

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

____ Volume 11 Number 2 ____



STANLEY YARD

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PRESIDENT’S MESSAGE

We hope that one and all had a joyful Christmas and that all are looking forward to a New Year of railfanning. The Cincinnati Railroad Club has installed a video camera on the upper level of Cincinnati Union Terminal, which faces the lower end of Queensgate Yard. CSXT trains coming toward the camera are heading to KC Tower in Kentucky where the line splits for Ashland, Winchester, or Louisville, Kentucky. The CSXT archives have expanded during the last quarter of 2022 with the donation of some CSXT timetables and some CSXT slides. If anyone is interested in hosting the 2023 CSXT Convention, please contact CSXTHS at csxtsociety@gmail.com.

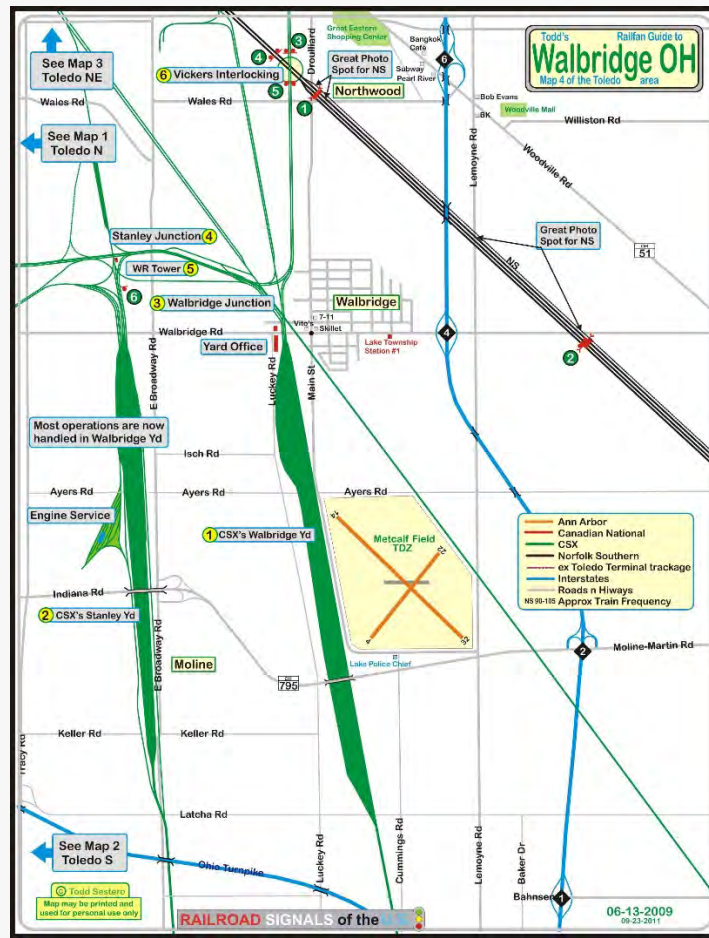
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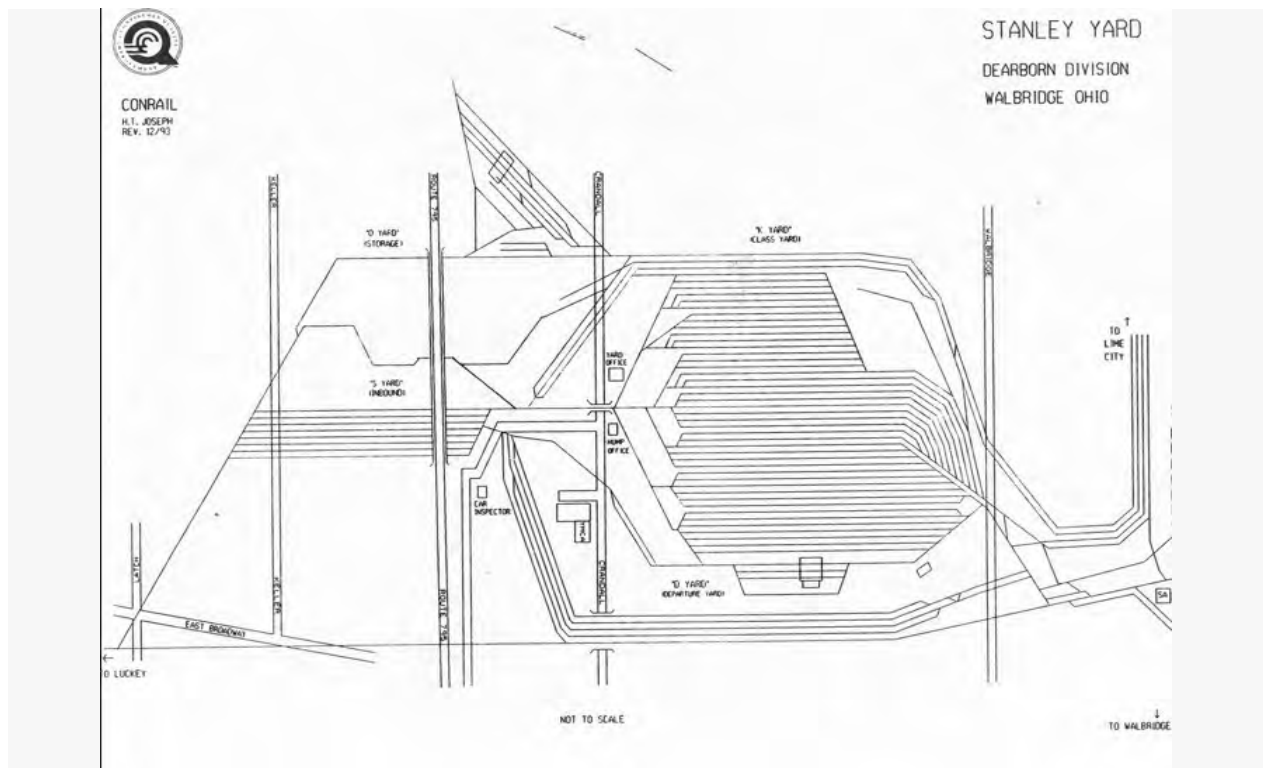
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CSXT'S STANLEY YARD

CSXT's Stanley Yard is located some 4 miles to the east of Walbridge, Ohio, and 15 miles south of Toledo, Ohio. The yard was opened circa 1910 by the Toledo & Ohio Central Railway (T&OC). In 1922, the T&OC became part of the New York Central System (NYC). In 1930, NYC built a hump in the yard and circa 1955 equipped the hump with retarders. Then, in 1968, with the merging of the New York Central System and the Pennsylvania Railroad, the yard came under PennCentral control. With the collapse of PennCentral in 1976, Conrail assumed operation of the yard. In 1999, CSXT acquired Stanley Yard with its purchase of 40 percent of Conrail.

Stanley Yard, for the next 18 years, 1997-2018, was one of 13 hump yards operated by CSXT. In 2017, E. Hunter Harrison, CEO of CSXT, ordered that Stanley Yard be closed and the hump yard track removed. During 2018, both the hump track and the bowl track at Stanley Yard were taken up. All of the CSXT trains that originated at or terminated at Stanley Yard: Q319 to Indianapolis, Indiana; Q322 to Flint, Michigan; Q392 to Detroit, Michigan; Q394 to Cumberland, Maryland; Q507 to Cincinnati, Ohio; Q509 to Chicago, Illinois; and Q511 to Louisville, Kentucky, were moved to CSXT's nearby Walbridge Yard. Overall, some 50 jobs were eliminated with the closing of the Stanley hump operations and the transfer of trains originating and terminating to Walbridge Yard.





On a cold winter day, CSXT 8387 and another locomotive push a cut of autoracks up the Stanley Yard Hump. To the right, a CSXT train prepares to depart the yard. (Conrail Historical Society-Michael D. Harding)



Unfortunately, despite this sign being posted at the entrance to Stanley Yard warning of remote controlled equipment in operation, no such equipment is now used at Stanley Yard.



View of the hump from the north yard entrance



The lead to the hump minus its track



The remains of the hump as seen looking south



The hump underpass looking east



The hump underpass looking west



A view of the hump looking north from the location of the bowl yard



A view from deep in the bowl yard back at the hump



Above and below: Views from the hump back into the bowl yard.





Above and below: Looking north from the southern end of the bowl yard





Above and below are views of the former car repair shop.





A close-up of the former car repair shop



Safety slogans on the side of the former car repair shop



View into the yard from the southwest edge of the yard



View north into the yard from the southeast edge





Above and below: The local leaves the yard





Sitting in the long-term storage track was CSXT 228297, a former Chessie System car.



Sitting in back of the former car repair shop was CSXT 228115. You cannot weather a car more than this car.



This unknown truck was sitting in the yard.



Stanley Yard snow blower SB 9701 was still in the yard waiting to be called for service.

PENN CENTRAL



POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

MARCH 15, 1968



STANLEY YARD IN ITS GLORY DAYS

NORTHWEST OHIO CONTAINER TERMINAL

On February 23, 2011, CSXT opened its Northwest Ohio Container Terminal. This 2-mile-long railyard is located just west of North Baltimore, Ohio. At the yard, CSXT sorts out containers arriving by train from West Coast and East Coast ports for forwarding to their place of delivery. A total of seven gantry cranes are in place to swap containers between cars. The yard operates 24 hours a day, seven days a week. As might be expected, there is tight security around the yard, with the entire yard encircled by an 8-foot-high chain link fence that is hidden behind vegetation. The yard lies roughly .5 miles north of Ohio 18. It is thus almost impossible to shoot photos of the yard's operations.

There are three public access locations from which semi decent photos can be taken of CSXT's Northwest Ohio Container Terminal Yard: From the west, at the junction of Hoytville Road and Range Line Road; at the center of the yard, from the water filling station off of Deshler Road (Ohio 18); and from the east, from atop the Liberty Road overpass. None of these locations are desirable spots to shoot train photos, but they are the best available.





Entrance to the Northwest Ohio Container Terminal



View of the Northwest Ohio Container Terminal truck entrance from the railfan turnaround



View of the gantry cranes from the truck entrance to the terminal



BNSF stack train at Hoytville, Ohio, having just left the Northwest Ohio Container Terminal



A view east into the Northwest Ohio Container Terminal from the junction of Hoytville Road and Range Line Road



A BNSF train waits for permission to enter just outside the west end of the Northwest Ohio Container Terminal. Note, another stack train is approaching the yard on the near track.



A view into the terminal from Hoytville Road



This switch ran out to greet me and then returned to the terminal.



A view of the gantry cranes from Range Line Road. Note the CSXT and BNSF power.



A close-up of the gantry cranes. The terminal is surrounded by fields of soybeans.



The container trains contained numerous cuts of double stack CSXI containers.



Upon reaching Deshler Road, this BNSF stack train was observed leaving the terminal.



The normal view of the Northwest Ohio Container Terminal from Deshler Road. An 8-foot-high chain link fence obstructs the view.



The view of the Northwest Ohio Container Terminal from the water refilling station



A close-up of one of the seven gantry cranes



The gantry crane has lifted a container from a well car and is moving it to an on-road chassis.



Above and below: The container is turned 90 degrees to line it up with the on-road truck chassis.





A close-up of one of the gantry cranes moving a container to a holding yard



A CSXT stack train, powered by CSXT 4327 and CSXT 4330, prepares to head east out of the terminal.



The CSXT stack train had a mid-train helper, CSXT 933.



A view into the Northeast Ohio Container Terminal from the Liberty Road overpass

CSXT'S DRAFFIN KENTUCKY DERAILMENT UPDATE (Volume 8 #3)

An August 2022 National Transportation Safety Board (NTSB) report concerning the CSXT train derailment at Draffin, Kentucky, found that CSXT's used a weather alert system which did not provide sufficient information during extreme rainfall. This failure was a contributing factor in a February 13, 2020, derailment and fire caused by a mudslide at Draffin, Kentucky, that resulted in three CSXT locomotives, a buffer car, and four tank cars of denatured ethanol derailing into the Levisa Fork of the Big Sandy River and catching on fire. NTSB, as a result of this derailment and fire, issued three safety recommendations:

- 1) All trains must have at least five non-placarded cars between locomotives or other occupied equipment and cars transporting hazardous materials.
- 2) All Class I railroads and Amtrak revise operation criteria to provide dynamic weather alerts that take into account current, persistent, and past weather conditions to improve track location weather warnings.
- 3) Once such criteria are revised, operational and engineering personnel are to be made aware of the revisions and to thus change practices and protocols accordingly.

CSXT, as a result of the Draffin derailment, has revised its weather alerts to provide additional information such as cumulative rainfall and will increase track inspections when heavy rain is forecast, heavy rain being defined as 1 inch or more per hour.



A view southward of the derailment site, with the Levisa Fork of the Big Sandy River in the lower left. (NTSB)

As previously reported in the CSXTHS Journal, the derailment occurred at 6:46 AM. on Feb. 13, 2020, at milepost 123.8 on CSX's Kingsport Subdivision, where a mudslide had covered the tracks. The train, with three locomotives and 96 loaded tank cars bracketed by two buffer cars, had been moving at about 25 mph before the engineer applied emergency braking upon seeing the slide, which he estimated covered the tracks to a depth of about 10 feet.



View of the scene of the February 13, 2020, derailment of a CSXT ethanol train at Draffin, Kentucky. (Pike County Office of Emergency Management)

The lead locomotive ended up in the river. Two of the tank cars were breached, releasing 38,400 gallons of ethanol, which mixed with 11,300 gallons of diesel fuel from the locomotives and caught fire, destroying the locomotives and the two breached cars. Crew members were trapped on the locomotive platform but were eventually rescued by a swift-water team from the Millard, Kentucky, Fire Department. Both crew members were hospitalized with non-life-threatening injuries and later released. Nearby residents were evacuated for about three hours over concerns about fires or possible explosions of other tank cars. The rail line was closed for about eight days.

CSXT AND THE GENERAL ELECTRIC C40-8

In 2000, CSXT operated 156 General Electric C40-8 locomotives, ten of which were ex Conrail units. All of these 4,000 hp. locomotives had been purchased between 1989 and 1990. Circa 2016, CSXT disposed of all of their C40-8 locomotives by selling them off to other railroads or scrapping them and replacing them with Tier 4 locomotives. Thus, on January 1, 2022, CSXT had no C40-8 class locomotive on its roster; however, with the acquisition of Pan American Railways on June 1, 2022, CSXT acquired twenty-four C40-8 locomotives. Three of these locomotives, PAR 7575, PAR 7594 and PAR 7595, being former CSXT locomotives; CSXT 7500, CSXT 7594 and CSXT 7595 respectively. CSXT is renumbering these Pan American Railway units into the 9200 series. CSXT 9280, ex PAR 7627, was repainted in YN3c paint in October by the Huntington Shop.



CSXT 9280 at Harverhill, MA (Austin Logan)

PAN AM RAILROAD MAPS



LEGEND

286,000 lb.



(TRACKAGE RIGHTS)

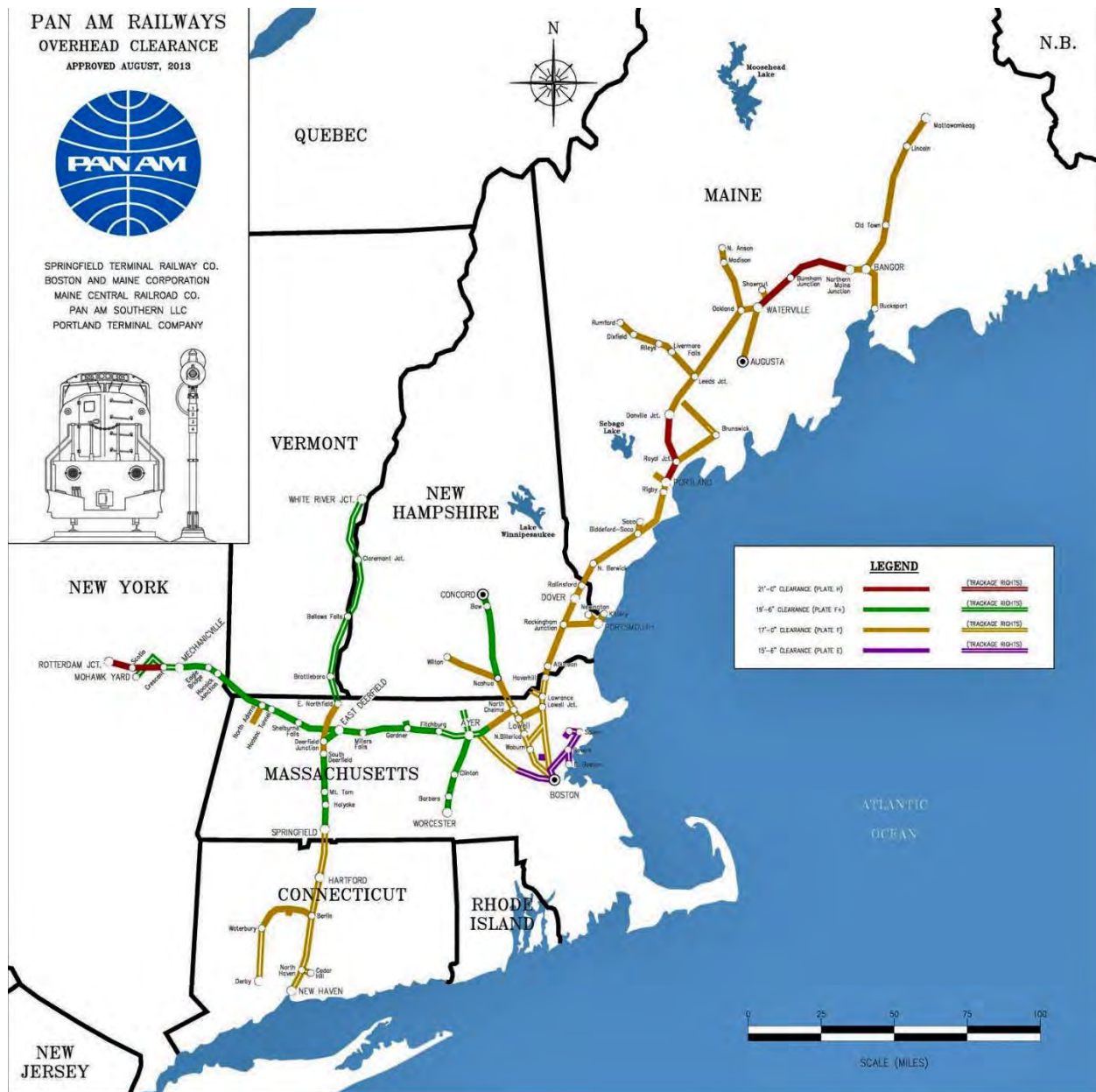


263,000 lb.



(TRACKAGE RIGHTS)





LEGEND

21'-0" CLEARANCE (PLATE H)



19'-6" CLEARANCE (PLATE F+)



17'-0" CLEARANCE (PLATE F)



15'-6" CLEARANCE (PLATE E)



CSXT OPERATION LIFESAVER LOCOMOTIVE

Brian Schmidt

The year 2022 marks the 50TH year of the rail industry involvement in Operation Lifesaver. CSXT to commemorate this anniversary repainted one of their SD70MAC locomotives 4568, with the OL logo. The locomotive was painted at CSXT's Huntington, West Virginia Shop. She is seen here on September 13, 2022 outside of Cincinnati, Ohio, as part of the locomotive consist pulling train Q303.



SMART MESSAGE TO UNION MEMBERS ON POSSIBLE STRIKE



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JEREMY R. FERGUSON
President

September 22, 2022

Important Message to All General Chairpersons Subject to National Negotiations
SMART Transportation Division

Dear Sirs and Brothers:

As we are well aware, our members are eager to learn more about the 2022 Tentative Agreement, which I am enclosing with this letter, along with a Synopsis outlining the Agreement terms.

While reviewing these documents, it is important for our members keep in mind that the SMART Constitution provides a 15-day period for our affected General Chairpersons to submit questions to my office pertaining to the interpretation and the intended application of the terms of this Tentative Agreement. Immediately following that 15-day period, those questions will be consolidated into a single uniform list, and our negotiating committee will meet with the Carriers' representatives to determine the answers to those questions.

As we discussed, those agreed-upon Q&As will be made a part of the Tentative Agreement, which will then be subject to membership ratification. As is always the case, these Q&As will provide crucial clarification on several key aspects of our final Agreement.

As we move ahead with this process, we ask that you help remind our members to remain cautious of any source outside of our Organization that claims to understand or interpret the terms of this Tentative Agreement and/or our members' rights under our constitution. We have seen several websites, social media posts, and publications drawing absurd conclusions, based on nothing more than false assumptions and conjecture. Sources are even going so far as to claim that union leadership can override ratification results and impose Agreements - a claim that is patently false, as there is no such mechanism in our constitution. Our ratification process, including and especially the Q&A process, is designed to cut through that fog and help our members cast a well-informed, educated, and binding ratification vote.

With that being said, we are encouraging you to share this document with your respective Committees, and we appreciate your assistance with gathering questions from our members and forwarding them to this office for inclusion in our Q&As.

To reiterate our earlier discussions, the 15-day period for questions is set to expire at 11:59 p.m. eastern time, on Friday, October 7, 2022. We expect ratification to commence sometime in mid-to-late October.

With best wishes and sincere gratitude for your continued support, I remain

Faternally yours,

Jeremy R. Ferguson
President - Transportation Division



Synopsis of 2022 Tentative National Rail Agreement

General Wage Increases (GWIs) and Service Recognition Bonuses

- 24% compounded GWIs over the life of the agreement + \$5,000 in lump sum bonuses
 - Largest wage increase in nearly half a century
 - Full retroactivity applied to both GWIs and bonus payments (see charts below)

General Wage Increases		Service Recognition Bonuses	
Effective Date	Percentage	Effective Date	Amount
July 1, 2020	3.0%	December 1, 2020	\$1,000
July 1, 2021	3.5%	December 1, 2021	\$1,000
July 1, 2022	7.0%	December 1, 2022	\$1,000
July 1, 2023	4.0%	December 1, 2023	\$1,000
July 1, 2024	4.5%	December 1, 2024	\$1,000

Estimated Retroactive Payment + Bonuses	
Based on December 1, 2022 Implementation	
Annual Earnings Basis	Total Retroactive Pay
\$75,000	\$15,523
\$100,000	\$19,696
\$125,000	\$23,871
\$150,000	\$28,044

Health and Welfare Plan Costs

- No increases to point-of-service/out-of-pocket costs
 - Co-pays, deductibles, coinsurance, prescription drugs, and out-of-pocket maximums remain unchanged
- The sole change is a small increase in monthly cost-sharing contributions, which would increase by 2.4% of premiums, from 12.6% to 15% of premiums
 - Monthly contributions frozen at 15% and capped at \$398.97 effective January 1, 2025
 - Estimated increases effective January 1, 2023, with no retroactivity (see chart below)

Estimated Monthly Cost-Sharing Contribution Amounts	
Based on Current Projections Provided by Insurance Companies	
Effective Date	Monthly Contribution
January 1, 2023	\$319
January 1, 2024	\$340
January 1, 2025	\$362

- To help limit or reduce the above projected increases, the Tentative Agreement also includes a provision for the Unions and Carriers to develop a process for re-bidding our contracts with the Plan's insurance companies and providers
 - This process will be designed specifically for the purpose of limiting unnecessary cost increases, resulting in lower premiums (and therefore limit our monthly cost-sharing contributions)
 - This process will also be designed to mitigate against unnecessary disruption (if any) to the provider networks and our members
 - This process will not result in higher point-of-service and/or out-of-pocket costs

Health and Welfare Plan Enhancements

- All age limitations on speech therapy removed (currently limited to those 3 and younger)
- Addition of autism therapies, including Applied Behavioral Analysis (ABA) treatment
- Increase hearing benefits from \$600 per year to \$2,000 per year

Quality of Life Enhancements (Personal Leave, Scheduled Days Off, and Excused Absences)

- Addition of one (1) paid personal leave day, scheduled according to current personal leave and/or daily vacation day rules, or as an awarded day off on the employee's birthday
- All road service assignments (including extraboards) will have assigned days off
 - Observing assigned days off will be completely voluntary
 - Assigned days off will be negotiated by General Committees of Adjustment, and if necessary, with expedited and binding arbitration to ensure timely implementation
- Employees in unassigned service (including extraboards) will be allowed to attend 3 annual routine/preventive medical care visits without being assessed any form of disciplinary points, demerits, or disciplinary citations under any Carriers' attendance policies.
 - Exams must be scheduled at least thirty (30) days in advance, and must take place on a Tuesday, Wednesday, or Thursday (excluding holidays)
 - Each excused absence includes the necessary time off prior to and/or following the exam (employees are entitled to 3 occurrences per year, not just 3 days)
- All absences relating to hospital admissions and surgeries will not result in any form of disciplinary points, demerits or disciplinary citations under any Carrier's attendance related policies.

Note that this is the first time the Carriers have ever agreed to bargain over attendance policies on a national scale, and it opens the door for future negotiation over these issues!

Improved Predictability, Assignment Selection, and Scheduling

- Carriers may initiate a process to implement Automated Bid Scheduling (ABS) rules, where such rules do not already exist
 - Employees will electronically submit their assignment preferences, which will be automatically adjusted on a predetermined periodic basis
 - ABS rules will be subject to applicable on-property membership ratification rules, with expedited and binding arbitration as a backstop
- The Carriers and General Committees of Adjustment will reevaluate and reestablish pool and extraboard regulation, and may implement self-supporting pools
 - In doing so, the parties must provide:
 - Opportunities for rest outside/in addition to federal requirements
 - Procedures for employees to voluntarily swap/trade assignments
 - Procedures to ensure pre-arranged layoffs

NOT MY GRANDFATHER'S RAILROAD **

Doug Riddell

Aside from having been a locomotive engineer for 35 years, preceded by a decade in broadcasting, I have offered my insight into the ground pounder's life on the railroad in books, magazines, and even on network television for the past 30 years. I hear regularly from readers of my first book, "From The Cab: Stories From A Locomotive Engineer," even though it's been out of print since shortly after its 1999 publishing. Folks tell me that they pass around old copies or purchase them on line. The most frequent response is, "I wanted to work for the railroad until I read your book and realized I wasn't willing to sacrifice my personal life, my marriage, and my family—for whatever I was going to be paid."

I was, I did, but I survived. My son has followed me up the grab irons into the cab of a locomotive, and he faces the same challenges—only worse. I don't think my grandsons will become railroaders, although they initially had a fixation with trains. Times are changing, the industry has too, and if we don't come to grips with and understand what's causing this wave of climate change on the rails, we're going to find ourselves up to our neck in a rising sea of problems that's already knee deep.

My first day as a yard brakeman, I worked alongside a man who could neither read nor write. He switched freight cars with the best of them, but on payday, someone had to accompany him to the bank to witness him endorsing the back of his paycheck with an "X," and to help count the money that was stuffed into his pay envelope. I personally was subject to much scrutiny, at first. "You've got a college education, and you're going to be our boss one of these days. We don't know if we can trust you." They did, thankfully. I learned a lot, and I'm very grateful.

I quickly discovered from an angry old conductor that every minute counts when you are being paid by the hour—especially when you're on overtime. We had a "toe to toe" confrontation over our release time once when our watches disagreed by a few seconds. "That was ninety-five cents you were about to throw away. And don't forget to put in for the eighty-five cents arbitrary we're owed for coupling an air hose."

These men of the Greatest Generation—who scavenged for food during the Great Depression—scoured their weekly statement of earnings, checking it line-by-line for any minuscule errors or omissions. Certain that they were purposely being cheated, they immediately ran to their union rep, upon finding any discrepancy. One brakeman even insisted there was a conspiracy afoot: "Think of how much money they [the railroad] saves if they short every employee out of a single minute. It adds up to a fortune."

Most accepted the fact, that with their level of education, even after having served in the military during World War II, they were reasonably well compensated. They coveted the free healthcare that railroad employment (at the time) provided them. To that end, their families simply had to understand that the privilege of "marking off" amounted to a voluntarily pay cut since they weren't compensated whenever they didn't work. Holidays were observed only when they happened to fit into a railroader's work schedule. Neighbors had to accept that any social

plans were temporary, and subject to sudden unannounced cancelation. When able to attend a high school play or sporting event, the railroader was excitedly introduced to his children's friends as the dad they'd alluded to from time to time, just to prove that he actually existed. When the coal miners went on vacation, or the Florida tourist season ended during the summer, a drop in business meant that railroaders were furloughed—cut off. Thus, the rule of thumb for the older generation of railroaders was to make as much as they could while they could.

I began to notice the hastening evolution in the grand scheme of things as my career progressed. The old heads retired and were replaced by younger men with high school or college educations. While some were likely management candidates, most soon realized that the pay and benefits they earned as union-represented agreement-covered workers greatly exceeded what they could expect to make sitting behind a desk, Monday through Friday, nine to five. The difference was that because of seniority, the better paying jobs and preferred days off belonged to senior railroaders. It always seemed unfair to me that the time when a wife and family needed the railroader the most was when he could schedule his vacation the least. So, he marked off without pay, if he could afford to.

As women began to enter the railroad workplace in the operating crafts as well as many clerical positions from which they had previously been excluded, the dynamics of the industry changed dramatically. Time off became even more important.

By contrast, contract negotiations remained pretty much standard. The old management playbook appeared to be, "Open the cage, throw in a little meat, and watch them fight each other over it." To the older men, who grasped every penny as if it was their last, getting a few cents more per hour was a huge victory. When the enhanced contract was finally agreed upon, the increased wages were factored in and calculated, and a long awaited back-paycheck was issued. Once in the bank, it usually meant a new car, a family vacation, or paying accrued debts. No one seemed to care that paid vacation or sick leave never remained on the table long after initial Section 6 notices were introduced. It was all about wages. Those old fellows were grateful for a job that put food on the table and a roof over their family's head, even if it meant that they seldom got to sleep there, and most of their meals were enjoyed conversing with the waiter at some corner hash house in the middle of the night. A raise was a raise.

So what has happened? The most prominent change has been the expectation of the new breed of employees who now work for the railroad—airline pilots, teachers, servicemen and other educated professionals. Management can't just callously toss money on the table and expect their workers to go away with a smile on their face counting their blessings, as they did in the old days. There are so many other options for workers or job candidates, with or without higher education levels. Railroads refuse to recognize that they can't rely on past practice to guarantee future performance.

As to the current national quagmire: Quality of life is not just a passing fad. It's a core concern. You're going to have to deal with it. It's not going away. Failure to offer some program of paid sick leave is not only unconscionable, but patently unsafe. I often went to work so sick I could hardly keep my head raised to observe the signals ahead—but I had to. For most other people, even those employed in entry level occupations elsewhere, an allotment of annual sick

leave is customary. It only makes sense that most successful companies do not want sick employees in the workplace risking infection and further absenteeism to others. Not so the railroads.

An unwise driver turned into the path of my son's car as he was commuting to his assignment this past Christmas Eve. His car was totaled, but thankfully, he was spared, though injured. He called the proper authority to mark off as he was being transported to the hospital emergency room in an ambulance, and his train left on time. His injuries resulted in his being off from work and on pain medications for a week, which made him ineligible for duty. His employer, however, has classified this absence as "unexcused," and he was warned by certified mail about his violation of the railroad's attendance policy.

Trimming the workforce to the bare bone in order to cut costs has simply exacerbated the dilemma. Thanks to maximization of human resources (by whatever name you wish to call it), there no longer is ample manpower to fill vacancies, even when assigned workers are ill. Predicated on yo-yo force reductions of the past, it was assumed that after months of payless paydays, due to the pandemic, workers would be flooding sign-up locations in droves, and climbing aboard their trains. Not so. With attractive alternative options, new hires didn't come back, and long-time workers who were qualified resigned and claimed the Railroad Retirement benefits they had earned. People are voting with their feet.

Railroad management can publicly deny that a toxic atmosphere of threats and retribution exists. The pressure to produce more has become even greater, but you can't extract blood from a turnip. As if to add insult to injury, railroads boastfully assert that employees really add nothing to their bottom line. The unions have picked up the gauntlet that management has thrown down and has answered, "We'll see." They've done a masterful job of educating the public this time, especially the press. The media has begun to characterize the railroads and their stockholders in terms of a miserly Ebenezer Scrooge, just in time for a Christmas season work stoppage. "Bah humbug!" they are saying. "Poor Bob Cratchit."

The C&O hired my grandfather in 1925, not long before the stock market crashed. He was furloughed until rail traffic picked up prior to World War II. He took every kind of menial job that was offered. He stoked coal into the furnace of the school my mother attended, butchered meat and was paid with the shop's daily leftovers. His family learned to eat whatever he could hunt or plant, and relied on the generosity of others to get by. But whenever the call boy showed up, no matter how many weeks or months it had been since he last worked, he literally dropped everything to make a day's pay on the railroad, and to maintain his hard-fought-for seniority. He had to. He had no choice.

Today's railroad is *not* my grandfather's railroad, nor is it the one I once worked for. Today's railroaders are not the old heads. Quality of life is now front and center in contract negotiations. Like it or not, it *is* the driving issue, and will continue to be. It must be dealt with.

** Originally published in Railway Age November 22, 2022 – used with their permission



Congratulations

Kevin Boone

*Executive Vice President of
Sales and Marketing*

Congratulations to Kevin Boone,
Executive Vice President of Sales and
Marketing, for being recognized as a
2022 Railway Age Top 10 Most Influential
Leader. Thank you for all you're doing
to deliver for our customers, company
and industry.



CSX

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