

# JOURNAL OF THE CSXT® HISTORICAL SOCIETY

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## PURE MICHIGAN

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## PRESIDENT'S MESSAGE

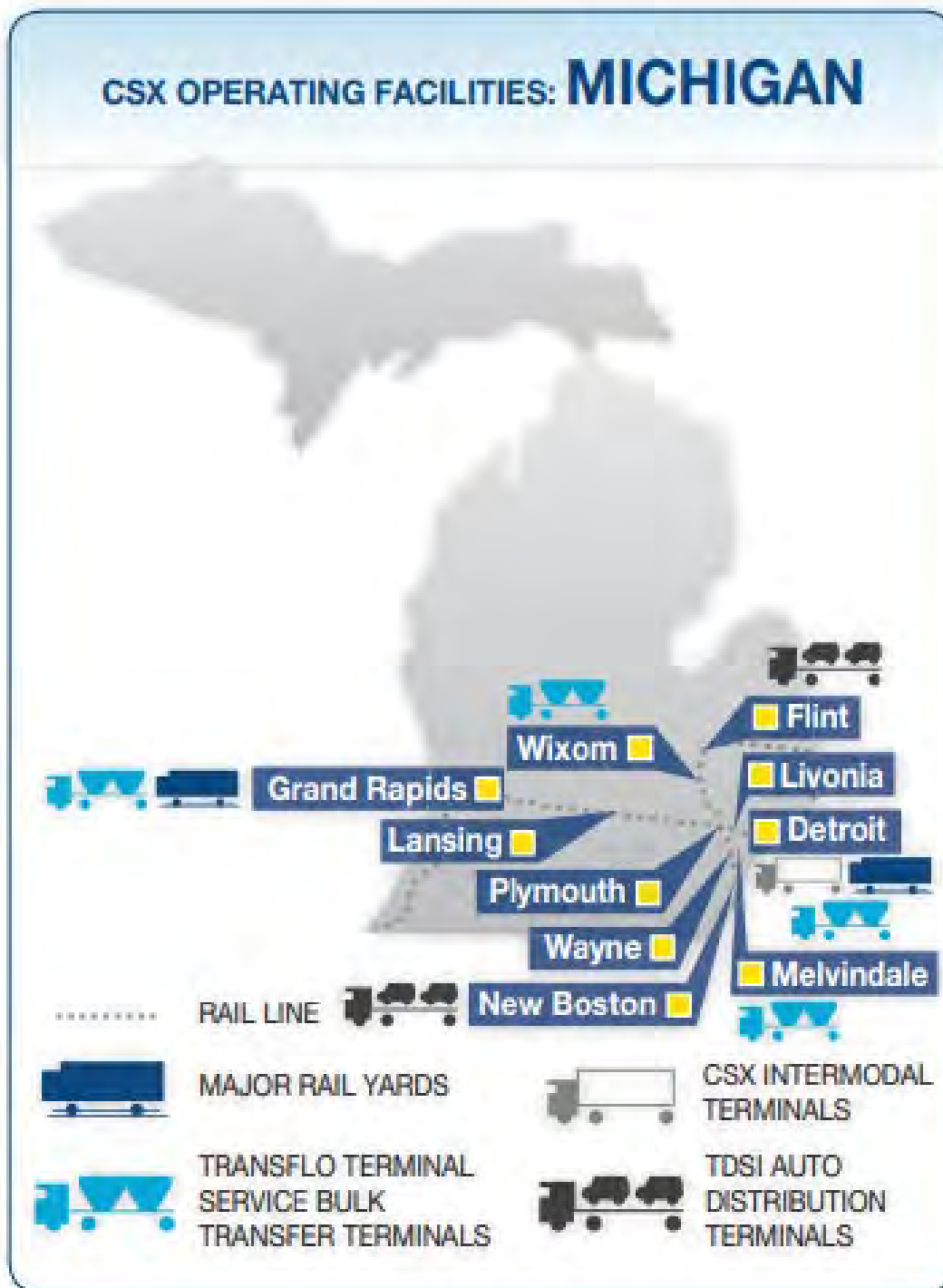
I trust you all enjoyed the 2021 CSXTHS Zoom Convention. We plan on having a person-to-person CSXTHS Convention in June, 2022; however, for this to happen, we need someone to volunteer to organize the convention. Here is your chance to step up and become part of the CSXTHS leadership team. If interested, contact us at [csxths@gmail.com](mailto:csxths@gmail.com).

In this issue, the CSXTHS Journal is focused on CSXT in Michigan. We would like to do an issue on CSXT in Canada but need photos and articles. If you have any photos or are interested in writing an article, contact us at [csxths@gmail.com](mailto:csxths@gmail.com).

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This sign was on display in the Wyoming Yard Office building.

## CSXT WYOMING YARD

Wyoming Yard, located in Grand Rapids, Michigan, was the heart and soul of the Pere Marquette (PM) Railroad. It was located at the halfway point between Detroit, Michigan, and Chicago, Illinois. From here, a line ran north to Ludington, Michigan, and the Lake Michigan car ferry. Here, PM built a large locomotive and car repair shop. Wyoming Yard, however, during the 1950s while under Chesapeake & Ohio Railway (C&O) ownership, began a slow decline. This was brought on due to the diezation of the railroads, the discontinuation of car ferry service over Lake Michigan, and the decline of the Michigan industrial base. Wyoming Yard's 42 stall roundhouse was gone by 1981. Its various support structures would soon follow, the Car Shop being closed by CSXT circa 1990. The last major work performed by the Car Shop was the scrapping of 51 Chessie cabooses in 1987.



This sign greets one as he enters the Wyoming Yard Locomotive and Car Shops area. A banner proclaiming “Providing Service Excellence to our Customers” blanks out the map showing the facilities that used to be located in this area.





Above, a C&OHS 1945 aerial view of the Wyoming Shops area; below, a Goggle Earth 2020 view of the same area.





The former CSXT locomotive repair shop at Wyoming Yard.



A close-up of the sign above the former shop showing the pride its workers took in doing their jobs.





A view of the north wall of the locomotive shop



A view of the west wall of the Shops with CR 64528 snow plow parked nearby.



A view of the south and east wall of the Shops



The former Car Repair Shops





Above and below: Some of the signage on the former Car Repair Shops walls







The only remaining element of the former roundhouse. It only stands, as it is a nest place for Osprey. See nest in upper left.



This Trackmobile sat outside of the former Car Shop waiting to resume work.



Above and below: Wyoming's Yard's Repair-in-Place Car Shops







One of Wyoming's Yard's Repair-in-Place Car Shops vehicle



CSXT 4233, a SD40-3, and CSXT 4427, a GP40-2, have just uncoupled from their train and are heading across the yard for their next assignment. In the foreground is rail salvaged from the dismantling of portions of the former Shops area.



The Wyoming Yard Office



A remote-control locomotive operator, standing on the ground, works his engine as he makes up a train.





Above and below are two general views of Wyoming Yard.







Another view into Wyoming Yard. On the far left is a C&O bunk car still in its green C&O paint scheme.



A fallen flag gondola, B&O 356754, was loaded with scrap metals.





Also in the yard was B&O 350495, an ex Railgon gondola.



CSXT 4036, a SD40-3, and CSXT 2011, a GP38-3, are seen working Wyoming Yard.



CSXT 5349, a ES40DC, and CSXT 483, a CW44AC/H, are seen leaving the locomotive service center for the yard for their next train assignment.



CSXT 483, a CW44AC/H, and CSXT 5349, a ES40DC, have just coupled onto a cut of cars and will soon be heading for Holland, Michigan.





CSXT 4222, a SD40-3, and CSXT 4427, a GP40-2, are seen running light through Wyoming Yard for the locomotive service center after having brought in a train from Detroit.



CSXT 5453, a ES40DC, rests outside of the Wyoming Yard Office awaiting a new crew.

## WYOMING YARD TRANSLOAD FACILITY

Located to the west of the former locomotive repair shops is a transload facility. It handles both liquids and solids.



Above and below are general views of the transflow facility. The tower is used to house sand.





## CSXT WAVERLY YARD

Waverly Yard, located at Holland, Michigan, sits at the junction of the CSXT track running west from Detroit, Michigan; via Grand Rapids, Michigan; to Holland, Michigan, and the CSXT track running north from Chicago, Illinois; via Pine Junction, Indiana; to Holland. From Holland, CSXT track run north to Port Sheldon, Michigan. In 1986, Chessie closed the Waverly Yard office and engine house.



A Google Map view of Waverly Yard. The track from Grand Rapids enters from the upper right; the track from Chicago enters from the lower left; and the track to Sheldon Harbor exits from the upper left.



A view looking west into Waverly Yard. The Yard is beyond the highway bridge.





The view from the highway bridge location looking east out of Waverly Yard



Looking into Waverly Yard from the west side of the highway bridge. The former Yard office is seen center. The north leg of the wye is seen just past the signal tower.





The Waverly Crew Building



Both signs by the two signal towers read “East Leg.” Note the derail warning sign on the right signal tower.





A manifest freight train is seen leaving Waverly Yard for Grand Rapids.



This GIMX 516197 spine car holds six “Cleanharbors” hazard materials carrying containers. These must be new containers as they carry no warning placards.



A close-up of three of the “Cleanharbors” hazard materials carrying containers. Note the placard holders have no markings on them.



Seen are the Waverly Yard local caboose CSXT 904091 and locomotive CSXT 6549, a GP40-3.





Above and below are views of the former Waverly Yard Office now used to house signal equipment. The photo above is of the south and west side; the photo below is of the north and east side.





Above and below are overlapping views west into Waverly Yard.



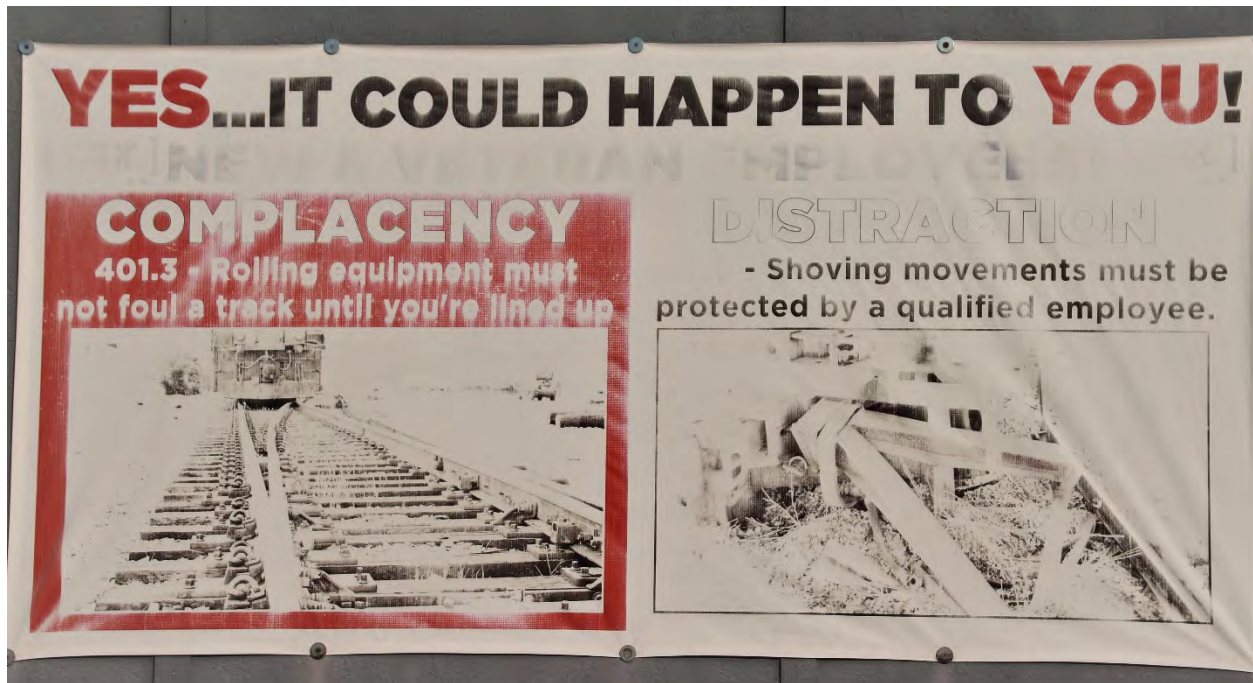




Above and below are views of the tank car unloading area located to the south of the Crew building. Tank cars are unloaded as needed by tractor trailers.







Safety sign on the side of the Waverly Crew Building



A Sperry track inspection truck is seen running the CSXT line east toward Grand Rapids.



## CSXT GRAND HAVEN SWING BRIDGE

The Grand Haven Bridge is on the CSXT rail line running north from Holland, Michigan, to Port Shelton, Michigan. The bridge was built in 1904 by the Detroit, Grand Harbor & Milwaukee Railroad (DGH&M). The DGH&M later became part of the Pere Marquette Railroad, which was absorbed by the Chesapeake & Ohio Railway (C&O). The C&O, in turn, was merged into the Chessie System, which became part of CSXT. The bridge's superstructure consists of a 150-foot long metal riveted Warren Through Truss, with center A-frame, that pivots on a center pier. The swing bridge provides two navigation channels; the northern channel is 67.5 feet wide and the southern channel 66-feet wide.

From 1905 to 1984, the opening and closing of the bridge was from the Bridge Tender House, which was at track level. The Bridge Tender House was equipped with interlocking and signal levers. Now the opening and closing of the bridge is done by radio command. It takes 3 minutes for the bridge to open or close. The east wing of the bridge swings north and the west end south when the bridge is being closed. The end of span locks, which initially were manually thrown, are now electro-mechanically operated. The bridge currently sees two trains a day.

All photos of the Grand Haven Swing Bridge are from the north bank looking south.



A roadway along the east side of the track allows one to walk out to the bridge approach. Note the signal tower on the right with its STOP sign. A call box is located below the STOP sign. The yellow circle shows a 10 MPH speed over the bridge.



A view of the bridge from the start of its metal deck girder approach bridge



A view of the swing bridge from the start of the approach bridge. A walkway on the left side of the approach bridge leads out to the swing bridge.





The Bridge Tender House and the bridge's pivoting point



The east end of the pier upon which the swing bridge rests when open





A close-up of the east end of the swing bridge



A view of the west end of the swing bridge





A close-up view of the west end of the swing bridge



Passing through the north navigation channel is an unnamed harbor towboat, owned by D. K. Construction, pushing an empty open hopper barge.





A view from the swing bridge opening northward over the fixed approach bridge



This whistle board, indicating a crossing ahead, is located on the east side of the track just beyond the fixed bridge.





# ENGINEERING & STRATEGY

## One Point Lesson



**Title: Disinfecting Locomotive Cabs**

**OPL Number: OPL0254**

### **Purpose: Proper Disinfecting of Locomotive Cabs**

With recent concerns around the spread of viruses it is critical to disinfect locomotive cabs. When locomotives are serviced or Transportation requests a cab to be cleaned, follow these guidelines for disinfecting the commonly used surfaces in a cab. Spray 9, PH7Q, and Avistat-D are approved cleaners/disinfectants used by CSX. The bleach solution detailed in the upcoming Safety Department document concerning Antimicrobial Solution for Cleaning Locomotive Cabs is also approved. Fortress is not to be used to clean the cab. For additional information, refer to X-1700-04, X-9000-02, and OPL-248.

**Note:** If there is blood or bodily fluids in the cab (excludes general toilet compartment cleaning) or a special cleaning is required due to exposure to the Covid-19 virus, this cleaning should be completed by an approved outside contractor.

**Caution:** Do not spray directly on electrical components such as operator screens, electrical connectors, and open ports such as USB/card slots. To clean electrical components, spray enough of an approved cleaner on a piece of cloth or paper towel so that it leaves a wet residue of the cleaner on the surface being cleaned.

### **Examples of USB ports and card slots to avoid when spraying cleaners:**



### **Control Stand**



- Spray desk top area with approved cleaner if equipped
- Wipe down operator screens and buttons with approved cleaner
- Wipe down reverser, throttle, DB, and air brake handles with approved cleaner
- Wipe down switches and buttons with approved cleaner
- Wipe down radio and HTD with approved cleaner
- Wipe down radio handset with approved cleaner

04/02/2020

Author: Dir. Locomotive Engineering & Reliability



## ENGINEERING & STRATEGY



### One Point Lesson

#### Conductor's Area

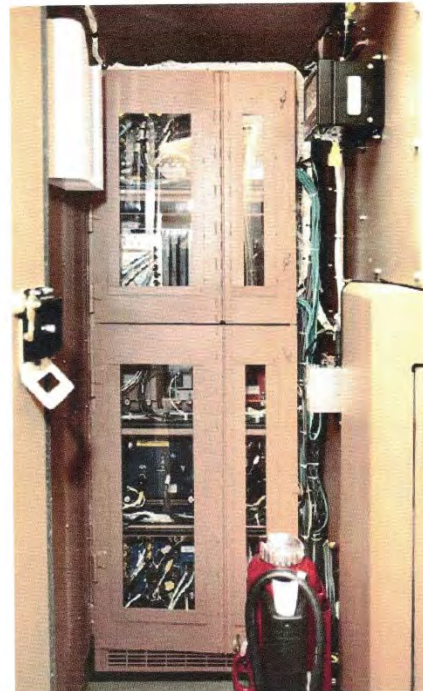


- Spray desk top area with approved cleaner if equipped
- Wipe down operator screens and buttons with approved cleaner
- Wipe down Emergency brake handle, switches, and buttons with approved cleaner
- Wipe down radio handset with approved cleaner

#### Toilet and Vestibule Area

- Spray door handles and locks with approved cleaner
- Spray ice box/refrigerator door handle and exterior with approved cleaner
- Wipe down the inside of the ice box/refrigerator with approved cleaner. Do not spray ice, water bottle, or other food or drink in the ice box.
- Wipe down cut out switches and cabinet door handles and locks with approved cleaner.

**Note:** Only cleaners such as ISC Spice and Chemcoa Biozyme should be used to clean the toilet and toilet compartment.



04/02/2020

Author: Dir. Locomotive Engineering & Reliability