

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

____ Volume 12 Number 1 ____



WEST VIRGINIA ODDS AND ENDS

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PRESIDENT MESSAGE

Hopefully in 2024 we will have a convention at St. Louis, Missouri, in conjunction with the Baltimore & Ohio Historical Society. More on this in the next journal.

CSXTHS will be running through 2024 a series of ads in White River Production magazines promoting joining CSXTHS.

In this issue of the Journal, the editor has seen fit to combine a number of articles submitted by various members covering West Virginia to honor CSXT activities in that state.

We would like to welcome on board Joe R. Hinrichs.

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The CSXTHS Journal is published quarterly by the CSXT Historical Society
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<https://www.csxthsociety.org/>

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

BR201411 - A ONE OF A KIND

Not only has CSXT painted a locomotive to honor United States armed service men and women but also a piece of MoW equipment. This CSXT camouflaged MoW ballast regulator was encountered near Barbourville, West Virginia.



Right side view of the ballast regulator BR201411



Close-up of the front boom of BR201411 "CSX PRIDE IN SERVICE"



Close-up of the five military branch insignias



A quarter view of the right side of BR201411



A view of the left side of BR201411



A close-up of the rear fender of CSXT BR201411. The sign reads “Honoring Our Veterans.”



A view of the rear of BR201411



A view looking forward of the right-hand side of BR201411

WHEN YOU GO INTO EMERGENCY

These two photos were sent in by a person who does not wish to receive credit for the photos.



THE HUNTINGTON WEST VIRGINIA RIP CAR SHOP

Charles H. Bogart

During the 1990s, I had to quarterly go to Huntington, West Virginia, to attend a tri-state conference on the transportation of hazardous material. These meetings were held at Marshall University. Conveniently located near the Marshall University meeting facility at 19th Street and Locus Street was the Huntington CSXT Repair in Place Car Shop. After the meeting, I would head over there to sit and watch the local train action. The RIP workers were all friendly, and I would always chat with them about the latest CSXT grapevine news. Looking back, I do not think I ever knew any of these men's names, I just knew their faces. The RIP Shop always had some coal hoppers or coal gondolas undergoing a wheel change or a brake rigging adjustment. Occasionally, the shop would have a boxcar or a regular gondola to work on. I should mention that all work was done outside in all kind of weather. CSXT did provide an overhead metal roof, but all four sides were open to the weather.

The RIP Shops bread and butter were coal cars, both CSXT and utility owned. Thus, with the decline of coal shipments within the area, I should not have been surprised when in May of this year I stopped at the CSXT Huntington RIP Car Shop and found it closed. Not only closed but all the track serving the site had been removed. The shop's roof, however, still stood. Here are some pictures of the Huntington RIP Shop as I found it in July 2023.



View is of the east end of the Huntington RIP Car Shop. Note the lack of track leading to the facility.



A view westward at the Huntington Car Repair Shop



A view in the car shop from the southeast corner



A view into the car shop from the southeast corner



A view eastward from within the shop



A view of the shop's three-ton crane. The picnic benches were work benches.



A view of some of the signage on the RIP structure

CSXT HUNTINGTON WEST VIRGINIA 19th STREET REPAIR TRACK OFFICE

Views for the modeler!



West end of the storage building



Track side view of the storage building



West view of the yard office



Trackside view of the yard office



Sign on front of the building



Banner on the west side of the building



Trackside and east side view of the office building



East side and rear of the office building



Bulletin board on east side of the building



Rear and west side of the office building



East and rear side of the storage building



East end of the storage building

DK CABIN STILL STANDS – FOR NOW

Charles H. Bogart

In May 2023, I visited Huntington, West Virginia. Among the sites visited was DK Cabin. To my surprise, I found DK Cabin still standing. It is, however, only a matter of time before CSXT demolishes the cabin, as it clears its right-of-way of abandoned buildings to remove these structures from the local real estate tax rolls. DK Cabin guarded the approach into the Huntington Shop and the railyard outside its gates. Below are four views of DK Cabin taken during my May 2023 visit.



West and north side of DK Cabin. Entrance to the CSXT's Huntington Locomotive Shop is out of sight to the left.



East and north side of DK Cabin



East and south side of DK Cabin



West and south side of DK Cabin



A view in the rain of the CSXT Huntington Shop from DK Cabin

CSXT 30 – A GE CW44AC/H WALK AROUND

CSXT 30 was built by General Electric in November 1994. Its builder number is 48057. GE built a total of 2,834 of these units of which CSXT owned 615. These locomotives were 73 feet 2 inches long and 15 feet 6 inches high. They carried 4,000 gallons of diesel fuel and had 6 traction motors. Wheel diameter was 42 inches and wheelbase 13 feet 2 inches. Normal locomotive weight was 426,000 pounds, but CSXT had some locomotives ballasted so as to weigh 446,000 pounds.



Head on view of CSXT 30



Three quarter view down the right side



The right side of CSXT 30 shows Axles 1, 2, and 3, conductor cab window, and ventilation grills.



A view of the right side of CSXT 30 showing the fuel tank



The right side of CSXT 30 shows axles 4, 5, and 6 and the overhanging radiator.



A view forward along the right side of CSXT from the rear of the locomotive



A direct view of the rear of CSXT 30



A view from axles 6 up along the left hand side of CSXT 30



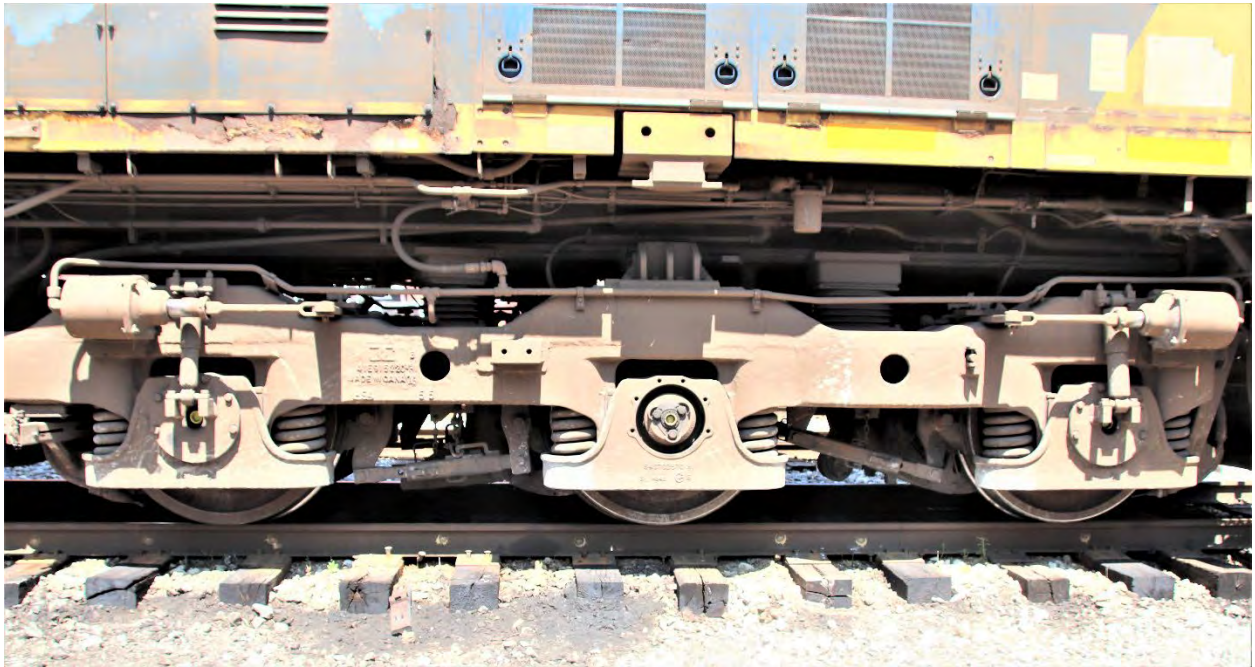
A view of CSXT 30's left side rear truck and its hood ventilation slots



Left side mid body of CSXT 30 showing the air reservoirs tucked into the shell of the main fuel tank.



The left-hand side of the cab of CSXT 30. A blue flag is attached to the engineer's cab window.



A close-up of the left side of CSXT 30's forward truck



A close-up of the artwork under the locomotive cab window, locomotive number "30," lightning bolt designating AC power, American flag, locomotive designation CW44AC.

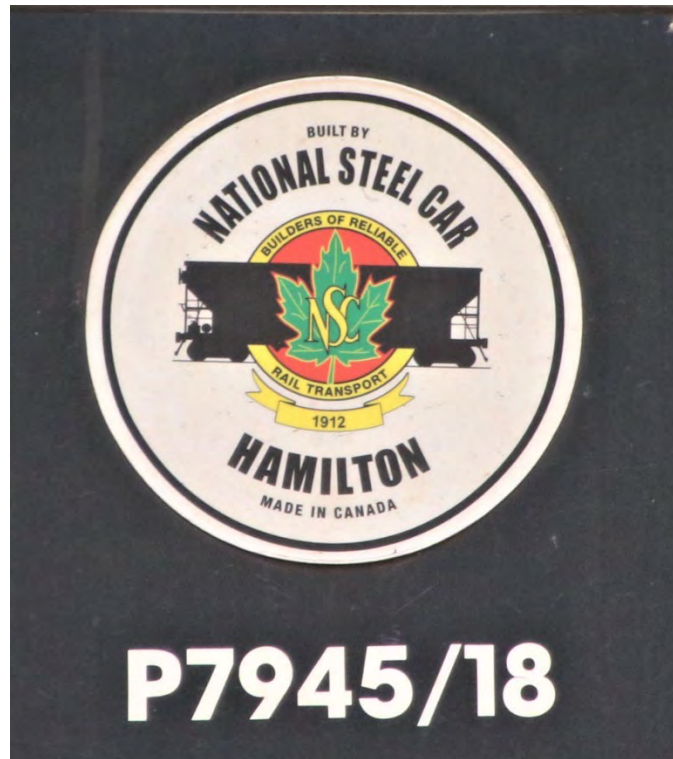
CSXT 600900-- A CENTERBEAM FLATCAR

The CSXT centerbeam flatcar contains a center spine that makes it ideal for carrying lumber, panels, and other wood building products. The standard 70-foot centerbeam flatcar has a carrying capacity of 195,000 pounds. CSXT also owns and operates 61-foot centerbeam flatcars.

These views of CSXT 600900 were taken in July 2023 near Huntington, West Virginia. The photos are somewhat marred by a tank car sitting on a track on the far side of CSXT 600900. The photos are offered as visual aid for the modeler who wishes to add a unique CSXT car to their layout.













TWO CSXT CONRAIL HOPPERS AT HUNTINGTON, WEST VIRGINIA



NYC 889191 is a three-bay covered hopper 59 feet 3 inches long, 10 feet 7 inches wide, and 15 feet 1 inch high. She has a capacity of 4785 cubic feet and can carry 263,000 pounds of product.



CR 519250 is a two bay hopper used in ballast service.

RJ CORMAN AT THURMOND, WEST VIRGINIA

M. A. Huller

I cannot say how many times I have been to Thurmond, West Virginia, and during all these visits I have not seen a train on the 15.99-mile-long Pax Branch Line. R J Corman took over this line from CSXT in July 2005. This year, 2023, it was different as I caught a R J Corman loaded coal train heading down the hill from Pax, West Virginia, to Thurmond. On the front were CSXT 212 and CSXT 7023 and on the rear J Corman RJCVC 7107 and RJCVC 8718. Two other railfans and I chased the train into Thurmond. The train sat for 2 hours at Thurmond waiting for CSXT MoW equipment to clear the mainline. When it pulled onto the mainline, westbound, the R J Corman locomotives had already cut off. The R J Corman men at the Thurmond Siding informed me that CSXT would sometime in the next two to three hours deliver a load of empties from the Tidewater for hauling back up to Pax. It was now almost 5:00 PM and I needed to be in Lexington, Virginia, the next morning so, with regret, I left Thurmond.



R J Corman RJCVC 7107 and RJCVC 8718 provide braking power as the 120-car coal train, 13,200 tons, descends the grade to Thurmond.



CSXT 212 and CSXT 7023 lead the coal train over a small trestle on their way to Thurmond. Both locomotives are in dynamic braking.



One of the railfans chasing the train grabs a shot of CSXT 212 as it hits a grade crossing.



Thurmond was quiet as we awaited the arrival of the coal train off the branch line. A RJ Corman truck with a crew sits at the coaling tower waiting to throw switches to allow the coal train on the mainline.



The coal train arrives in Thurmond where railfans and visitors took hundreds of photos of it.



The coal train sat at Thurmond for two hours waiting permission from Jacksonville to enter the mainline. Eventually the visitors and railfans left and I was able to shoot this photo.



The MoW equipment that occupied the mainline prevented the coal train from rolling west.



With the MoW equipment in the clear, the CSXT coal train pulls out onto the main.



Note that the rear car of the train lacks a FRED as it pulls from Thurmond. The FRED was installed by the R J Corman crew at the coaling tower.



R J Corman RJCVC 8718 and RJCVC 7107 wait on the track above Thurmond for the arrival of the empty coal train that will be hauled up the hill to Pax.



Part way back up the hill from Thurmond, R J Corman has a small yard at Oak Hill, West Virginia. Sitting there was RJCVC 8569.

CSXTS PARKERSBURG, WEST VIRGINIA YARD

CSXT has a small ex B&O rail yard at Parkersburg, West Virginia. The yard is located on the riverside on 12th Street and has nine-yard tracks plus two through tracks. The following are photos of the yard taken in August 2023.



A view of the Parkersburg Yard's car repair facility and office building



A close-up of the yard office building



Above and below are eastward views of the closed car repair shop.





AAR CONDEMNING LIMITS

SAFETY APPLIANCE DEFECTS

SAFETY RAILINGS	MINIMUM CLEARANCE	2 1/2"
HANDHOLD/LADDER TREAD	MINIMUM CLEARANCE	2"
HANDHOLD/LADDER TREAD	MAXIMUM SPACING	19"
HAND BRAKE WHEEL/LEVER	MINIMUM CLEARANCE	4"
COUPLER HEIGHT	EMPTY	32 1/2" / 35"
COUPLER HEIGHT	LOAD	31 1/2" / 33 1/2"
UNCOUPLING LEVER	ANTI-CREEP CLEARANCE	1/4" - 1/2"
SILL STEP	MAXIMUM DISTANCE TO TOP OF RAIL	24"
SILL STEP MAXIMUM DISTANCE INSIDE of LADDER TREAD		21"
SILL STEP MAXIMUM DISTANCE INSIDE FACE OF CAR		4"
VERTICAL PLANE CLEARANCE	HAND BRAKE WHEEL	4"
VERTICAL PLANE CLEARANCE	BRAKE STEP	4"
VERTICAL PLANE CLEARANCE	END PLATFORM	6"
VERTICAL PLANE CLEARANCE	END LADDER	12"

AIR BRAKE LIMITS

PISTON TRAVEL 10" x 12" / 8" x 12"	(BODY MOUNTED CYL)	6" to 9"
BRAKE SHOE WEAR	(COMPOSITION FRICTION)	3/8"
BRAKE SHOE WEAR	(CAST IRON H.P.)	1/2"

WHEEL DEFECTS

HIGH FLANGE		1 1/2"
THIN FLANGE		15/16"
THIN RIM	30 & 33 INCHES	3/4"
THIN RIM	28, 36 & 38 INCHES	7/8"
SLID FLAT SPOT	(SINGLE)	2"
SLID FLAT SPOTS	(AJOINING)	1 1/2"
GROOVED TREAD		1/8"
BUILT-UP TREAD		1/8"
WHEEL FLANGE	(CHIPPED)	1 1/2" x 1/2"
VERTICAL FLANGE	(FLAT SURFACE FROM TREAD)	1"

CAR BODY DEFECTS

CAR BODY CLEARANCE	(FROM TOP OF RAIL)	LESS THAN 2 1/2"
	AAR BOLSTER TO BOLSTER	
CENTER SILL BUCKLE BENT		2 1/2" IN 6' LENGTH
SIDE BEARING CLEARANCE		3/16" - 5/16"



A view west into the abandoned car repair shop



CSXT 6490, a GP40-2, was working in the yard during our visit.



CSXT 6490 is seen working the Parkersburg Yard



On the left are CSXT 2291 and CSXT 6937 waiting to work the local industries; on the right is CSXT 900047.



Above and below: CSXT had put two tank cars, CMRX 20676 and CMRX 27019, on the ground and was preparing to move them to Union Tank Car Company in Marion, Ohio, for repairs.





CSXT 900047 sits in the yard awaiting its next call to service.



CSXT 6490 has completed its day's work and has put together a cut of cars for movement onto Russell this evening.



A view west from the west end of the yard



A view into the east end of the yard. On the right are CSXT 2291 and CSXT 6937.

SYSTEM NOTICE

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To: All Concerned
Subject: 2023 EMPLOYEE ACCOUNTABILITY REQUIRED TRAINING
Effective: 16:00 HRS February 14, 2023

Item 1 - PURPOSE OF SYSTEM NOTICE

To notify all employees affected of their accountability concerning completion of all 2023 CSXT required rules and multimedia training. Requirements must be completed as indicated by this notice.

Item 2 - EMPLOYEE ACCOUNTABILITY

- A. Commencing immediately CSXT employees will be required to undergo and successfully complete courses specified by craft identified in this system notice.
- B. Questions regarding the 2023 CSXT required training should be addressed to your immediate supervisor.

Item 3 - 2023 REQUIRED COURSES FOR NON-CERTIFYING LOCOMOTIVE OPERATORS AND CONDUCTORS

2023 Course Name	
Transportation Annual Online Rules Training 2023	Environmental Awareness for Transportation 2023
Ethics for Contract Employees 2023	Fire Extinguisher Use and Safety 2023
Industrial Hygiene-Safe in Sound for Transportation 2023	Rail Security Awareness 2023
Industrial Hygiene-Vegetation Control 2023	Hours of Service for Transportation 2023
Rail Security Sensitive Material & Transfer of Custody	

Requirements for Employees Requiring 2023 Recertification:

1. Employees requiring 2023 recertification must attend an instructor led Face-to-Face Operating Rules class by December 15, 2023
2. Locomotive Operators, Remote Control Operators, and Conductors due recertification must complete the MVR request form, Physical Characteristics Exam and Recertification Test.

Item 4 - 2023 REQUIRED COURSES FOR YARDMASTERS

2023 Course Name	
Yardmaster Rules Test	Ethics for Contract Employees 2023
Physical Characteristics Certification Exam	Fire Extinguisher Use and Safety 2023
Environmental Awareness for Transportation 2023	Rail Security Awareness 2023
	Industrial Hygiene-Safe in Sound for Transportation 2023

Item 5 - 2023 REQUIRED COURSES FOR FIELD CLERKS

2023 Course Name	
Ethics for Contract Employees 2023	Hazardous Material Awareness for Transportation
Environmental Awareness for Transportation 2023	Rail Security Awareness 2023
Industrial Hygiene-Safe in Sound for Mechanical and Engineering 2023	Fire Extinguisher Use and Safety 2023
Industrial Hygiene-Safe in Sound for Transportation 2023	Non-Operations Safe Way Test: Field
Hazardous Materials (Hazmat) Function Specific Training 2023	

Item 6 - INSTRUCTIONS CONCERNING THE ADMINISTRATION OF THE TRAINING

- A. Employees will be compensated in accordance with their respective collective bargaining agreement when they have successfully completed all training courses. Employees will be compensated automatically and will not be required to submit a separate claim.
- B. Employees must complete all training courses without losing time. Time spent taking these training courses is considered covered service under the Hours of Service Law and must have required rest before and after time spent completing the training. Without statutory rest the training is co-mingled service. CMC must be notified in order to properly document Hours of Service and time spent training.

Note: Employees unable to complete the training courses without losing time must contact their immediate supervisor. The supervisor will determine if the employee's schedule will prohibit him/her from taking the training courses without losing time. Supervisor will advise employee when the employee should schedule training. Claims submitted under various collective bargaining agreements for make whole payments as a result of losing time to complete training must contain the approving supervisor's name.

- C. Non-Recertifying employees must successfully complete all training courses no later than:
- Employees with birthdays in January or February = March 15
 - Employees with birthdays in March or April = May 15
 - Employees with birthday in May or June = July 15
 - Employees with birthdays in July or August = September 15
 - Employees with birthdays in September or October = November 15
 - Employees with birthdays in November or December = December 15
- D. Employees who fail to successfully complete all training courses by the dates indicated in this notice, may also be subject to handling in accordance with the Corrective Action Policy. When such employees are withdrawn from service, they are required to immediately contact their immediate supervisor who will assist them in making arrangements to complete training.
- E. Employees who have been off for an extended period of time (30 days or greater) and are returning to work must complete all these requirements prior to working any safety sensitive job regardless of birthdate.
- F. Training courses are now available on CSX electronic tablets through the learning portal. Employees that have been issued and trained on the tablet may access the training modules when they are working under covered service and in compliance with any other operating rules that affect the usage of electronic devices. Training can be accessed through the learning portal on the gateway or selecting the "Talent and Learning" icon on the tablet. User will be directed through the OKTA authentication process to Login to the Learning Portal.

