffered little damage in the derailment.



A view of the right center side of CSXT 5498. Almost all of its derailment damage was to the rear third of the locomotive.



The right rear truck area of CSXT 5498 showing the damage to the locomotive's frame and truck.



Above and below are general views of the disposal site of the wrecked six CSXT hoppers.





Above and below are close up views of the holding area of the wrecked CSXT hopper cars.





A view of the slide area looking toward Loyall Yard. KY 2007 is to the left of the track. The highway cleanup was hampered by continuous small rock slides. Note the CSXT milepost lying on the shoulder of the road.



A close-up of milepost 232. We are at this location 232 rail miles from Louisville, Kentucky. Will the milepost be restored or replaced? Only time will tell.

DERAILMENT AT QUEENSGATE

Donald Zink

On January 24, 2021, locomotive, CSXT 2334, derailed in Cincinnati's Queensgate Yard. The locomotive, while being operated in remote control mode, derailed and pulled seven cars to the ground as it was on the bridge above Gest Street. There were no injuries and the derailment was cleaned up within 48 hours.



(Photo Brian Sellers)



(Photo Brian Sellers)

FULTON, KENTUCKY AMTRAK DEPOT

Ronald R. Furlong

While located on CN track and not CSXT track, this view of the Fulton, Kentucky Amtrak Depot is offered for the modeler who wants to build a unique Amtrak Depot. This unmanned depot serves Amtrak's *City of New Orleans*. The depot sits by itself in a corn field, no joke, and is reached from US 51 by a farm road that connects to a gravel road, that in turn leads some 300 yards down the track to the depot. The depot is located a mile north of the city of Fulton, Kentucky.



The Fulton Amtrak Depot from the trackside boarding platform. Note the cornfield in background.



A view of the rear of the Fulton Depot showing the fire escape door. The CN track can be seen right center.

CSXT 995002

Colin Chapman

Siting on a hillside, next to Indiana 62, at Charlestown, Indiana, is the remains of CSXT 995002, an Instruction Car. This car for the past 10 years had been part of a restaurant that was recently torn down. Faint lettering above the windows reads Seaboard Coast Lines.





Q4 AND FULL YEAR 2020 EARNINGS BRIEF

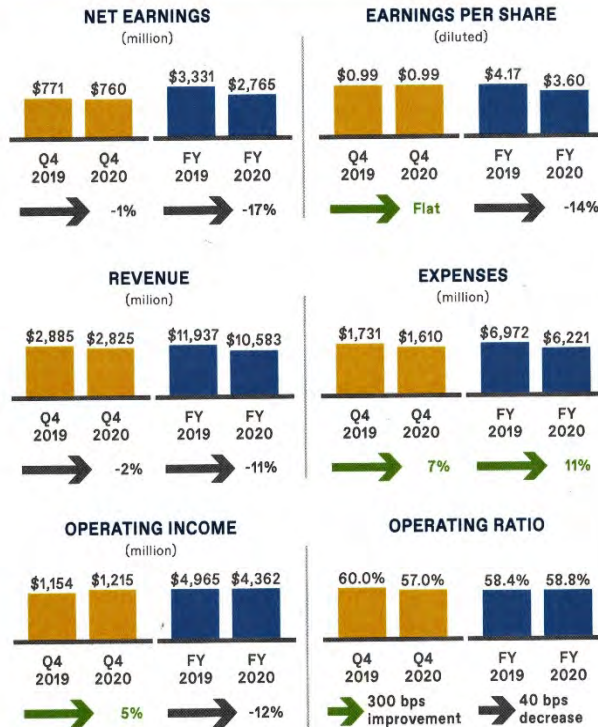
SAFETY HIGHLIGHTS



Safety statistics are estimated and can continue to be updated as actuals settle

- Safety is a guiding principle at CSX
- Record Q4 low number of injuries
- Full year injuries and train accidents at record low levels
- New culture and engagement programs to further drive safety performance in 2021

FINANCIAL HIGHLIGHTS



2020 REVENUE:

Q4 2020 TOTAL \$2,825 MILLION
FY 2020 TOTAL \$10,583 MILLION



MERCHANDISE

Q4 2020 - \$1,864M FY 2020 - \$7,076M
Q4 2019 - \$1,860M FY 2019 - \$7,589M



INTERMODAL

Q4 2020 - \$476M FY 2020 - \$1,702M
Q4 2019 - \$449M FY 2019 - \$1,760M



COAL

Q4 2020 - \$375M FY 2020 - \$1,397M
Q4 2019 - \$459M FY 2019 - \$2,070M

2020 VOLUME:

Q4 2020 TOTAL 1,599 THOUSAND UNITS
FY 2020 TOTAL 5,892 THOUSAND UNITS



MERCHANDISE*

Q4 2020 - 668 FY 2020 - 2,535
Q4 2019 - 665 FY 2019 - 2,707



INTERMODAL*

Q4 2020 - 757 FY 2020 - 2,720
Q4 2019 - 682 FY 2019 - 2,670

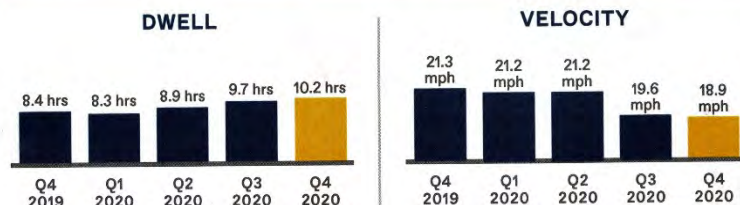


COAL*

Q4 2020 - 174 FY 2020 - 637
Q4 2019 - 192 FY 2019 - 843

*Volume numbers are shown in thousands of units

OPERATING PERFORMANCE



Note: The methodology for calculating train velocity and dwell differs from that prescribed by the Surface Transportation Board. The Company will continue to report train velocity and dwell to the Surface Transportation Board using the prescribed methodology. Additional information on CSX methodology can be found at csx.com/servicemetrics.

Learn more,
[visit csx.com/investors](http://visit.csx.com/investors)

CSXTHS 2021 CONVENTION

A ZOOM MEETING

5 JUNE 2021

TENTATIVE PROGRAM

12:00 PM – 1:30 PM == CHARLES BOGART – CSXT’S CINCINNATI, OHIO, TO CORBIN, KENTUCKY, RAIL LINE

1:30 PM – 3:00 PM == DAVE OROSZI – CSXT TRAINS I HAVE PHOTOGRAPHED

3:00 PM – 4:30 PM == PAUL GRETTER – LONG ISLAND RAILROAD’S NEW TUNNEL ENTRANCE TO NEW YORK CITY

4:30 PM – 6:00 PM == DOUG RIDDELL – AMTRAK TRAINS AND PEOPLE

THE WEB LINK WILL BE POSTED TO THIS PAGE ON THE MORNING OF 4 JUNE 2021.