

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

____ Volume 12 Number 2 ____



CSXT'S SANTA TRAIN

CSXTHS is not affiliated with CSX Transportation® and is a nonprofit corporation chartered under the laws of Kentucky.
CSX Transportation ® and its logos are used here within with the written permission of CSX Transportation. ®

PRESIDENT MESSAGE

If all goes well the CSXTHS 2024 convention will be held in St. Louis, Missouri sometime in late summer. It will be a joint convention consisting of the Baltimore & Ohio Historical Society, Chessie System Historical Society and CSXT Historical Society. CSXT is one of the owners of the St. Louis Terminal Railroad Association (TRRA).

XX

INDEX

CSXT SANTA TRAIN	PAGE 3
TEN MINUTES AT MAHONINGTOWN	PAGE 17
CSXT CARMAN AND THEIR CRAFT	PAGE 26
A VISIT TO TTI	PAGE 31
CSXT CINCINNATI YARD 2	PAGE 35
CSXT TRAIN DERAILS	PAGE 38

XX

OPEN LETTER TO CSXTHS MEMBERS FROM COACH YARD

dallentcy@aol.com November 14, 2023

Dear CSXT Historical Society Members,

As a future project, The Coach Yard would like to import models in HO scale of the current CSXT OCS train. Quite a bit of work on drawings has already been completed, however, much remains to be done. Is there anyone among your society members who might be interested in helping us?

Thanks for taking the time to reply.

Sincerely,
David Allen
www.thecoachyard.com

CSXT SANTA TRAIN – A TRADITION

RON FLANARY

The Clinchfield Railroad operated the first Santa Train from Elkhorn City, Kentucky, to Kingsport, Tennessee, in 1943 under the auspices of the Kingston Merchant Association. The Santa Train was again run in 1944 and every year thereafter by the Clinchfield Railroad. This train soon became a cult phenomenon in Clinchfield country. Over the years, the Clinchfield became a fallen flag but, fortunately, its successor companies have continued to operate the Santa Train the Saturday before Thanksgiving. Suspended for two years during the Covid scare, CSXT saw fit to return the Santa Train to the rails in 2023. Not enough thanks can be directed at CSXT's CEO and President Joe Hinrichs in helping to preserve this portion of CSXT railroading history.

For a number of years, your editor and his wife took our granddaughter to Elkhorn City, Kentucky, to meet the CSXT Santa Train. She is now going to school at the University of Kentucky, but tales of the CSXT Santa Train are part of our Christmas lore.



The 2022 CSXT Santa Train crosses Copper Creek Viaduct at Speers Ferry, Virginia.



On November 17, 1990, the southbound annual CSXT Santa Train eases along at the north end of Starnes, Virginia, at milepost 63. The fellow in the leather jacket on the platform is CSXT Kingsport trainmaster Scott Jessee. The lady on the far left is my wife, Wilma. Sadly, there would be no stuffed animal or other prize thrown off to her. At the time, goodies were still tossed off the moving train, so you could expect to find people waiting anywhere---even the most remote locations on the line.



This photo of the 1999 train at the north end of Boody Siding at Hanging Rock, Virginia, is a vivid example of the madness of running the Santa Train through a sea of human beings. All those folks are standing beside the track---and yes, WAY too close!---ready to pounce on all the goodies being thrown off the rear. That would come to a stop about 2001 when the practice ceased. It was as if an epiphany occurred at one of the several planning meetings leading up to the next year's train. "Say....isn't this really dangerous?" YES!!!!



The fellow in the center is Joe Hinrichs, President and CEO of CSXT. In the brief moments I was able to engage him for some interview questions, I found him to be a breath of fresh air. He respects his employees and treats other human beings with dignity and humanity---unlike too many others in upper Class 1 railroad management these days. I'm certain he has stock market analysts and hedge fund managers hounding him constantly to keep CSXT making as much money as possible with minimal concern about how it affects his workforce or the railroad's customers. But I also think the CSXT Board brought Joe to this job because the Hunter Harrison "PSR" model of railroading might be a money-maker---but it leaves a trail of bodies, diminished assets, and undesired consequences.



Goodies come flying off the rear of the 2001 Santa Train as it makes its stop at Elkhorn City, Kentucky. The crowd is standing at the site of the old C&O passenger station, which was also used by the Clinchfield Railroad. Passenger train service ended in 1963 when the C&O's two RDC cars made their last trip from Ashland, Kentucky, to "the Horn" and back.



On November 18, 2000, the northbound "deadhead" move of the Santa Train roars across Copper Creek with a load of Kingsport Chamber volunteers, CSXT employees and guests, and a few members of the media. Tomorrow they'll be southbound with Santa and many gifts along the 110-mile route from Shelby, Kentucky, to Kingsport, Tennessee.



1989 CSXT Santa Train at the north end of Starnes, Virginia.



Frank Brogden as Santa, 1988



Here the 2007 CSXT Santa Train exits Towns Tunnel just south of Miller Yard, Virginia.



The 1987 CSXT Santa Train is preparing to depart Shelby Yard at Shelbyville, Kentucky.



CSXT Santa Train arriving St. Paul, Virginia, 1988. The whole town has turned out to welcome the train.



Tossing off stuff from the CSXT Santa Train in 1988 as the train rolls through Allen, Virginia.



Between the tunnels, Clinchco and Riverside, Virginia in 1988. Toys were still being tossed off the moving CSXT Santa Train at this time. Roads become impassable as people gather trackside to welcome the CSXT Santa Train.



The Seaboard System Santa Train arriving at St. Paul, Virginia, in 1985.



Thanks to Frank Dewey for this photo. This is the 1987 CSXT Santa Train at the Dante, Virginia, stop. Left to right (after Santa--who was played by the late Frank Brogden at the time): Steve Patterson, yours truly, and David DeVault. I had just thrown something in the general direction of Frank. You can see the airborne missile in the upper right of the shot.



Santa waves to trackside spectators at Steinman, Virginia, in 2000.



The 1992 CSXT Santa Train is surrounded by people at Dungannon, Virginia.



The 1979 CSXT Santa Train at Fort Blackmare, rolling through Southwestern Virginia.



The 2002 CSXT Santa Train travels through a winter wonderland at Riverside, Virginia.



A view from the dome car as the CSXT Santa Train wanders through the hills of Virginia.



Preparation work onboard the CSXT Santa Train at Shelby Yard.



It is 1995 and a mad scramble to collect candy and toys tossed from the CSXT Santa Train near Dunnannon, Virginia.



Thank you, CSXT Santa Train.



Everyone, once in their lifetime, should come to CSXT's Clinchfield territory on the Saturday before Thanksgiving to enjoy a once in a lifetime experience. The crowd at Blackmare, Virginia.



HI, SANTA!



Merry Christmas to one and all from CSXT – 2023 Marrowbone, Kentucky.



What more can be said about the CSXT Santa Train – Haysi, Virginia.

TEN MINUTES AT MAHONINGTOWN, PENNSYLVANIA, ON SEPTEMBER 1, 2023

David Baer

“CSX I138 East, engine 7792, approach signal Coverts.” With that radio transmission, things were about to get interesting in the small western Pennsylvania town of Mahoningtown, located just west of CSX’s New Castle Yard complex. CSX eastbound I138 is one of the hottest intermodal trains on CSX’s New Castle Subdivision and, on this morning, had CSXT CW40-8 7792 on the point, leading CSXT 4810, a “flared” SD70AC. Due to congestion at New Castle Yard, eastbound I138 had to wait for westbound M217 to depart New Castle before it could pull into New Castle for a quick crew change. M217 had a short train, which had a maintenance of way train in tow, which featured several very interesting freight cars in the consist. All the action occurred between 9:50 and 9:58 AM.

Mahoningtown, Pennsylvania, sits between mileposts 57.8 and 58.4 on CSX’s New Castle Subdivision, a double track line which runs from Greenwich, Ohio, to West Pittsburgh, Pennsylvania. The New Castle Subdivision is part of CSX’s Great Lakes Division. At West Pittsburgh, milepost 54.0, the New Castle Subdivision connects to CSX’s Pittsburgh Subdivision, part of CSX’s Baltimore Division. In Mahoningtown, at New Castle interlocking, CSX former Baltimore and Ohio Railroad (B&O) track #2 connects to the former Pittsburgh and Lake Erie Railroad (P&LE) track #1, which CSX uses between New Castle and West Pittsburgh as track #2. Between Youngstown, Ohio, and Mahoningtown, Pa., the B&O and P&LE closely paralleled each other. After CSX purchased the remains of the P&LE in 1992, it abandoned the P&LE between Youngstown and Mahoningtown and then began using the P&LE from just east of the Shenango River in New Castle to West Pittsburgh, giving CSX additional trackage around the New Castle Yard complex.

Just after crossing the Shenango River from Mahoningtown into New Castle, track #2 swings onto the former P&LE line. After activating the former P&LE line, CSX removed one track west out of New Castle Yard, leaving #1 track through the former B&O New Castle Yard and #2 track on the former P&LE. The CSX IO dispatcher controls the New Castle Subdivision west out of New Castle, using dispatcher channel 160.320. The CSX BA dispatcher controls the Pittsburgh Subdivision east out of West Pittsburgh, using channel 160.665. All trains talk to the BA or IO dispatcher before departing New Castle. The road channel for both divisions; directions out of New Castle is 160.230, with crews calling out signals and defect detector broadcasting on 160.230.

During the summer of 2023, CSX had crew availability issues on the Baltimore Division east out of New Castle and was parking trains on the former P&LE #2 track, between New Castle and West Pittsburgh. With trains parked on #2 east of Mahoningtown, eastbound trains were forced to cross over onto #1 track at Mahoningtown to head into New Castle to change crews before continuing east. On Friday morning, September 1, 2023, eastbound M214 was parked at West Pittsburgh, forcing eastbound I138 to wait at New Castle interlocking in Mahoningtown, for westbound M217 to depart New Castle. Once M217 cleared the interlocking, I138 then headed into New Castle for a crew change before quickly departing New Castle for Cumberland.

The action began at 9:50 AM when I138 slowly approached New Castle, interlocking in Mahoningtown behind CW40-8 7792 and SD70AC 4810. Thanks to a kind homeowner at the corner of West Cherry Street and 4th Street, a very nice photo location was available to catch I138. This morning, I138 had a small cut of loaded autoracks on the headend, with the usual high priority intermodal traffic behind the autoracks. I138 came to a stop at 9:52 AM. CW40-8 7792 looked great in clean dark future paint with interesting cab numbers. It appears the 7792 had been repainted using Southern Pacific roman style numbers. Working with the 7792 this Friday morning was SD70AC 4810, one of the rare “flared” SD70AC in service on CSX. It is likely the 4810 is still in its factory paint job, which had faded since it was built by EMD in the summer of 2004.

Switching locations to near the end of West Cherry Street, westbound M217 passed a trackage vegetable garden at 9:56 with CW44AC 52 leading ES44DC 5310. Like SD70AC 4810, CW44AC 52 retains its bright future factory paint job, having been built by General Electric in March 1995. M217 was scheduled to make a pickup at CSX’s Lordstown, Ohio, yard and this morning had a 20-car cut of maintenance of way equipment as its train. The train featured three former Conrail gondolas along with intermodal flat cars loaded with maintenance of way machines. The intermodal flat cars were from a variety of different railroads with C&O, SBD and CSX cars all included, loaded with a variety of equipment.

M217 cleared New Castle, interlocking at 9:58 AM and, once clear, I138 soon got the signal to cross over and head into New Castle Yard for a crew change. By shortly after 10 AM, both trains were clear of Mahoningtown and the kindly homeowner could resume washing his car. An interesting backstory about CSX 4810, which explains the different colors on the nose of the unit. On Monday, November 29, 2004, CSX 4810 was involved in a wreck on CSX at Vitus, Florida. The wreck occurred at milepost AR 837 on the Vitus Subdivision of the Jacksonville Division on a foggy morning at 2:35 AM.

Manifest freight Q441-29, with CSX 7803 and 4695 and 137 cars, collided with K916-28, which had CSX 8101 and 4810 leading 60 loads of stone. SB Q441 was bound for Tampa while NB was heading for Wildwood. Sadly, the conductor of K916 perished when he jumped from his train and was hit by derailed cars. CSX 7803 was trailing on Q441 and was destroyed by derailed cars piling up on top of the unit. The unit was cut up on site. CSX 4810 suffered nose damage when the first loaded hopper in the train climbed up on the nose of the unit. The 4810 also suffered pilot damage to the rear end of the unit. SD40-2 8101 also suffered pilot damage due to the blunt forces involved during the derailment. Thankfully, the 4810 was repaired and returned to service. Almost 20 years later, the repaired nose of the 4810 is a reminder of the bad day at Vitus, Florida, on November 29, 2004.



CSX eastbound intermodal train I138 slows down for the stop signal at New Castle, interlocking in Mahoningtown, Pennsylvania, at 9:50 AM on Friday, September 1, 2023. On this clear Friday morning, I138 has CW40-8 7792 leading SD70AC 4810, still in its faded factory dark blue paint scheme. Note the contrast in the colors with CW40-8 7792, which has Southern Pacific Roman style numerals on the cab. On this day, I138 has a cut of loaded autoracks on the head end of the train.



CSX CW40-8 7792 approaches New Castle interlocking in Mahoningtown, Pennsylvania, on Friday morning, September 1, 2023. The 7792 was repainted in early 2010 and features non-standard CSX number spacing for the numbers on the cab. The 7792 was constructed by General Electric in July 1992 with builder's number 47029.



CSX SD70AC 4810 trails CW40-8 7792 as it slows to a stop at New Castle interlocking in Mahoningtown, Pennsylvania. CSX 4810 was constructed by EMD in late 2004, part of CSX's second order of SD70AC's, numbered CSX 4776-4830. While unknown, it is likely 4810 retains most of its factory applied paint scheme except for the nose. The 4810 was involved in the tragic head-on collision at Vitus, Florida, on November 29, 2004, shortly after entering service on CSX. The 4810 suffered serious damage to the nose when one of the hopper cars on K916 was pushed by the weight of the train into the nose. On September 1, the repainted scheme of the nose can be clearly seen on 4810.



Shortly after, I138 came to a stop at New Castle interlocking in Mahoningtown, Pennsylvania. M217 heads west past the I138 at 9:56 AM with CW44AC 52 leading ES44DC 5310. Like SD70AC 4810, CSX CW44AC likely retains its factory applied paint scheme, constructed by General Electric in Erie, Pennsylvania, in February 1995, with builder's number 48405. On this sunny late summer morning, M217 is tasked with moving a maintenance of way train west out of New Castle to another assignment. At Lordstown, Ohio, M217 will stop and pick up a cut of empty autoracks. The maintenance of way train had a cut of gondolas on the head end, followed by flat cars loaded with track equipment.



Still painted in Conrail maintenance of way gray paint, NYC G44A gondola 56299 passes a nice trackside farmer's garden with loads of ripe peppers. G44A suffers from rust and graffiti, more than 23 years since Conrail was broken up in 1999. Conrail assigned five-digit numbers to equipment used in maintenance of way service, which has been retained by CSX.



Next up in the consist of westbound M217 was CSXT gondola 915894, a Conrail class G52P car. Also suffering from rust and graffiti, the Conrail name and logo on the one end of the car has also faded away. Note the interesting CSXT numbers featuring a couple of different fonts. While unknown, it is likely the car is assigned to MoW service on CSX.



NYC 579785, a former Conrail G43R class car, is in the consist of westbound M217 at Mahoningtown. It appears the 579785 has been renumbered a couple of times over the years since being acquired by CSX. Note the blue patch of paint behind the 97 in the number. The Conrail logo on the one end of the car has almost completely faded away. It is also interesting to note the lettering on the center of the car at the top, ingot loading only.



After the gondolas in westbound M217, came a cut of flat cars loaded with various maintenance of way track equipment. Hauling the equipment were Chesapeake & Ohio Railway (C&O), Seaboard System (SBD) and CSXT flat cars. Blue C&O flat car 920623 has two pieces of track equipment bracketing a medium sized backhoe. Note the backhoe is straddling the car, overhanging the sides by a couple of inches. It is also interesting to note the backhoe doesn't have a cab over the operating controls. Behind the C&O flat is CSXT flat 920864 loaded with an in-track rail welding truck and a tamper.



A close-up view of C&O flat car 920623 loaded with a backhoe and two pieces of track equipment, passing the trackside garden in Mahoningtown. Now assigned to MW service by the lettering on the car, it appears the 920623 was last painted by the C&O in 1-85. Still in remarkably good paint, a C&O lettered car still active on CSX in 2023.



Coupled to C&O 920623 is CSXT flat 920864, another car assigned to MW service on CSX. The 920864 appears to be a former TTX car loaded with a welding truck and tamper. Note the 920864 has the MW marking on the opposite end of the car from the number. While unable to tell from this angle, it appears the 920864 has a set of rails applied to the inside of the car. Note the lowered railroad wheels on the welding truck.



Coupled to CSXT 920864 is SBD flat car 976439 loaded with more track equipment. This car is also assigned to MW service. Note the small letters next to the number. Like the former TTX flat car 920864, the 976439 also appears to have a set of rails installed on the deck, used when loaded with track equipment. Note the chains used to firmly secure the equipment while the cars are being moved. This car appears to have been painted in December 1984 due to the markings on the car.



Loaded from one end to the other with various pieces of track equipment, C&O 920668 follows SBD 976439 in the consist of westbound M217 in Mahoningtown. The markings on C&O 920668 have faded over time and are hard to read. The car does not appear to have MW markings on the car, even though it is being used in MW service. It appears this car was last painted by the C&O in 2-85.



Coupled to C&O 920688 is CSXT 912218 loaded with a backhoe and a piece of track equipment. The 912218 features a different color of CSX yellow paint, which may have faded over time. Note the unloading ramp at the rear end of the car. The ramp unwinds and folds downward so the cars can be unloaded. This car also does not have MW lettering on the car.



Passing the autoracks at the head end of eastbound intermodal I138, the MW flat cars, bringing up the markers of westbound M217, pass a large stack of cut logs stacked beside the New Castle Subdivision in Mahoningtown, Pennsylvania. On the rear of the train is CSXT flat car 912218 loaded with a backhoe and a piece of track equipment. After photographing some of the cars, the author wishes he would have photographed all the MW cars on M217 that bright morning.

CSXT CARMAN AND THEIR CRAFT (1985)

Author unknown

CSXT Carmen are the men and women who build, repair, maintain and inspect passenger and freight cars. They are all proud of their skill and knowledge. In this time of changing technology, deregulation and declining employment in the railroad industry, too little has been said or written about the construction, repair and maintenance of rail passenger and freight car equipment by Carmen and their importance to rail transportation in the United States.

In the past, and quite often in the present. Carmen's work is performed in open cold spaces in all kinds of inclement weather. The work is heavy and dirty, it consists of building, maintaining, dismantling, painting, and inspecting all passenger and freight cars. Among the work performed is the maintenance and repairing of brake rigging, replacement of wheels, ensuring rail car safety equipment is in place, the painting and repainting of cars, the servicing, building and rebuilding of freight and passenger cars, and assisting in wrecking service.

The performance of car building, repair, and maintenance requires the use of a number of different types of tools. Carmen must become familiar with these different tools and the operation thereof in order to accomplish the work at hand in a skilled and safe manner. These tools include air wrenches, air reamers, claw hammer, sledgehammer, cutting torch both hand and machine, welding, mill tools and saws, small hatchet, machinist's 2 lb. hammer, monkey wrench, pinch bar, S wrenches, wheel gauges, journal box gauges, air jacks of various tonnage sizes, step jack, center punches, skill saw, automatic air nailer, buck gun machines, etc., etc., etc.

THE CAR INSPECTOR

No matter how much rain is falling, no matter how deep the snow, no matter if the mud is ankle deep or if the temperature is 30 below, the car inspector is the one who goes to each car and studies each detail to find if anything is wrong and decide what to do about it.

The car inspector holds a position of importance on the railroad which can best be realized by those in authority because the successful inspection of cars will void the loss of life, injury and millions of dollars of equipment and-property, if car inspectors are allowed to perform their duties.

The duties of the inspector are to inspect all cars, to see that no existing defects will render the car unsafe for movement, that lading is in proper condition and loaded in accordance with AAR loading rules and that refrigerator cars carrying perishables are functioning properly, that no cars have safety appliance defects, that every car will pass the clearance limits over the route which it will travel and to make necessary repairs on the spot when possible to expedite the handling of shipments or to improve the safety condition of the car. The car inspector also makes the initial Terminal Air Brake Test and Inspection.

During the inspection, the Carman must scrutinize the wheels, truck sides, brake rigging, connector pins, cotter keys, draft gears, knuckles, carrier irons, journal bearings, doors, air hoses, brake pipes, etc., and all huck bolts, bolts, rivets pertaining to these and other parts, for this he must know the current AAR and FRA regulations.

THE CARMAN APPRENTICE

The success or failure of a car inspector depends largely on his experience, equipment, training, mental ability and attitude, and education. Apprenticeship undoubtedly offers the best possible training method for a car inspector, provided the carrier opts to obtain the best possible result.

The apprenticeship—the length of time of which varies from property to property, is the best means for a Carman to learn the trade. The apprentice works at the

various classes or aspects of the Carman's trade in order to be knowledgeable of the many, many rules, regulations, tools, types of cars, etc. By working with fellow Journeymen he learns from their knowledge and from actual work experience.

THE COACH CLEANERS

They work in cleaning and maintaining passenger and commuter cars. This includes the maintaining the appearance of the car both inside and out and furnishing necessary supplies.

THE CARMAN HELPER

Employed to assist Carmen and apprentices in all aspects of the Carman's duties in repairing, building and maintaining rail cars.

THE CARMAN PAINTER

The Carman Painter is charged with cleaning and conditioning the passenger or freight car and locomotives in preparation for painting. This is accomplished by various means such as sandblasting, using chemicals, burning, etc. The painter will paint both the outside and inside of the car or locomotive if it is required. Some grain, food, chemical carrying cars require special paint to avoid contamination.

In business cars and some passenger cars, wood finishing and varnishing is required. Once the cars are painted, the painter must then apply the proper lettering and/or stenciling on the inside and outside of the car. The letter and stenciling give the details of the car, such as, who the owning railroad is, capacity of car in pounds—its light weight (empty), type of coupler, draft springs, date of rebuilding, length, width and height of car, type of air brake equipment, etc.

THE AIR MEN

When a car is shopped for repairs, all of the air brake system must be removed for cleaning and repairs. The cars at repair facilities and in shops must receive an air test to insure the air brake equipment is functioning properly and at correct settings—piston travel, etc. The Carman cleans and rebuilds air brake valves and reservoirs, testing each valve and reservoir and its proper functions before allowing it to be placed on a passenger or freight car.

WRECKING CREW

These men generally work at their trade in the shop, rip track or train yard each regular working day except when called for wrecks or derailments. These Carmen are on call 24 hours a day, seven days a week.

LAYOUT MEN

The performance of car building and making repairs requires from time to time the use of blueprints in order to lay out the work to be done. In order to cut, shape or forge the material into the right dimensions, the Carman must obtain those dimensions from the car or blueprints.

Carmen, through years of work experience or apprenticeship training, become highly knowledgeable and skilled in order to inspect, maintain and repair the various railroad cars. The variety of cars include: the box car of different lengths and structure, refrigerator, hopper cars covered and open to carry food or coal, iron ore, etc., flat cars, piggyback, autorack, bunk, tank cars both for general purpose and hazardous materials, gondolas, cabooses, passenger cars both Amtrak and commuter lines, business cars, specialty cars, etc.

Each type of car has its own peculiar feature. Carmen must know the peculiar features of each

car, the shapes and sizes of the different parts and how they should be put together and taken apart, both in regard to the matter of structural requirements and safety-for himself and the men working with him. From time to time the Carmen are called upon to redesign and/or create a special car for the needs of a business customer.

This, briefly, is the work of the Carman. With the knowledge and skill they possess, and acknowledging the responsibilities placed upon them by the carriers, it is no wonder that Carmen are proud of themselves and their craft. For so long as rail cars need to be maintained and repaired and derailments and wrecks need to be set right, for so long as the public and shippers need to feel confident of the safe arrival of themselves and their products, the members of the Brotherhood Railway Carmen will provide the services necessary to “keep ’em rolling.”

XX

General President
Brotherhood Railway Carmen
Division of BRAC
4929 Main Street
Kansas City, Missouri 64112
July 1985

Dear Mr. Wheeler:

This refers to our discussions during negotiation of the Agreement of this date in connection with inter- modal service.

It was explained that intermodal facilities are perhaps better described as intermodal terminals or hubs that are operated independently of rail yards. The majority of intermodal traffic today moves in solid trains consisting of dedicated equipment that is rarely switched. The trains shuttle between hub pairs and upon arrival at a hub, inbound containers and trailers are removed and the train is reloaded with outbound containers and trailers for the return trip. Trucks are used to gather trailers from the area served by the terminal, in some cases perhaps ranging up to a radius of 250 miles. Once delivered, the trailers are lifted on to rail cars and shipped intact to their destination, where the trailers are then lifted off the rail cars and dispatched to their ultimate destination by truck. Facilities for the loading and unloading of motor vehicles are also considered intermodal facilities.

Among the services performed at these locations in addition to the inbound and outbound truck movements are supervisory, clerical, ramp, hostling, on and off loading and unloading, inspection, damage control, tie-down and any other work in connection with the handling of trailers, containers, autos and other intermodal shipments.

It is not the intent to transfer rolling stock repair and maintenance to an intermodal location for the purpose of applying intermodal pay rates with respect to non- intermodal equipment.

If a carrier proposes to expand the types of work presently being performed at intermodal facilities by employees represented by your organization, it shall give 10 days’ advance notice thereof to the General Chairman. A meeting shall be set promptly at which carrier representatives will particularize for the General Chairman the changes contemplated and the reasons therefor. The purpose will be to ensure that the carrier is not proposing a change to take

advantage of the lower pay rate by circumventing the Intermodal Service Article of the Agreement or this letter and if it is concluded that this is the case the carrier will not proceed with the proposed change.

Very truly yours,
C. I. Hopkins, Jr.

XX

ARTICLE VI~COUPLING, INSPECTION AND TESTING

Article V of the September 25, 1964 agreements, as amended by Article VI of the December 4, 1975 Agreement is further amended to add the following.'

At locations referred to in Paragraphs (a) (c) (d) and (e) where carmen were performing inspections and tests of air brakes and appurtenances on trains as of October 30, 1985, carmen shall continue to perform such inspections and tests and the related coupling of air, signal and steam hose incidental to such inspections and tests. At these locations this work shall not be transferred to other crafts.

Where air brake inspections and tests were removed from the jurisdiction of carmen at locations referred to in the preceding paragraph on or subsequent to October 30, 1985. such work shall be returned to carmen within 60 days of the effective date of this Agreement. Where such work performed by carmen is transferred to another location, carmen shall be utilized to perform such work. Any new air brake inspection work shall be assigned according to principles identifying the traditional delineation between carmen's work and work belonging to operating employees.

Any rules or practices which prohibit- or restrict the use of Car Inspectors from working on cars taken from trains for repairs are hereby eliminated. Carmen assigned to make air brake inspections and tests, when not engaged in such work, may be assigned to perform any work which they are capable of performing and which does not infringe on the contractual rights of other employees.

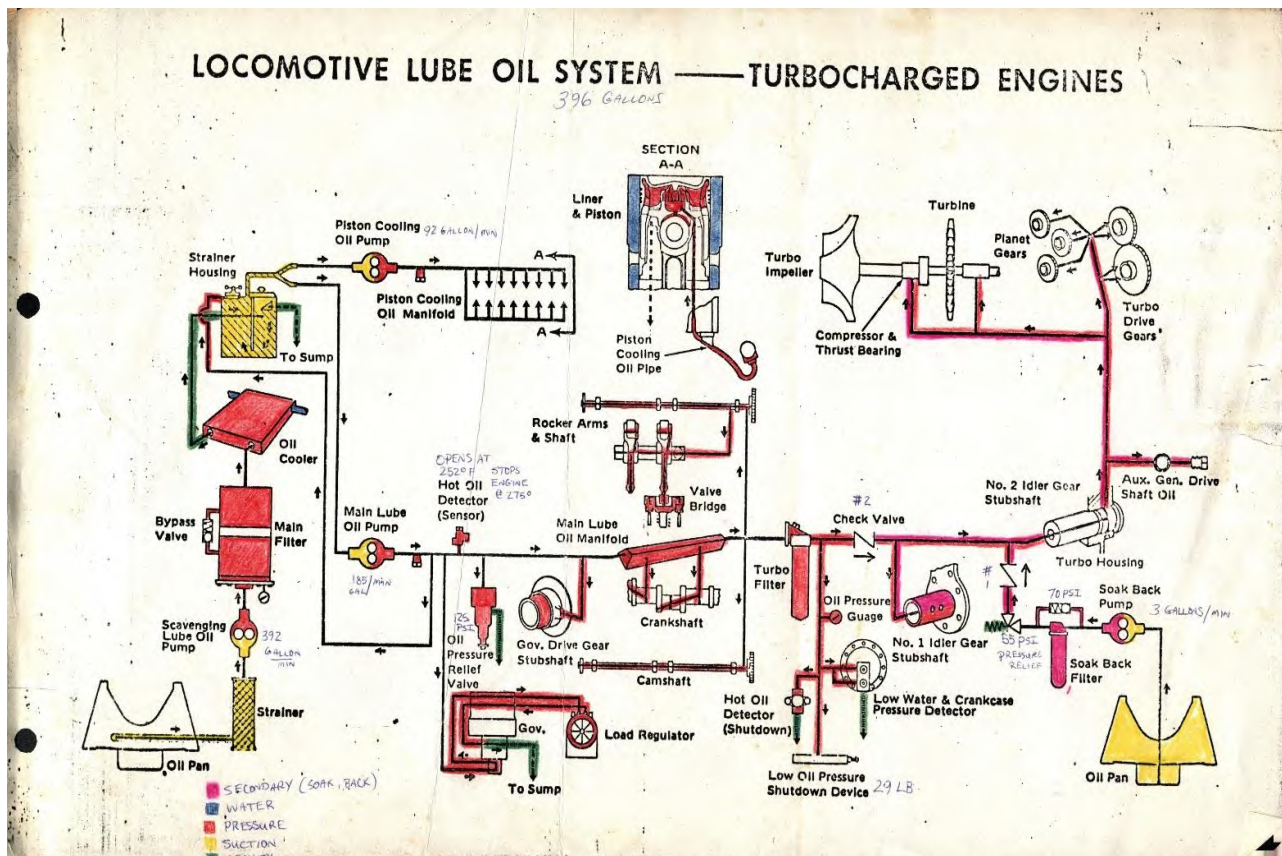
If there has been a diminution of air brake inspection and testing work due to a transfer of the work to another location, the remaining air brake inspection and testing work cannot be assigned to other than carmen except as provided in the Letter of Understanding attached hereto. If causes other than a transfer of work to another location precipitate the diminution of carmen's air brake inspection and testing work, at the locations identified above, nothing in this article shall require the employment of a carman if there is not sufficient work of the craft to justify employing a carman.* Any dispute as to whether or not there is sufficiency of work shall be determined according to the following procedures

CSX BY THE NUMBERS (AS OF DECEMBER 2022)

- Approximately 20,000 route miles of track in 26 states, the District of Columbia and the Canadian provinces of Ontario and Quebec.
- 35,750 total track-miles, including single main line track (19,879), other main line track (5,662), terminals and switching yards (9,308), and passing sidings and turnouts (901).
- Links more than 230 short line railroads and 70-plus ocean, river and lake ports with major population centers and farming towns.
- Nearly two-thirds of Americans live within CSX service territory.
- More than 14,000 bridges, including 9,600 that carry trains and 4,000-plus that cross over CSX rights-of-way.
- Operates an average of 1,848 trains per day.
- Transports more than 3.5 million carloads of products and raw materials per year.



CSXT LUBE OIL TURBOCHARGE ENGINE TROUBLE SHOOTING DIAGRAM



A JUNE 2023 VISIT TO TTI

In 2022, CSXT sold its interest in its Paris, Kentucky, based Transkentucky Transportation Inc. (TTI) to Midwest & Bluegrass Railroad. TTI track extends from Paris to Maysville, Kentucky, but it is cut by a washout near Maysville. TTI presently offers rail to truck transfer service, lease of freight car storage track, and bulk warehousing at its Paris Yard. TTI still owns six ex CSXT GE B36-7 locomotives, four runners, and two for spare parts. Below are some photos of TTI's locomotives.



TTI 5902, a B36-7, ex CSXT, ex SBD. She is in the latest TTI paint scheme.



TTI 5819, a B36-7, ex CSXT, ex SBD



TTI 5911, a B36-7, ex CSXT, ex SBD



TTI 5827, a B36-7, ex CSXT, ex SBD. She is in TTI's first paint scheme.



Above and below: TTI 5812 and TTI 5808, both GE B36-7 locomotives, were purchased from CSXT for use as a spare part source. Both are ex SBD.





The Paris Yard sand tower still stands proudly bearing the “TTI” logo.



The TTI officer car, now painted blue, still sits in the Paris Yard.

CSXT'S CINCINNATI YARD #2 IS NO MORE

During August and September 2023, CSXT ripped out its Yard #2 in Cincinnati, which was located at Dalton Avenue and Carr Street. The LCL platform and almost all the yard's track has been removed. The yard office still stands but for how much longer is an unknown. The yard has been underutilized by CSXT during the past twenty years. The following photos were taken on September 12, 2023.



View west from Carr Street into Yard #2



View east from the west end of Yard #2



Above and below are views of the closed yard office.





View toward Oklahoma from the yard office



Looking east from the yard office, only the lead to Yard #2 is in place.



Track in the process of being taken out.



The tracks in this area of the yard have all been taken up.

CSXT TRAIN DERAILMENT ROMULUS, MICHIGAN

Walter K. Sinclair

On November 2, 2023, CSXT had 14 cars of a 97-car train go on the ground at Romulus, Michigan. No one was hurt and no hazardous material was released. I took a few drone photos of the derailment site and they are offered below. The derailment site was cleaned up by the evening of the next day.





csx.com

Congratulations **Erin O'Brien** and **Chantel Goutcher**

2023 Women in Rail

A fierce advocate both in the courtroom and in her community, **Erin O'Brien** has made her mark as General Counsel and Head of Litigation for CSX. Her exceptional leadership and determination in the face of high-stakes cases have helped drive positive change for CSX and the railroad industry, including passage of the Trespasser Responsibility Act.

Chantel Goutcher, Head of Service Design, is a dynamic leader who leveraged her 29-year career with CSX to make lasting contributions to nearly every aspect of our operations. An insightful strategist and customer advocate, Chantel has worked closely with executives across the network to modernize CSX systems and improve the service experience.

Thank you, Erin and Chantel for exemplifying the CSX culture and showing the invaluable impact of women in rail.