

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

____ Volume 10 Number 1 ____



MICHIGAN ODDS & ENDS

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PRESIDENT'S MESSAGE

I hope everyone has been able to get out over the summer and do some railfanning. We are looking at holding a 2022 CSXTHS conference in Eastern Kentucky during September in connection with the Ravenna Railroad Days Festival. Hopefully, we will have some dates for the 2022 Convention by the next issue of the Journal.

In this issue, we close out our look at Michigan. We hope to do a 2022 issue of the Journal on CSXT in New Jersey. Any photos of CSXT operations in New Jersey that could be sent to the editor would help in getting this New Jersey issue of the Journal ready for distribution.



CSXT 6087 and CSXT 7895 at Lansing, Michigan

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

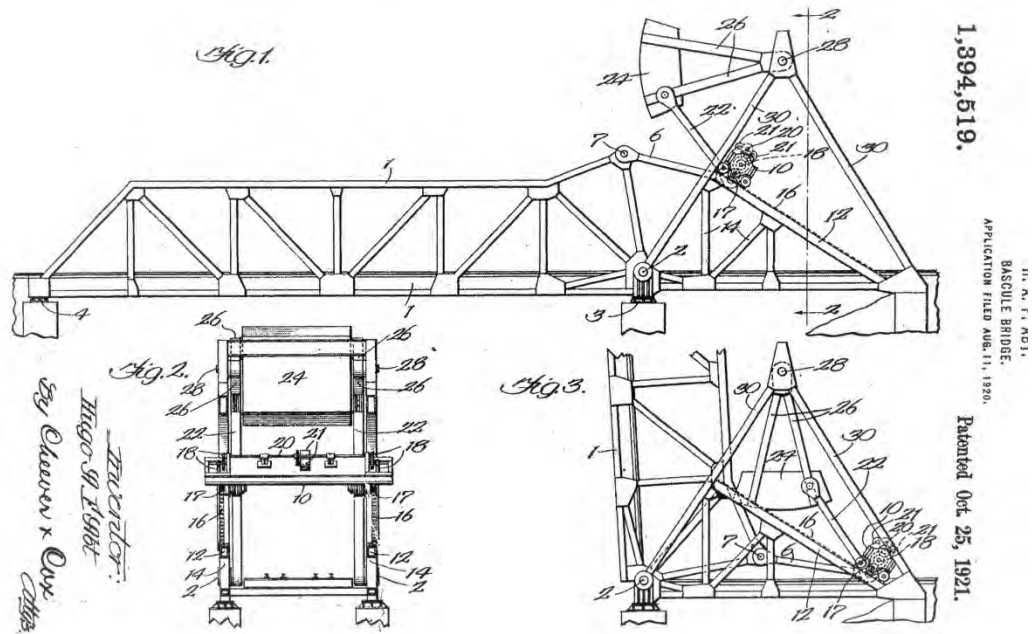
CSXTHS is an equal opportunity organization and membership is open to all regardless of age, creed, sex, or race.

CSXT PORT HURON BASCULE BRIDGE

At Port Huron, Michigan, the Pere Marquette Railroad crossed the Black River by a single leaf bascule bridge, with moving counter weight. This bridge, built in 1931, replaced an 1898 built swing bridge. Until circa 1970, the Black River, within the city limits of Port Huron, was used by commercial lake boats to deliver passengers and goods to various locations on the river's banks. Today the Black River hosts numerous pleasure and recreational boats. Chessie abandoned the track north of the bridge in 1975 and placed the bridge in a raised position in 1980. The bridge is owned by CSXT and discussion is taking place about scrapping the bridge. The tower for the bridge was "WY."



This 1920 view shows the Black River swing bridge open and a passenger boat using the north channel to pass the bridge.



Hugo A. F. Abt's patent diagram of the Black River bascule bridge



A view of the Black River bascule bridge in the down position circa 1970 (T.J. Gaffney Collection)



This circa 1935 photo shows a Great Lake excursion boat tied at a wharf above the bascule bridge.



A poor-quality photo but well worth using. This circa 1950 view is from the C&O ferry apron, through the yard, toward the bascule bridge.



The Black River bascule bridge in its upright position with Tower WY to its right



A view across the Black River at the bascule bridge. A towboat with a barge is passing the bridge bound for Lake Huron.



Looking across the Black River at Tower WY



A view of the rear of Tower WY



A close-up view of the rear of Tower WY



The downriver side of Tower WY and a view of the bascule bridge counter weight



A close-up view of the downriver side of Tower WY and the bascule bridge counter weight

ST. CLAIR TUNNEL

In 1995, CSXT abandoned its car ferry operation on the St. Clair River between Port Huron, Michigan and Sarina, Ontario, and began to use Canadian National Railway's (CN) St. Clair Tunnel. The original St. Clair tunnel, which opened in 1881, was built to handle that era's freight cars. Thus, starting in the 1970s, it was found to be too small to accommodate autoracks, high cube boxcars, and double stacks that were now traveling the rails of Canada and the United States. Therefore, a new, larger tunnel was dug by CN under the St. Clair River. This new tunnel, upon opening in 1994, rendered the car ferry operations on the St. Clair River superfluous and car ferry service ceased. The new CN St. Clair Tunnel measures 6,129 feet (1,868 m) from portal to portal and has a diameter of 27 feet 6 inches (8.38 m). Running through the tunnel is a single standard gauge track.



The New St. Clair Tunnel on the left. The decommissioned tunnel on the right.



A postcard view of the original St. Clair Tunnel with one of its electric locomotives



The sign above the new tunnel entrance reads “Paul M Tellier.”



As a locomotive reaches the top of the hill on the American side, it encounters these signals governing entrance into the yard at the top of the hill.



A CN train is exiting the tunnel on the American side and is fighting the climb to the top of the hill.



Panting, “I Think I Can, I Think I Can,” the CN train, with its load of automobile frames and autotracks, crawls for the top of the hill and the yard beyond.



The last of the autotracks clear the top of the hill and proceed into the CN Yard.



A view into the CN Yard at the top of the hill. After a two hour wait, the CN train on the left still sat crewless.



Located at 2223 16th Street, the CN Yard is off to the right and the St. Clair Tunnel to the rear of the photographer.

CSXT C&O 911034 BUNK CAR

In 2019, a Chesapeake & Ohio Railway (C&O) camp car was sitting in a siding in CSXT's Wyoming Yard at Grand Rapids, Michigan. This car, C&O 911034, had not been used for a number of years. Her green paint was flaking, but she still retained her dignity from when she was an integral part of the Maintenance of Way gangs.



(212 3) A view from the B-end of C&O 911034 along its right side



(2142) A view of the right side of C&O 911034



(2146) A view of the right side and A-end of C&O 911034



(2186) A view of the A-end of C&O 911034 along its left side

CSXT'S CONRAIL SNOWPLOW CR 64523

Stored at CSXT's Wyoming Yard in Grand Rapids, Michigan, is Conrail snowplow CR 64523, now owned by CSXT. CR 64523 is a Russell Snow Plow built circa 1925 for the New York Central System as NYC 663. The plow has sat in place on a side track on the backside of Wyoming Yard since 2014 waiting for a call to service. Below are some photos of CR 64523. A HO model of this plow does exist.



(2204) The left side of CR 64523



The B-end of CR 64523



The right side of CR 64523



The A-end or plow of CR 64523

A SURVIVING C&O ROADRAILER TRAILER

In May 1959, Chesapeake & Ohio Railway (C&O) placed in service its Roadrailer trailers between Detroit, Michigan, and Grand Rapids, Michigan. These Roadrailer trailers were attached to the rear of the passenger trains that ran between these cities. The Roadrailer trailers carried U.S. mail and REA packages. C&O had high hopes that the Roadrailer concept would provide a viable alternative to Trailers on Flatcars (TOFC) and Containers on Flatcar service. However, it was not to be, and Roadrailer soon fell to the wayside, unable to compete with TOFC and container operations. Almost all of the Roadrailers were scrapped, however, a few of the bodies were kept by C&O for use as storage buildings. Since circa 1970, one of these Roadrailer trailers has been used for storage in CSXT's ex Chessie, Grand Rapids Railyard. The trailer is located in the former C&O Shops area. Below are some 2019 photos of this trailer



Right side of the Roadrailer. With the correct sunlight, the words “C&O for Progress Roadrailer” can be seen under the yellow paint, upper center.



Right and rear side of the Roadrailer



Left and front side of the Roadrailer. CSXT did a good job of scratching out the trailer's number as it can no longer be read.



Close-up of the left side of the Roadrailer showing “C&O for Progress Roadrailer” markings



Front side of the Roadrailer

AN ENCOUNTER IN MICHIGAN WITH CSXT 391 “SPIRIT OF DANTE”

M. A. Huller

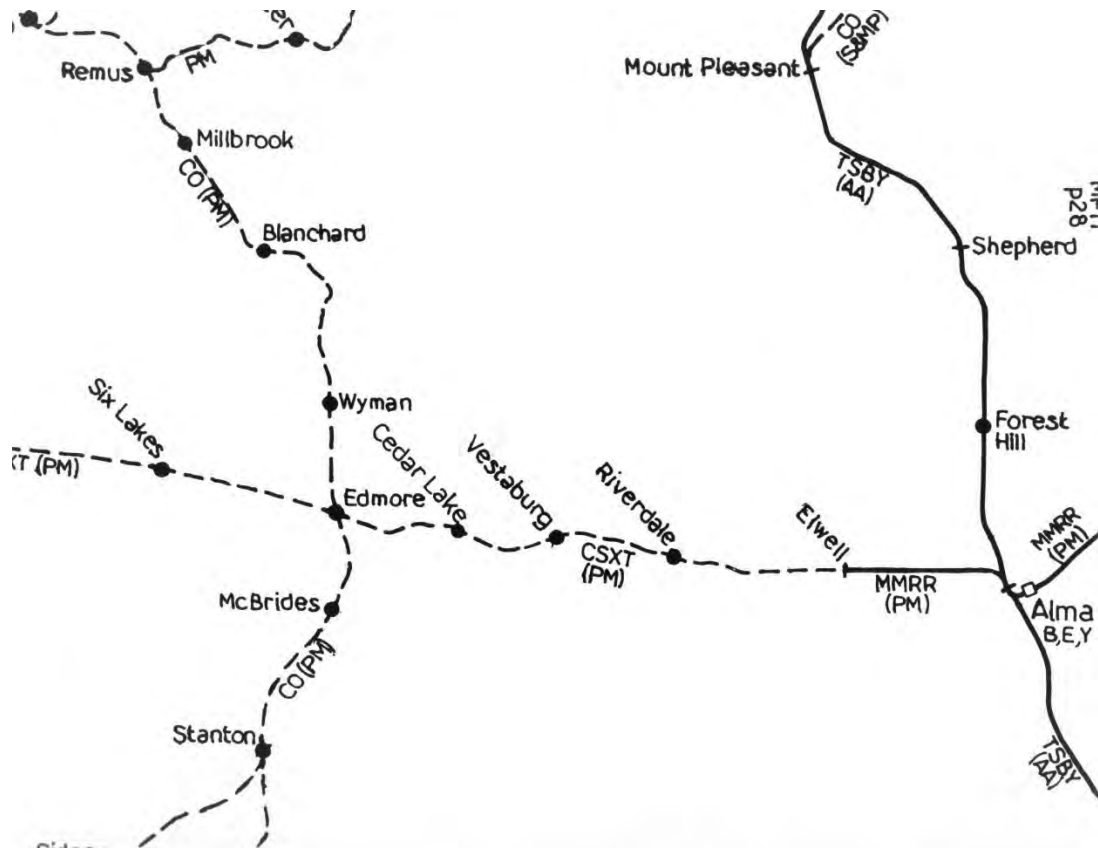


The lettering below “Spirit of Dante” reads, “Repainted at Corbin KY.” Lettering next to the lightning bolt identifies the locomotive as being a CW44AC.

DIAMONDS ARE NOT FOREVER

While most people today do not think of Michigan as an agriculturally based state, during the 19th century, Michigan was granger country. The rail system that developed in the state was based on tapping such resources as maritime, lumber, ore, grains, and fruits. Michigan was soon crisscrossed by numerous small railroads, which were slowly consolidated during the 20th century. The result of all of these independently built railroads was a wealth of diamonds, railroad diamonds that is. By 1920, Michigan was blessed, or cursed, with some 60 railroad diamonds located at cities or towns at which one railroad company's tracks crossed, at grade, the tracks of another railroad company. The city of Edmore, Michigan's, diamond, however, was unique, for here a north-south Pere Marquette rail line crossed an east-west Pere Marquette rail line.

In 1946, the Pere Marquette was merged into the Chesapeake & Ohio Railway (C&O), which itself became part of CSXT. Over the years, the two Pere Marquette rail lines that served Edmond were slowly abandoned, with all track leading to the city taken up circa 1990. It was also at this time the Edmond's train depot was demolished. The north-south C&O line was completely taken up, and the east-west C&O line truncated at Elwell, Michigan. This truncated line is now owned by Mid-Michigan Railroad. Today, within Edmond, there is no visible evidence that once not one, but two, railroad lines served the city. The only hint that trains once called at Edmond is because the town has a Railroad Street.



Rail line map of Edmore and vicinity



2021 aerial view of Edmore (Google earth)



2021 aerial view of Edmore with rail lines drawn in (Google earth)



C&O Depot torn down circa 1990.

MID-MICHIGAN RAILROAD

M. A. Huller

In 1987, Mid-Michigan Railroad (MMRR) bought from CSXT the track from Paines, Michigan, to Elwell, Michigan. MMRR has since then abandoned the rail line from Alma, Michigan, to Elwell. In 2012, MMRR was bought by Genesee & Wyoming. Corn and soybeans are the main commodities hauled by MMRR. The railroad interchanges with the Great Lakes Central Railroad at Alma and the Lake State Railway at Paines.



Mid-Michigan locomotive MMRR 2019, a GP38 built in 1970, is seen at Alma, Michigan. She is ex GNRW 51, ex CR 7862, ex PC 7862. She was one of PC's GP38s built without dynamic brakes.

CSXT DELRAY TOWER CLOSED

William McKinney

On November 18, 2020, CSXT closed Detroit's Delray Tower and switched its duties to the Jacksonville, Florida Dispatch Center, and its tower operator-leverman signed off. Delray Tower was the last tower in Michigan to still use Armstrong levers. In winter time, its levers at times needed two men to throw its pipe connected switches. Located on the southside of Detroit, Delray Tower was, at one time, the busiest interlocking tower in Michigan. In 2020, the Tower controlled track owned by CSX, Norfolk Southern, and Conrail Shared Assets. These same tracks also saw movement of Canadian Pacific and Canadian National trains that have trackage rights past the Tower.

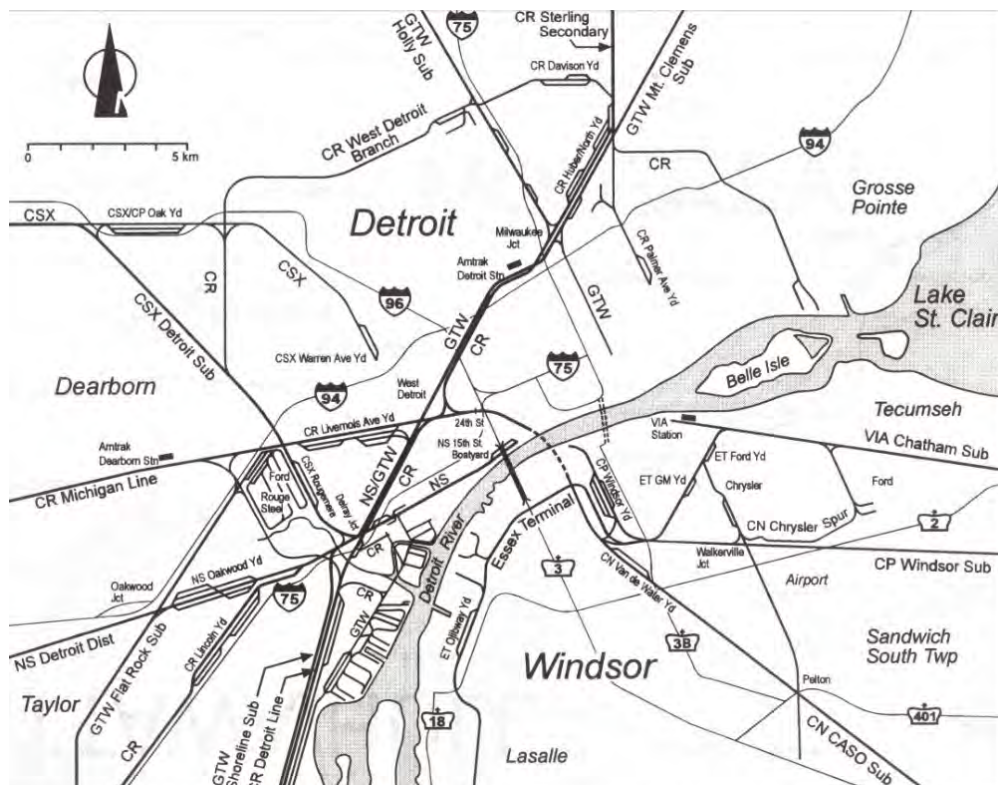
In 2019, work started on replacing Delray Tower. This work included upgrading the track and signals controlled by the Tower and the installation of a remote-controlled interlocking plant. Part of the cost of this work was financed by a \$10.5 million grant given to Conrail Shared Assets by the Michigan Department of Transportation as part of their funding of the Detroit Intermodal Freight Terminal Project. This Freight Terminal Project, besides replacing Delray Tower, included the removal of two diamonds and the building of a third track between Delray and Waterman by Conrail Shared Assets.

The story of Delray Tower starts circa 1890 when the Pere Marquette Railroad built a wooden tower at Delray to control the rail traffic in this area. Delray Tower began to show its age in 1944 when it was maxed out with some 240 trains passing the tower each day. In 1945, Pere Marquette rebuilt Delray Tower with brick and upgraded its equipment. Delray Tower came into CSXT ownership in 1981 as a component of the Chessie System. In 1947, Pere Marquette was merged into the Chesapeake & Ohio Railway, which, in 1971, became one of the three railroads that made up the Chessie System.

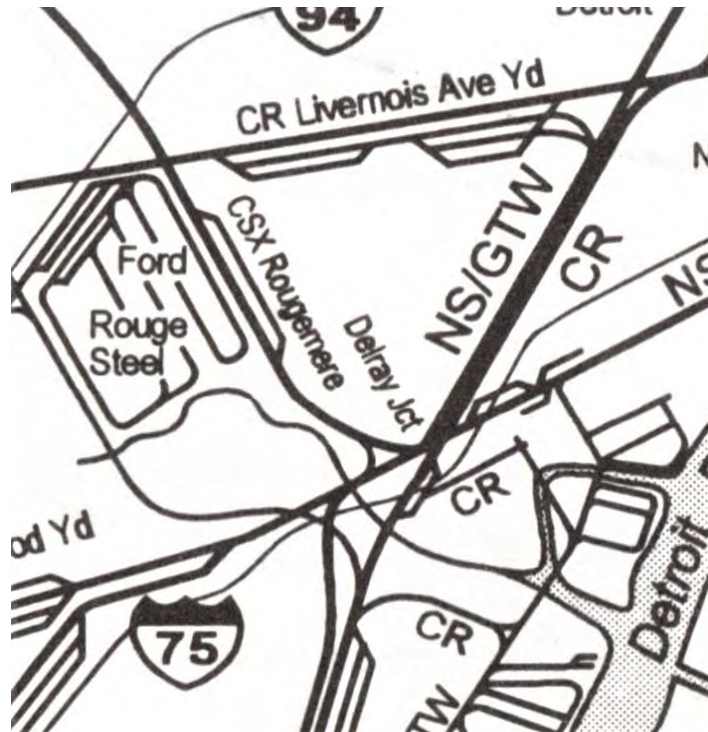
In 2021, Delray Tower, on an average day, sees some 34 to 40 trains running past it. These movements include several CSXT intermodal trains and a pair of Norfolk Southern intermodal trains originating and terminating at Livernois Yard, located just north of Delray Tower. A few CSXT yard jobs operate out of the east end of Rougemere Yard, which is situated just west of Delray Tower: a Norfolk Southern yard job that works the Boat Yard area to the east of Delray Tower; Norfolk Southern moves to the wye to turn locomotives working Oakwood Yard, which is located southwest of Delray Tower; Norfolk Southern manifest trains running on Conrail Shared Assets to and from Sterling Yard, which is located north of Delray Tower; Conrail Shared Assets locals that work nearby industries; two to four Canadian Pacific through intermodal and mixed freight trains that run to and from Canada; a pair of Canadian Pacific locals that operate out of Windsor Yard (Canada) to interchange with CSXT and Norfolk Southern; and some four to six through Canadian National mixed freights.



Delray Tower in 2020 with CSXT 2783, a GP38-2, rolling past (Steve Davey Photo)



2001 CSXT map of Detroit area. Delray Tower is located where CSX Detroit Sub meets NS/GTW line.



Close-up of Delray Junction

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CH1.0	END OF TRACK	Detroit 15th St.	
CH4.5	ROUGEMERE YD	3.5 Delray	
CH6.6	WEST BELT JCT.	2.1 Rougemere	
CH7.7	CR	1.1 Michigan Ave.	
CH8.7	OAK YD	1.0 P Company	
CH12.5	No. 1	3.8 Oak	
3709		5.4	
CH17.9	MIDDLE BELT YARD	5.4 Middlebelt	
3708		2.1	
CH20.0	ALLIED YD	Stark	
3707	FORD YD	3.0	
CH23.0	EAST YD	Eckles	
CH24.1		1.1 Hines Park	
CH24.5	SAG. SD	0.4 Plymouth	
	SAGINAW SD		
	PLYMOUTH SD		

1998 CSXT track chart for Delray Junction



Delray Tower 1937 (CSXT Photo)



Delray Tower 1987 (CSXT Photo)

CSXT 589 – A GE CW44AC/H WALK AROUND

Henry Nobbe

CSXT owns 602 CW44AC/H locomotives, #1 to #602. The “CW” stands for safety nose, “44” for 4,400 horsepower, “AC” for alternating current, and “H” for high tractive effort.



A nose-on-view of CSXT 589



A quarter view down the right side of CSXT 589



A view of the nose and right side of CSXT 589



This right-side view of CSXT 589 was taken when the sun went behind a cloud. Note how the lack of direct sunlight changes the colors of the locomotive.



A close-up of the right side of CSXT 589. Note the bell in front of the fuel tank.



A view of the left center section of CSXT 589 showing the fuel tank and air reservoirs.



A view of the right rear truck of CSXT 589. Note the hand brake above the center axle.



A view from the B-end of CSXT 589 along the right side of the locomotive



The left side of CSXT 589 showing the rear truck



A view of the left mid-section of CSXT 589 showing the fuel tank and air reservoirs



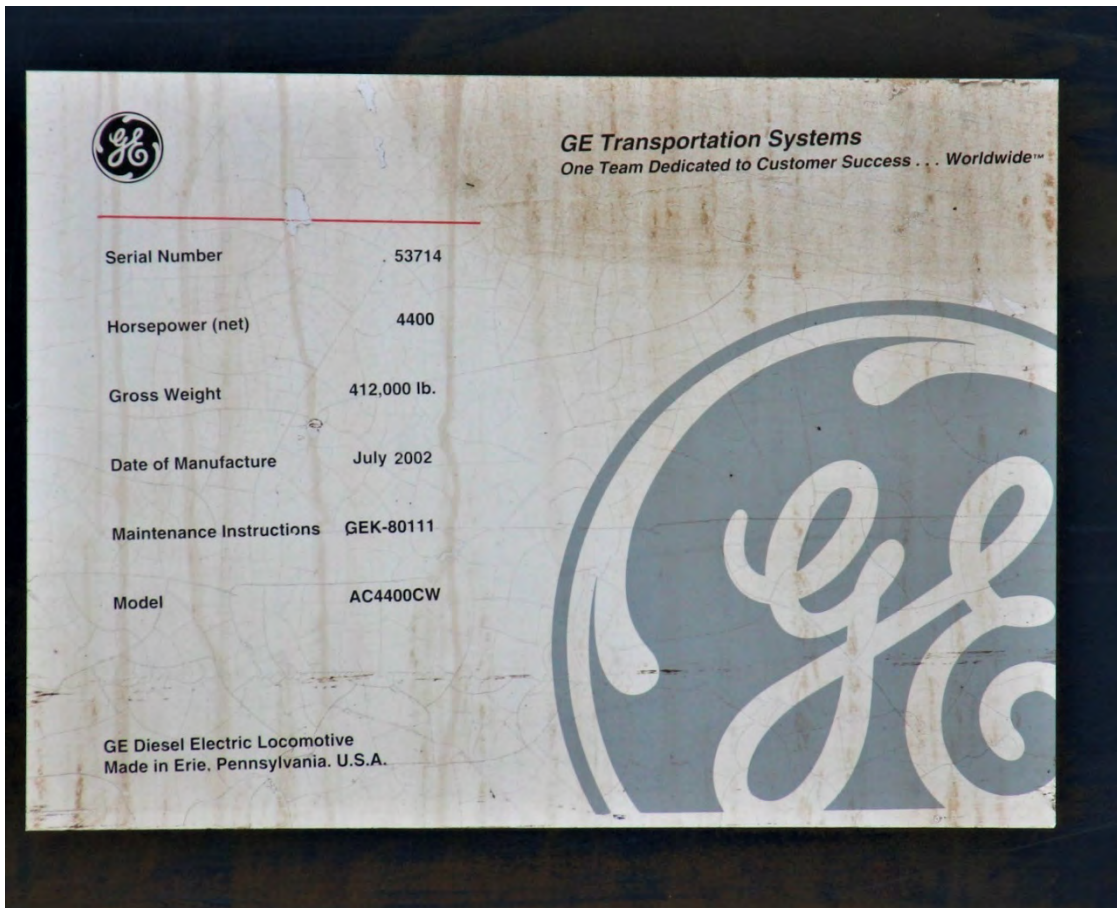
A close-up of the left side of the cab



A view of the left side of CSXT 589. Note the light blue tag in front of the lightning bolt and the builder plaque just to the left of the ladder.



This plate, carrying the words “CW44AH,” was welded in front of CSXT 589 lightning bolt.



GE builder plate located above the left front truck next to the ladder leading to the CSXT 589 cab

***** IMPORTANT NOTICE *** IMPORTANT NOTICE *** IMPORTANT NOTICE *** IMPORTANT NOTICE *****
 ACCORDING TO FEDERAL LAW EFFECTIVE 1/1/97, THIS LISTING MUST BE POSTED ON ALL BULLETIN BOARDS WHERE EMPLOYEES REPORT TO

CSX TRANSPORTATION
 LOUISVILLE DIV
 3601 GERINGER AVENUE
 CINCINNATI, OH 45223

FRA INJURIES FOR 12 MONTHS FROM SEPTEMBER 2019 THROUGH THE END OF AUGUST 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
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 INJURY 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 INJURY FOR THE MONTH OF JUNE 2020									
R000191354	07/15/2020	SEYMOUR	IN	EQUIP OP E	Lower back	Sprain/Strain	33	0	
NO FRA REPORTABLE INJURY FOR THE MONTH OF AUGUST 2020									

PREPARER'S NAME: Tuesdi Sweatt Sr Mgr Accident Reporting & Compliance PHONE: (904) 366-4366



Mechanical Department

August 9, 2020

Scenario

There are indications that inspectors from the Transportation Security Administration (TSA) may conduct planned inspections on railroad property that focus on the ability of railroad employees to recognize a person as a potential trespasser or acting in a suspicious manner. The TSA inspectors that conduct such inspections may not display their identifying information or wear the safety gear that railroad employees are accustomed to seeing from these inspectors.

Supervisor Points of Emphasis

CSX employees should always remain vigilant for suspicious persons or activity while at work. If a trespasser or any other suspicious activity is observed, employees are expected to follow the Recognize, Record and Report process:

1. Recognize the incident
2. Record details of the incident
3. Report the incident immediately to the CSX PSCC, management and/or call 911 (as appropriate).

Your personal safety is paramount and CSX does not expect or require employees to challenge trespassers.

However, if you are approached by a potential trespasser that is seeking information, CSX employees are required to protect company information, as outlined in HM-1 6604 (b). Employees must not discuss or share detailed information on trains, direction of movement, schedule and consists, including hazardous materials, business car and military movements with unauthorized persons. Some important security reminders are included below:



DO

- Request identification credentials from government inspectors each and every time they enter CSX property
- Provide an escort for visitors
- Lock offices, desks and file cabinets when not in use
- Close window shades and blinds when rooms are not in use
- Shred documents containing sensitive or proprietary information
- Frequently change computer passwords
- Lock your computer when away from your desk
- Report all suspicious activity to the Public Safety Coordination Center by calling 1-800-232-0144

DO NOT

- Allow unauthorized individuals into CSX facilities
- Hold doors for people you don't know, or allow others to "coast" in behind you
- Dispose of sensitive documents in the general trash, always use a Company-approved shredder or confidential bin
- Fill confidential shred bins to the top
- Open suspicious mail or packages: lopsided, leaking, emitting odors, excessive postage or postmark does not match return address
- Think, "It can never happen here"



SAFETY