JOURNAL
OF THE
CSXT® HISTORICAL SOCIETY

_____Volume 11 Number 3_____

WALBRIDGE YARD

PRESIDENT'S MESSAGE

The CSXTHS Journal is still looking for members to submit articles and photos for publication in the Journal. Looking for photos of CSXT in Canada and operating in former Pan Am Railways territory. Please send any photos or articles to csxths@gmail.com.

Please take a look at the donation page on the CSXTHS web site as we have received a number of substantial donations to the CSXTHS archives. A great thanks to all who have donated.

At present, CSXHS is working with the Chessie System Historical Society on having a joint 2023 railfan weekend in the Greater Cincinnati area. More information on this in the next issue of the CSXTHS Journal.

Summerrail will take place in 2023 on August 11 & 12 at Marion, Ohio. I will be doing a presentation on CSXT's Russell Yard on Friday night at the Marion Depot.

CSXTHS has again filed paperwork with the Kentucky Secretary of State to ensure that we maintain our status as a non-profit corporation.

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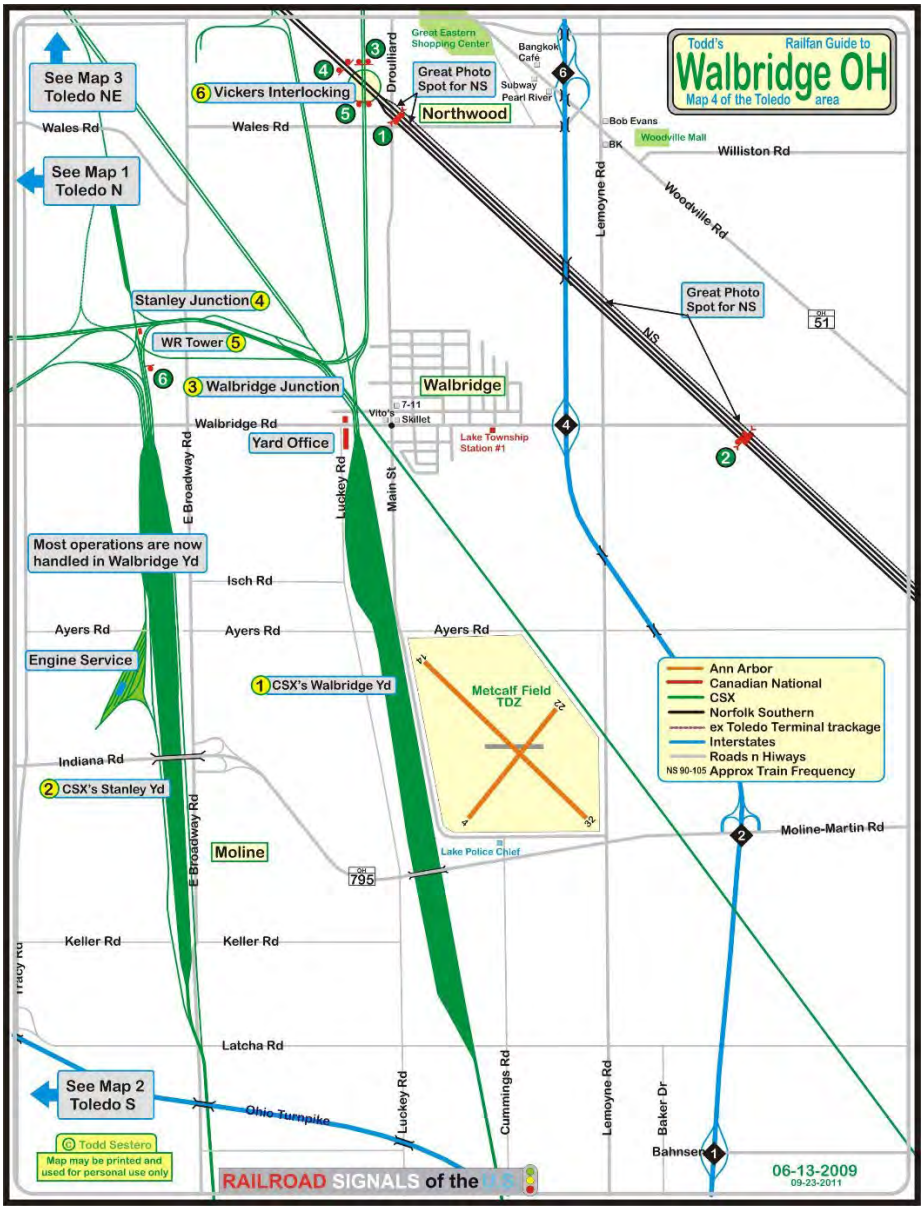
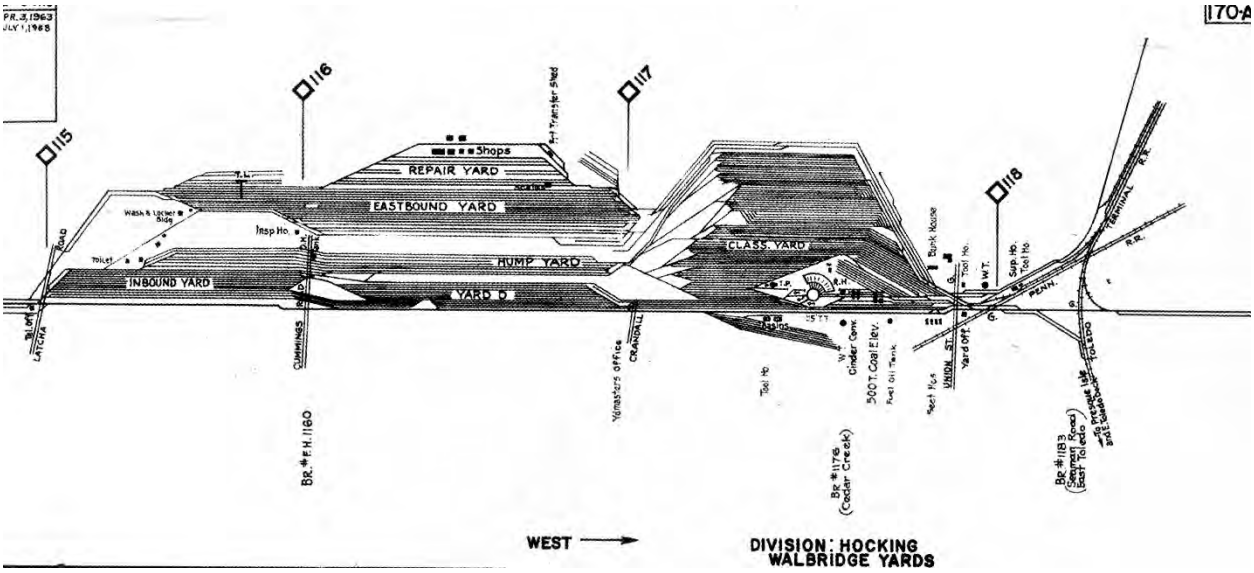
WALBRIDGE YARD

Walbridge Yard, located 8 miles south of Toledo, Ohio, was opened circa 1900 by the Hocking Valley Railroad (HVRR). In 1930, the HVRR was merged into the Chesapeake & Ohio Railway (C&O). In 1930, C&O upgraded Walbridge Yard to handle 1200 cars a day. The reconfigured yard had 8 receiving tracks and a 68-track classification bowl. Circa 1956, C&O built a diesel service facility near the south end of the yard along with a car repair shop. In 1962, C&O upgraded the yard with a dual hump that allowed 2,500 cars a day to be classified. The Walbridge hump yard served the Chessie System and CSXT until circa 1990 when the hump was removed by CSXT due to coal moving in unit trains that did not need reclassification. Today all switching in Wallbridge Yard is flat switching.



General view of CSXT's Walbridge Yard and Stanley Yard



Walbridge Yard track layout 1970


Walbridge Yard office building

Above and below: The locomotive refueling area. Refueling is now done by contracted tanker trucks.

Above and below are views of the car repair shop.

Signage leading to the car repair shop

Above and below are views of the car repair shop.

Walbridge Yard signage

View of locomotive service area

Above and below are views of the locomotive service area.

Above and below are some of the signage within Walbridge Yard.

Above and below are views of the former hump.

Above and below are views of the former hump.

CSXT

Above and below are views along the mainline through the yard.

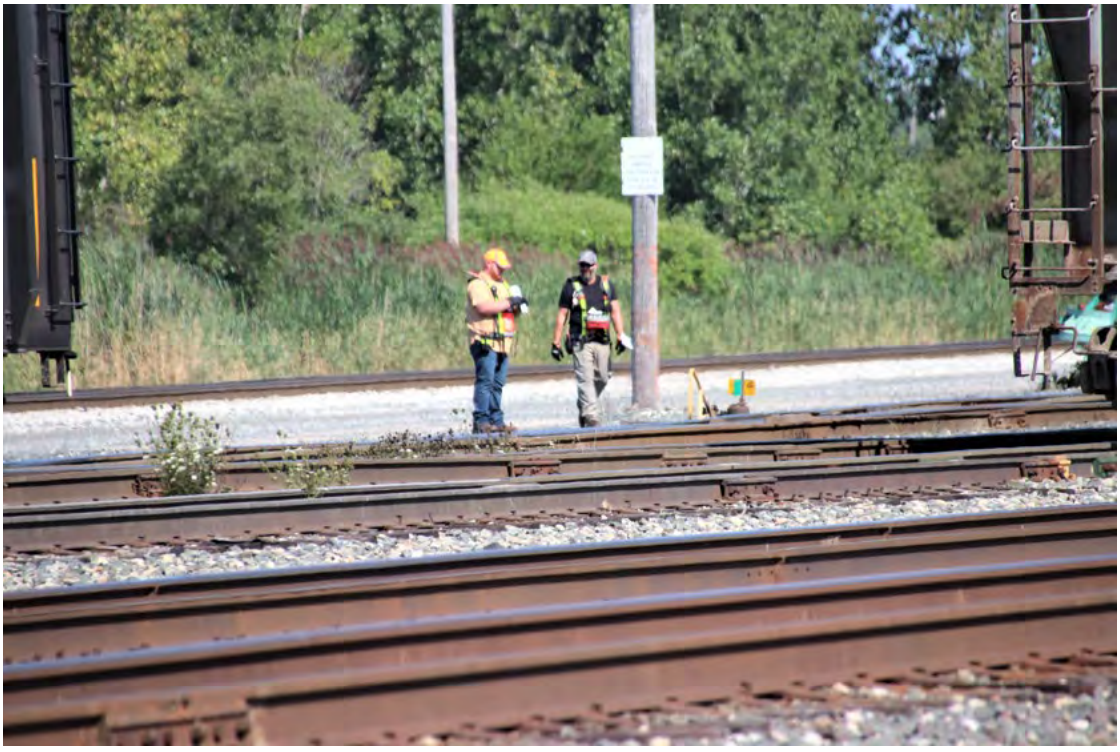
Above and below are views of the flat switching yard.

The locomotives doing the flat switching at Walbridge Yard were being controlled remotely from the ground.

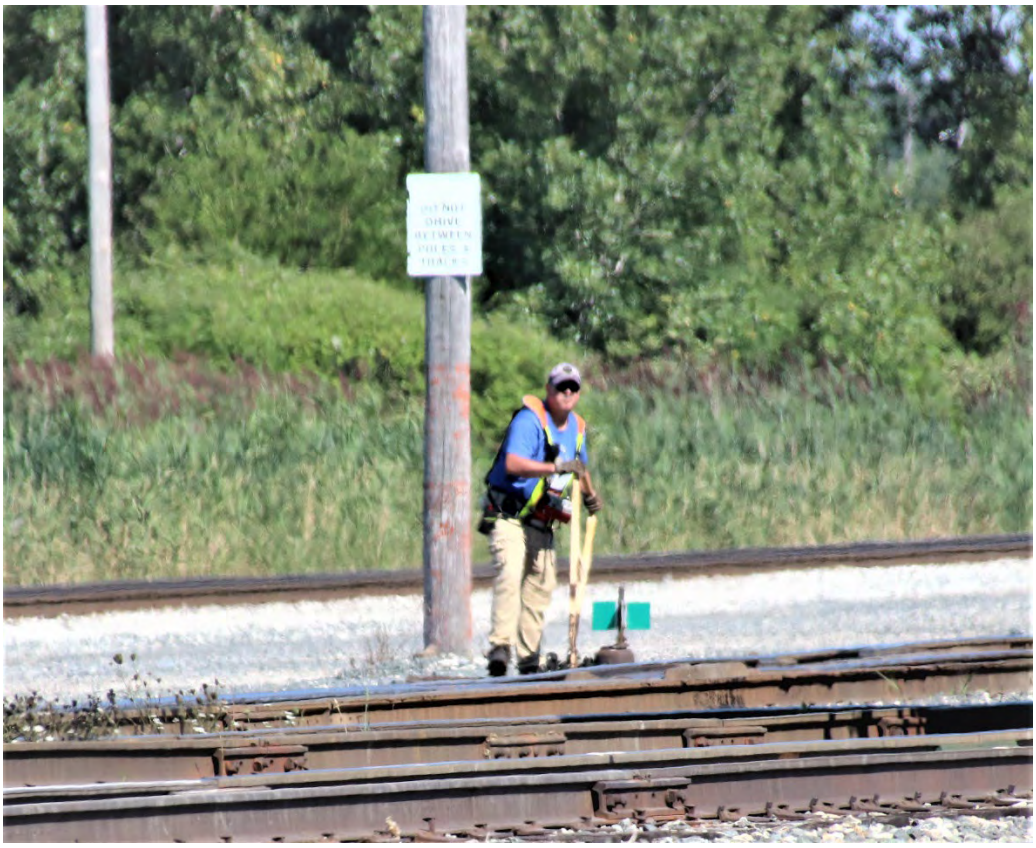
Above and below are views of the flat switching yard.

CSXT 4225 and CSXT 8235 were powering the flat switching.

CSXT 4225 and CSXT 8235 stop at the northern edge of Walbridge Yard.



The Conductor consults his switching list before giving orders to the trainman.



The Trainman following, instructions from the Conductor, throws a switch in preparation for a car being kicked into a receiving track.

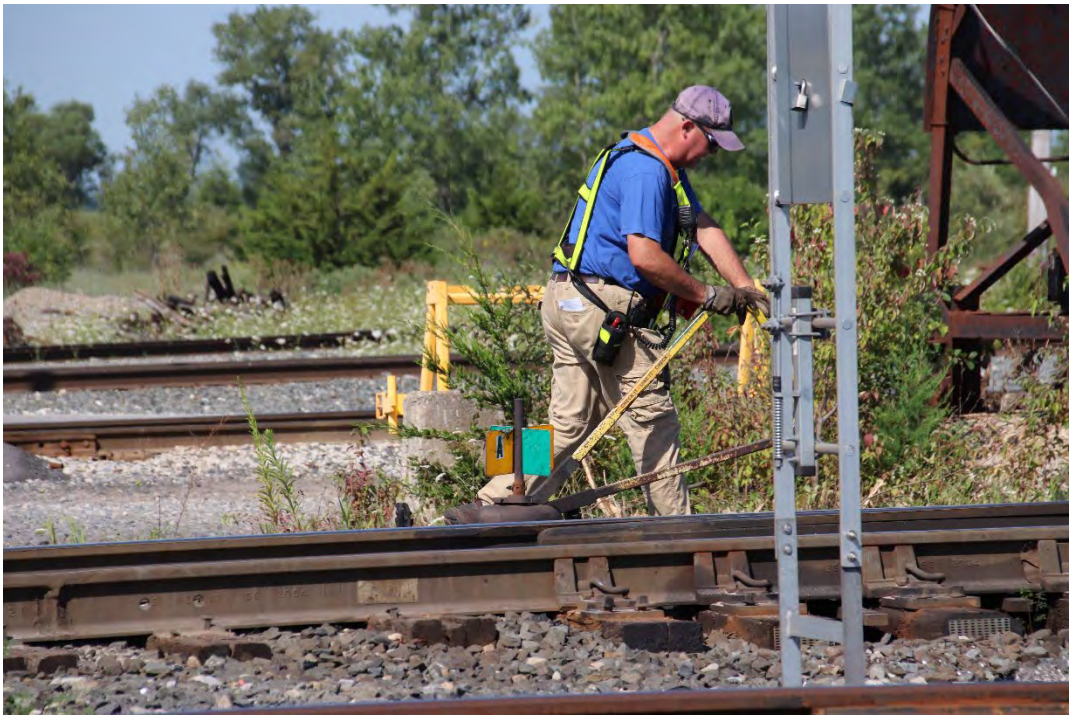
The head locomotives are put into reverse by the remote-control operator in preparation to kick a car into the receiving track.

Above and below: The switching locomotives are brought to a quick stop and a tank car rolls free into the correct receiving track.

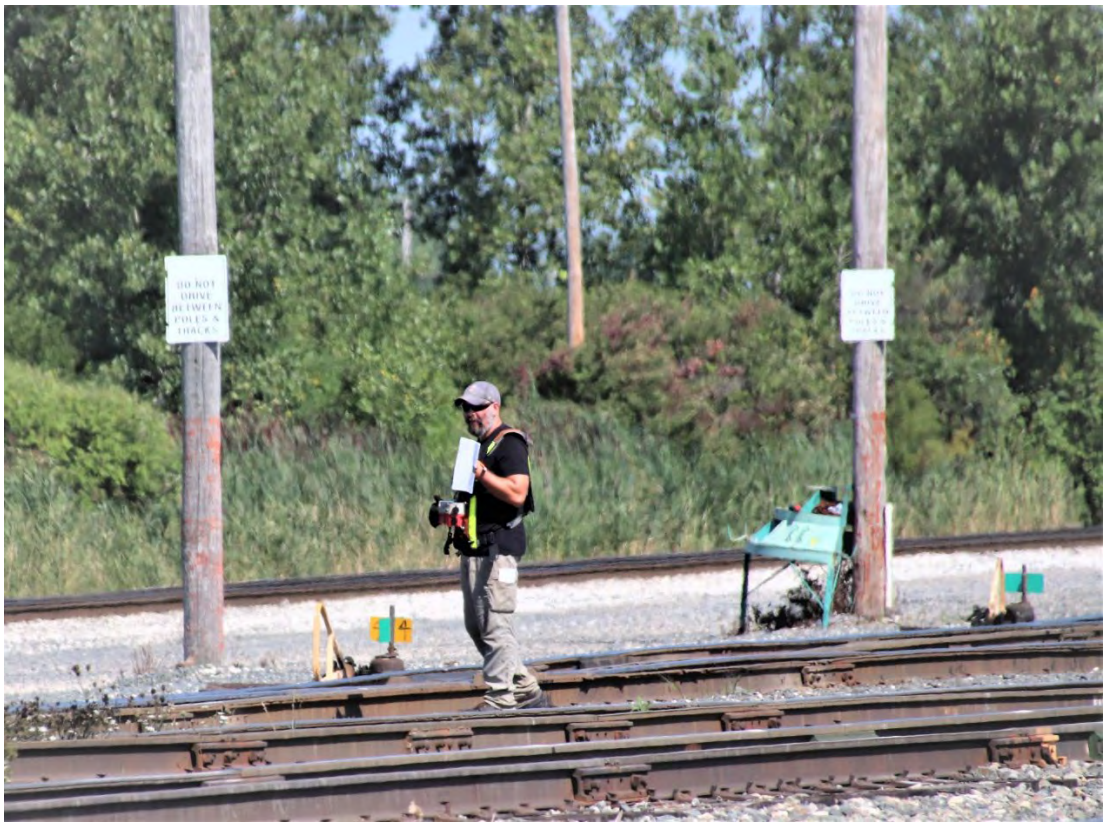
The two kicking locomotives now pull forward.

The Trainman now throws a different switch so as to direct the next car into the correct siding.

This time a boxcar is kicked into a receiving track.



The Trainman closes the switch just opened.



The Conductor consults his switching list for the next move.

The locomotive remote-control operator repositions himself to better view his train.

The train has been made up and CSXT 4225 and CSXT 8235 eases up for a coupling to the now made-up train that is ready for departure.

The ground crew is now walking the train, coupling up air hoses and inspecting each car to ensure it is safe to operate at track speed.

The train is moved from the bowl to the departure track where mainline power will be coupled to the train to take the cars to their next destination.

The old and the new Milepost 115 at the north end of Walbridge Yard

Above and below: CSXT 4047 and CSXT 30 lead a southbound train into Walbridge Yard.

CSXT 3349 heads an autorack train south out of the yard.

CSXT 85 leads a stack train out of Walbridge Yard.

CSXT crossing xxx Street at the south end of Walbridge Yard

A CSXT tie replacement gang boom truck is preparing to enter Walbridge Yard.

Sign on the side of the freight car maintenance facility honoring the commitment of CSXT employees to work during the Covid-19 epidemic.

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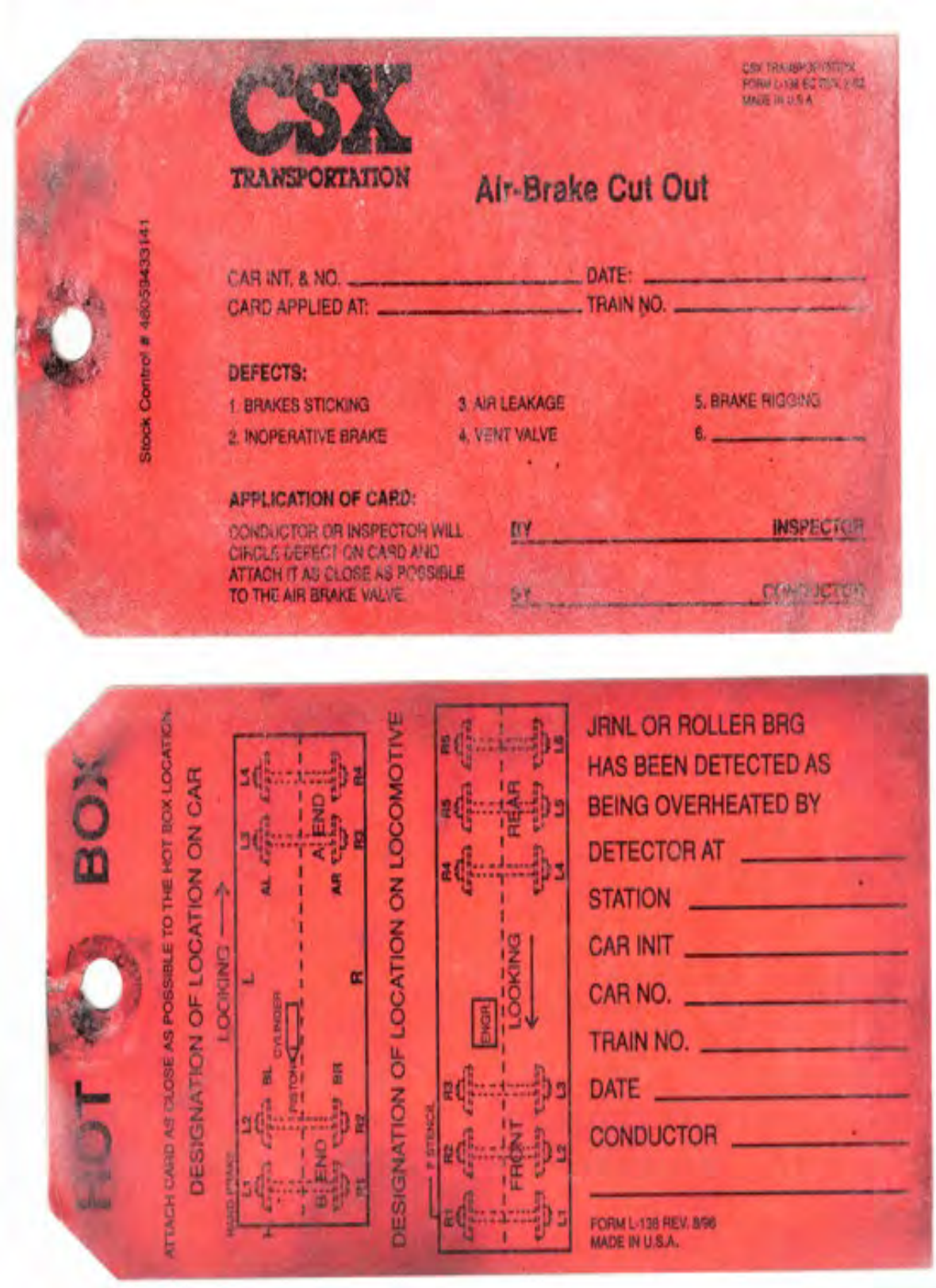
SOUTHERN RAILWAY TOBACCO BOXCAR

These oversize Southern Railway boxcars were used to move bailed tobacco from warehouses in Kentucky to the factory where cigarettes or cigars were produced. Note the rooftop round sky lights. These boxcars were at times in pool service and moved via CSXT in the 1980s and 1990s. (Craig Zeni)

CSXT AIR-BRAKE CUT OUT TAG



CSXT LOCOMOTIVE DATA GUIDE

NUMBER	CLASS	Powered Axle Value	Dynamic Brake Axle Value	MIN CONT SPEED (MPH)	DYN BRAKE TYPE	Horse power	WGT X000
1-496	CW44AC	9	9	N/A	E	4400	412
497-599	CW44AC	9	9	N/A	E	4400	432
600-699*	CW60AC	9	11	N/A	E	6000	420
600-699*	CW44-6	9	11	N/A	E	4400	420
700-789	SD70AC	9	8	N/A	E	4000	428
800-812	SD80AC	9	9	N/A	E	5000	420
1006-1017	MT-6	4	N/A	3	N/A	NONE	376
1021-1068	SWMATE	4	N/A	6	N/A (B)	NONE	268
1100-1119	SW1500	4	N/A	11	N/A (B)	1500	253
1122-1128	SW1001	4	N/A	7	N/A	1000	233
1130-1139	MP15AC	4	N/A	10	N/A	1500	258
1140-1149	MP15	4	N/A	11	N/A	1500	258
1150-1194	MP15AC	4	N/A	10	N/A	1500	255
1200-1241	MP15T	4	N/A	10	N/A	1500	253
1500-1524	GP15-T	4	4	10	S	1500	244
1534-1563	GP15-1	4	N/A	10	N/A	1500	246
2200-2350	RDMATE	4	4	12	E	NONE	262
2402	SD20-2	6	N/A	8	N/A	2000	386
2411-2441	SD40-2	6	6	12	E	3000	378

All AC locomotives have steerable trucks except 1-200, 602, 4831-4850.

NUMBER	CLASS	Powered Axle Value	Dynamic Brake Axle Value	MIN CONT SPEED (MPH)	DYN BRAKE TYPE	Horse power	WGT X000
2456-2466	SD38	6	N/A	7	N/A	2000	388
2500-2555	GP38-2	4	4	11	S	2000	266
2556-2559	GP38-2	4	N/A	11	N/A	2000	246
2560-2650	GP38-2	4	4	11	E	2000	256
2651-2814	GP38-2	4	4	11	S	2000	264
3185-3188	B23-7R	4	4	12	S	2250	262
4280-4299	GP39	4	4	12	S	2300	277
4300-4319	GP39-2	4	4	12	S	2300	277
4400-4452	GP40-2	4	4	12	S	3000	277
4601-4621	SD40	6	N/A	11	N/A	3000	359
4675-4699	SD70M	6	8	N/A	E	4000	390
4701-4830	SD70AC	9	8	N/A	E	4300	428
4831-4850	SD70ACe	9	10	N/A	E	4300	428
5000-5016*	CW60AC	9	11	N/A	E	6000	420
5000-5016*	CW44-6	9	11	N/A	E	6000	420

CW44-6 are CW60AC reduced to 4400 HP

NUMBER	CLASS	Powered Axle Value	Dynamic Brake Axle Value	MIN CONT SPEED (MPH)	DYN BRAKE TYPE	Horse power	WGT X000
5101-5122	CW44AC	9	9	N/A	E	4400	432
5200-5299	ES44DC	6	7	N/A	E	4390	432
5500-5581	B30-7	4	4	12	E	3000	266
5808-5925	B36-7	4	4	12	E	3750	274
5930-5949	B40-8	4	5	N/A	E	4000	288
5950-5961	B40-8	4	5	N/A	E	4000	287
6000-6365	GP40-2	4	4	12	S	3000	277
6388-6392	GP40-2	4	4	12	S	3000	261
6393-6399	GP40-2	4	4	12	S	3000	264
6400-6461	GP40-2	4	4	12	S	3000	277
6462-6499	GP40-2	4	4	12	E	3000	265
6595-6828	GP40	4	4	12	S	3000	277
6897-6899	GP60	4	4	12	E	4000	400
6900-6947	GP40-2	4	4	12	S	3000	277
7001-7088	C30-7	6	6	10	E	3000	384
7116-7140	C36-7	6	6	12	E	3600	395
7300-7396	C40-8W	6	7	N/A	E	4000	392
7480-7488	C39-8	6	6	N/A	E	3900	389
7489-7646	C40-8	6	6	N/A	E	4000	395

NUMBER	CLASS	Powered Axle Value	Dynamic Brake Axle Value	MIN CONT SPEED (MPH)	DYN BRAKE TYPE	Horse power	WGT X000
7650-7929	CW40-8	6	6	N/A	E	4000	395
8133-8162	SD40-2	6	6	12	E	3000	415
8176-8211	SD40-2	6	6	11	E	3000	378
8212-8241	SD40-2	6	6	12	E	3000	380
8242-8261	SD40-2	6	6	12	S	3000	396
8302-8488	SD40-2	6	6	12	E	3000	390
8499-8676	SD50	6	6	10	E	3500	390
8700-8721	SD60	6	7	N/A	E	3800	390
8722-8755	SD60I	6	7	N/A	E	3800	395
8756-8786	SD60M	6	7	N/A	E	3800	395
8787-8790	SD60	6	7	N/A	E	4000	390
8800-8889	SD40-2	6	6	12	E	3000	389
8954-8976	SD45-2	6	6	12	S	3600	392
9000-9052	CW44-9	6	7	N/A	E	4400	406
9992-9993	F40PH2	4	4	17	S	3000	270

Dynamic brake – E Extended Range – S Standard – (B) Couple Limiting

CSXT EASTERN REGION COAL IN 1986

Approximately one fourth of CSXT's total coal volume in 1986 originated in CSXT's Eastern Region. Two divisions, Pittsburgh and Maryland, share the bulk of the responsibility for handling this coal. Most of the coal comes from mines located on the Pittsburgh Division in three areas: one in northern Pennsylvania near Punxsutawney, Pennsylvania; one in southern Pennsylvania around Somerset, Pennsylvania; and the largest across the northern and central tier of West Virginia. A fourth producing area extends from the extreme eastern end of West Virginia into western Maryland, west of Cumberland, Maryland, and is located on the Maryland Division. Although coal for both domestic and export destinations originates in all four areas, the greatest single concentration comes from the north central West Virginia coal fields and predominately moves east to the port of Baltimore, Maryland, or to various utilities in the Northeast. Coal also moves from the Pittsburgh Division to destinations north and west of Pittsburgh, Pennsylvania, including a significant carload interchanged with the Bessemer & Lake Erie Railroad at Butler, Pennsylvania, for forwarding to their Lake Erie transfer facility at Conneaut, Ohio. Smaller coal volumes move west toward Toledo, Ohio, and Chicago, Illinois, via the Chicago Division.

The West Virginia coal producing territory extends roughly along a 100-mile swath of West Virginia from Summersville and Gassaway, West Virginia, on the southwest, to Morgantown, and Kingwood, West Virginia, on the northeast. The primary coal transportation center for the entire region is located in Grafton, West Virginia. All coal operations are under the managerial jurisdiction of the Pittsburgh Division, located in Pittsburgh, Pennsylvania.
From Cowen, West Virginia, mine run shifter assignments are carded to mines located on the Richwood, Cauley River, Panther Creek, Saxman, Williams River, and Crichton Branches, as well as forward coal brought into Allingdale, West Virginia, from mines located on the SC&M Branch. At Allingdale, additional mine run shifters are headquartered to service the SC&M Branch. A severe grade between Allingdale and Cowen effectively prohibits Cowen-based crews from serving SC&M mines and returning with loads within the twelve hours allowed by law. Consequently, coal is forwarded to Cowen from Allingdale in less than trainload increments on any of the several trains operating through the territory, or by crews specifically utilized to run from Cowen to Allingdale with empty cars for the mines and return to Cowen with loads.
All loading from the Cowen/Allingdale mine area is concentrated at Cowen, where it is assembled into trains of approximately 100 cars in length for further movement to Grafton. There are also a number of mines located just outside of Cowen on the Cowen Subdivision route to Grafton. Usually, these mines are served by crews operating between Grafton and Cowen. Empties are placed by westbound crews on their way toward Cowen, while loads are retrieved by crews operating in the opposite direction. Train sizes and operating plans are adjusted to compensate for this activity but, in all cases, crews begin or end their runs at Cowen. In addition to the primary coal-forwarding trains running between Cowen and Grafton, there are two

intermediate coal-gathering operations between these two points. First, coal from the Gassaway area is brought from the mines located on the Elk Branch to the Cowen line at Burnsville Junction by a mine shifter assignment headquartered at Gassaway. The coal is then forwarded to Grafton by trains from Cowen picking up, or by crews based in Buckhannon operating to Burnsville Junction and returning to Buckhannon with loads. The volume of coal off the Elk Branch is limited, and its movement usually can be accommodated by Cowen/Grafton trains picking it up at Burnsville Junction,

The other mine servicing area located between Cowen and Grafton centers upon Buckhannon, where mine run shifters handle the switching of mines located east and west of Buckhannon on the Cowen mainline, the Pickens' Branch, and the Christopher Branch. Coal is also received off the Beech Mountain Railroad, a short line joining the Pickens Branch at Alexander, and then handled by Buckhannon based shifter crews for the run back to Buckhannon, All coal from the Buckhannon area is moved to Grafton by either road crews from Cowen picking it up enroute, or by shuttle crews based at either Buckhannon or Grafton with the capability of making a run between these two points and returning to their terminal base of operations.

Other coal districts gathering coal and forwarding it to Grafton are located at Elkins, Clarksburg, and Fairmont. The Elkins District incorporates two separate crew districts to bring coal from the far reaches of the Tygart and Laurel Branches. One of the most severe main line grades in the country is located between Laurel Bank and Elkins, near Spruce, which limits loaded train movement to approximately five cars per locomotive. This restriction makes it impossible to both serve mines and forward coal to Elkins with the same crew. A crew is headquartered at Laurel Bank to service mines on the Laurel Branch and bring it to the terminal. Then, Elkins-to-Laurel crews handle the coal toward Elkins, as well as serve the few active mines between Elkins and Laurel Bank. Thus, two crews are required to get coal from mines located on the Laurel Branch through to Elkins. Crews performing this work are based at Elkins, as are crews used to serve mines in the Belington vicinity between Elkins and Grafton. This coal is brought into Elkins for assembly into trains destined to Grafton. From Elkins, coal is moved toward Grafton by Grafton-based crews returning home to Grafton after delivering empties to Elkins, These crews also serve the intermediate mines along the route when circumstances warrant. Loaded train size is approximately 100 cars, similar to that between Cowen-Buckhannon and Grafton.

The remaining West Virginia Districts, Clarksburg and Fairmont, are handled in similar fashion. Coal from the Clarksburg area branches is gathered by mine shifter assignments based at Clarksburg. Eastbound coal from Clarksburg is forwarded by shuttle crews working between Clarksburg and Grafton which are based at either point. Fairmont District mine facilities are served the same way, with shifter crews headquartered in Fairmont collecting loaded cars from mines on the Fairmont, Paw Paw, and MR Branches and bringing them to the assembly yard at Fairmont, and shuttle crews operating from Grafton to Fairmont and return forwarding eastbound coal to Grafton. The large Martinka Mine, located on the Fairmont Branch between Fairmont and Grafton, is also served by these shuttle crews.

Grafton, West Virginia, is the main assembly point for all coal moving from several West Virginia producing districts to destinations in both the east and west. A classification yard and locomotive servicing facility is located here, for the purpose of building solid trains of coal for common destinations, as well as inspecting equipment and adding locomotives to dispatch trains over the mountainous main line territory between Grafton and Cumberland, Maryland. Grafton is also the base terminal for mine run shifter operations radiating out over the Parkersburg, Berryburg, Century, Cowen, Astor, and Bear Mountain Branches. Coal from mines situated on this trackage is brought into Grafton and added to the coal flowing into the terminal from the Cowen, Clarksburg, Elkins, and Fairmont areas to make up main line coal trains for Cumberland and the east, or Connellsville and the west. Naturally, some coal trains from outlying regions are of sufficient size and configuration as to permit running straight through Grafton. This is accomplished whenever possible, and it has become more prevalent as the proportion of unit coal train loading has increased. In a general sense, however, Grafton is the melding point where coal from all of the West Virginia coal field territory is concentrated and assembled.

There are two remaining coal producing areas in West Virginia that do not adhere precisely to the Grafton-oriented flow pattern described above. Coal from the Morgantown, West Virginia, area is accumulated by a mine run shifter assignment working the mines on the Morgantown Branch, and it is handled by regular trains between Fairmont, West Virginia, and Connellsville, Pennsylvania, from Morgantown. Coal from this area flows northeast to Connellsville, Pennsylvania, and then toward Cumberland or Pittsburgh. Morgantown's location, relative to the two main lines east (via Connellsville or Grafton to Cumberland), renders this routing more economic for eastbound coal because of the formidable terrain and gradient on the Grafton-Cumberland line. Again, the volume of eastbound coal originated on the Morgantown Branch is limited and can be forwarded by regular trains on an incremental basis.

The remaining West Virginia coal field is located on the Maryland Division, in the northeastern part of the state near Rowlesburg, West Virginia. There are several mines located on the M&K Branch which originate eastbound coal. Mine run shifters based at M&K Junction serve these facilities and gather coal at the junction with the Grafton-Cumberland main line. From this point, trains from Grafton to Cumberland, or turnaround crews from Cumberland to M&K Junction and return, forward the coal east to Cumberland. Coal is also received from the West Virginia Northern Railroad, an independent short line, at Tunnelton, West Virginia, and it is moved toward Cumberland in the same manner. Coal from Grafton to Cumberland moves east in trains of approximately 90 cars. Severe curvature and gradient, limit operating flexibility on this route, and helper locomotives stationed at M&K Junction are required for trains to negotiate this line. Typically, eastbound coal trains on the Mountain Subdivision must be helped from Hardman, West Virginia, to Terra Alta, West Virginia, a distance of twenty-eight miles.

Besides West Virginia, three other primary coal fields originate Eastern Region coal. In northern Pennsylvania, near Punxsutawney, Pennsylvania, mine run shifters serve mines on the Wharton, Clearfield, Ridge and Indiana Subdivisions. Much of this coal moves north toward

Buffalo, New York, or east to Clearfield, Pennsylvania, for interchange with Conrail. Eastbound coal, to the extent it exists, can usually be accommodated in regular trains between Punxsutawney and Pittsburgh or Connellsville.

The Southern Pennsylvania field centers around Somerset, Pennsylvania, where mine run shifters are headquartered to serve mines located on the Boswell, S&C, Coleman, Berlin, and Salisbury Branches. This coal is accumulated at Somerset and shuttled to the main Connellsville-Cumberland line at Rockwood, Garrett, and Salisbury Junctions. From these points, it is handled east or west in regular trains between Connellsville and Cumberland, or by crews operating out of Cumberland with empties and turning back with loads.

The Western Maryland Coal Field is served by Maryland Division mine run crews based at Cumberland, Maryland. These crews spot and pull facilities on the Georges Creek, Hampshire, Thomas, Stony River, and Francis Branches. This coal is brought back into Cumberland by these same crews for assembly into trains. A captive shuttle assignment is stationed at Bayard, West Virginia, on the Thomas Branch to serve North Branch Mine and the Mt. Storm Generating Station.

All eastbound coal from West Virginia, Southern Pennsylvania, and Western Maryland origins is consolidated at Cumberland, Maryland, the primary classification point for all eastbound traffic. At Cumberland, coal trains are staged for the Hagerstown Maryland Gateway (Conrail), the various power plants in the Baltimore/ Washington, D.C. Metropolitan Area, and the export piers in Baltimore. Trains are dispatched from Cumberland east to Hagerstown, Maryland, or Brunswick, Maryland. Hagerstown receives coal trains destined to various locations in the northeast on Conrail, and Brunswick receives all Baltimore/Washington domestic and export coal, which represents the predominant portion of the total eastbound flow. Trains from Cumberland consist of approximately 160 cars, and the Region's greatest coal traffic density exists between Cumberland, Maryland, and Cherry Run, West Virginia, where the line to Hagerstown diverges from the main route to Baltimore. At Hagerstown, trains are operated through with a new crew to Harrisburg, Pennsylvania, on Conrail. Conrail then forwards the train to destination. At Brunswick, coal for the power plants at Dickerson, Maryland, and for the interchange with Conrail at Washington, D. C. (Benning) is separated from coal destined to Baltimore and dispatched accordingly. Crews operate from Brunswick to Dickerson and return to spot loads and pull empties, or to Benning for the same purpose. Baltimore-bound coal for export is handled via the Old Main Line Subdivision through Mt. Airy and Sykesville to Baltimore with crews based at Baltimore. Train size on the Brunswick-Baltimore route is approximately 130 cars and trains must be helped from Point of Rocks to Mt. Airy, a distance of 23.6 miles. Once the trains reach Baltimore, they are terminated at either the two privately operated coal terminals located at the port, or at CSXT's own facility at Curtis Bay, Maryland, for trans-loading into vessels for export.

In addition to the coal originating and forwarding functions outlined above, there are many other unit coal train activities that fall under the Eastern Region jurisdiction. The table below summarizes the Region's primary coal volume movements to utilities and other destinations.

From	To	Via	Consignee	Divisions
Grafton Origins	Ohio River Plants	Brooklyn Jct.	Amer. Elc. Pwr.	Pgh.
Grafton Origins	(Willow Island)	Brooklyn Jct.	Amer. Elc. Pwr.	Pgh.
Grafton Origins	(Pleasants Sta.)	Brooklyn Jct.	Amer. Elc. Pwr.	Pgh.
Grafton Origins	(Mitchell Plt.)	Brooklyn Jct.	Amer. Elc. Pwr.	Pgh.
Grafton Origins	Wash. DC (Benning-CR)	Cumb., Bswk.	Potomac Elec.	Pgh., Md.
Grafton Origins	Dickerson, Md.	Cumb., Bswk.	Potomac Elec.	Pgh., Md.
Grafton Origins	Rochester, NY	Connellsv., Punxy.	Eastman Kodak	Pgh.
Grafton Origins	Lurgan, Pa. (CR)	Cumb., Hagerstown	Phila. Elec.	Pgh., Md.
	Lurgan, Pa. (CR)	Cumb., Hagerstown	Atl. City Elec.	Pgh., Md.
	Lurgan, Pa. (CR)	Cumb., Hagerstown	Delmarva Pwr.	Pgh., Md.
Central Reg. Origins	Wheelwright, Va. (Hopewell)	Richmond	Virginia Pwr.	Ral.
Central Reg. Origins	Possum Point (Quantico, Va.)	Richmond, RF&P	Virginia Pwr.	RF&P
Central Reg. Origins	Portsmouth	Rich., Weldon	Virginia Pwr.	Ral.
Central Reg. Origins	Wilmington, NC	Rich., Pembroke	Car. Pwer & Lt.	Ral.
Central Reg. Origins	Moncure, NC (Apex)	Erwin, Hamlet	Car. Pwer & Lt.	Ral., Flo
Central Reg. Origins	Lumberton, NC	Erwin, Hamlet	Car. Pwer & Lt.	Ral., Flo
Central Reg. Origins	Irmo, SC	Erwin, Laurens	SC Elec/Gas	Flo
Central Reg. Origins	Pennyroyal, SC (Georgetown)	Erwin, Hamlet	SC Pub. Svc.	Ral., Flo
Central Reg. Origins	Pinopolis Jct, SC (Charleston)	Erwin, Columbia	SC Pub. Svc.	Flo
Central Reg. Origins	Cross Jct., SC	Erwin, Columbia	SC Pub. Svc.	Flo
Central Reg. Origins	Charleston, SC	Atlanta, Augusta	Massey Term.	Flo
Central Reg. Origins	Rincon, Ga.	Erwin, Augusta	Sav. Elec.	Flo., Sav
Central Reg. Origins	Harllee, Ga	Erwin, Augusta	Ga. Power	Flo
Central Reg. Origins	Red Level, Fla.	Erwin, Sav., Way	Fla. Pwr.	Flo, Sav
Central Reg. Origins	Gainesville, Fla.	Erwin, Sav., Way	City of Gainesv.	Flo, Sav
Central Reg. Origins	Lakeland, Fla.	Way, Callahan	City of Lakeland	Sav.
Central Reg. Origins	West Olive, Mi.	Tol, Ply, Gr Rap.	Consumers Pwr.	Mich.
Central Reg. Origins	Essexville, Mi.	Tol, Ply, Sag.	Consumers Pwr.	Mich.
Central Reg. Origins	Monroe, Mi.	Tol.	Det. Ed.	Mich.
Central Reg. Origins	Gary, In. (EJ&E)	Deshler, Curtis Yd.	US Steel	Chic.
Columbus N&W	Cleveland	Fosto, Willard	LTV Steel	Chic.
Pittsburgh (Coke)	Fairfield, Ala.	Will., Deshler	US Steel	Pgh, Chi.
Pittsburgh (Coke)	Ind. Harbor	Willard	J&L Steel	Pgh, Chi.
Pittsburgh (Coke)	Cleveland	Warwick	J&L Steel	Pgh, Chi.
Lorain, O (Ore)	Warren, Oh.	Warwick	Republic Steel	Chi.

FOSTORIA, OHIO'S JACKSON STREET CTC TOWER TAKEN DOWN

William Roberts

The former New York Central (NYC), ex Toledo & Ohio Central, Jackson Street Tower was taken down by CSXT in January 2022. The tower was built in 1927 on the outskirts of Fostoria, Ohio, to house the United States' first Central Traffic Control (CTC) equipment. The tower controlled the NYC track from Stanly Yard, located just south of Toledo, Ohio, to Berwick, Ohio, a distance of 40 miles. The tower's CTC control panel is now owned by the Smithsonian. CSXT is presently demolishing numerous unused structures from its property to remove them from the local property tax roll.

Jackson Street Tower (CSXTHS collection. Photographer unknown.)

CSXT ON THE GROUND AT SANDSTONE, WEST VIRGINIA
Everett Young and CSXT Public Affairs

A coal train derailment occurred during the early hours of March 8, 2023, between CW Cabin and Sandstone (New River SD) near the falls, an area not reachable by highway WV 20, way up on the side of the mountain). Two AC locomotives took the most damage with the rear of one in New River, leaking fuel and burning. The other two are upright. The train was empty coal tubs heading west. That must have been one huge boulder. The three crew members were injured, but it must have been a real ordeal reaching them for help. CSX (C&O) has slide detector fences along New River as does NS on the "Pokey." Maybe it's time to evaluate installing more.

Reminds me of the ethanol train wreck a couple of years ago at Draffin (Big Sandy SD now called the Kingsport SD) under identical circumstances. A few years ago, a coal or empty train hit a slide near Nora, VA, (Kingsport SD) also. Uprooted trees can also be a problem.

There's a slow order at the east end of Pauley (Pikeville) on the main track of the Big Sandy because of a previous mud slide and the possibility of another. It didn't involve the passing siding, so some trains are routed that way. The order only involves sight distance from the engine, and then they can resume track speed. Eastbounds, particularly those 200+ car McClures, can tie up several crossings as they move slowly toward East Pauley. The slide started way up on the hill – probably not on CSX property – so I don't know how they can mitigate the problem. News media now says the three crew members are being treated for non-life-threatening injuries.

A view from the lead locomotive's camera shows boulders blocking the path of the derailed CSX Transportation empty coal train at Sandstone, West Virginia. (CSXT Photo)

JACKSONVILLE, Fla. — An empty CSX Transportation coal train struck a rock slide and derailed in Sandstone, West Virginia, on Wednesday morning February xx, 2023. All four of the train's locomotives and nine coal hoppers derailed, the railroad said in a statement. The boulders are estimated to be 10 feet high and 25 feet long.

"The lead locomotive had three crew members — a conductor, an engineer, and an engineer trainee — onboard," the railroad said. "The locomotive caught fire, but all three crew members are safe and being evaluated and treated for non-life-threatening injuries."

The engineer suffered a compound leg fracture when the lead locomotive rolled over. The engineer trainee remains in the hospital for observation, while the train's conductor has been treated and released.

Sandstone is located in the rugged New River Gorge. The 4:51 a.m. derailment blocked both tracks of the former Chesapeake & Ohio main line. Photos taken by local news media showed locomotives on their sides, with two units at least partially in the river.

A CSX train rolled through the area about three hours before the derailment and saw no signs of a rock slide. CSX said an unknown quantity of diesel fuel and oil spilled from the derailed locomotives and that measures were being taken to contain the spill in the New River.

"We greatly appreciate the swift actions of the local first responders in Sandstone that rendered aid to our valued crew members," CSX said. "The safety of our employees and the community is our top priority as we dispatch our teams to assess the situation and develop a plan to completely restore the area. Our team is in close contact with local police and fire officials and we will continue to work closely with them on our recovery efforts."


CSX

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