JOURNAL
OF THE
CSXT® HISTORICAL SOCIETY

_____Volume 7 Number 3_____

BLUE DIAMOND COAL MINE

PRESIDENT MESSAGE

Hope all is well with the membership. The 2019 Convention is three months away. If you have not made your reservation at the hotel you need to do so now. Both the CV Line and EK Line may not survive pass 2025 due to lose of coal business. See page 34 for information on the convention.

On 8 February 2019 I attended a briefing at Jacksonville on CSXT's 2019/2020 rail network. Most of the briefing I did not understand as I did not know the location of the track being talked about. However, the following is what I understood about Kentucky and its surrounding states. CSXT predicts domestic coal shipments from Eastern Kentucky to end 2025 and domestic coal shipments from West Virginia to end 2045. For the foreseeable future the Big Sandy-Clinchfield Line will be used to move grain and oil. The Cincinnati, Ohio, to Knoxville, Tennessee track will be used for general merchandise and coal shipments. Louisville, Kentucky, to Nashville, Tennessee, track and Evansville, Indiana, to Nashville track to be upgraded 2019-2020. Former L&N track south of Nashville to be upgraded 2021-2022. Monon track north from Louisville will be taken up in 2021 and be sent to Russell for re-use as ribbon rail. Louisville to Henderson, Kentucky, track may be sold to Paducah & Louisville Railroad. Directional running from Cincinnati to Louisville to Seymore, Indiana, to Cincinnati will begin 4th quarter 2019. The track from Cincinnati to Louisville is some of the worst mountain railroad track on CSXT. CSXT looked at rehabbing part of Covington, Kentucky, L&N's DeCoursey Yard to relieve congestion at Cincinnati Queensgate Yard, but decided against doing that for now. Corbin, Kentucky, Yard to be taken up in 2021. Erwin, Tennessee, Yard may partial reopen in 2020 if traffic develops

INDEX

Blue Diamond Coal Mine	3
CSXT Weigh in Motion Scale	14
CSXT Weigh in Motion Scale Test Train	18
CSXT 1127, a SW 1001, walk around	21
CSXT locomotive event recorder	31
CSXT incident report	32
CSXT locomotive listing for 1 January 2019.	33
CSXTHS 2019 Convention	34

BLUE DIAMOND COAL COMPANY
LEATHERWOOD, KENTUCKY MINE

In 2019, active coal mines in Eastern Kentucky are few and far between. It is estimated that some 60 percent of the coal mines that were active in Kentucky in 2000 are now closed. CSXT is projecting that 2025 will see the end of coal mining in Eastern Kentucky. Blue Diamond Mine at Leatherwood, Kentucky, remains in operation filling a contract to deliver coal to a power plant in Florida. The mine produces both thermal and stoker coal. The coal is shipped from the mine in 100-ton hoppers bearing the reporting marks MBKX. These cars are owned by MRC Rail Service. Blue Diamond Mine is a drift mine that uses coal pillars to support the roof. Once the coal seam is mined, the miners start at the far end of the mine removing the coal pillar, allowing the mine's roof to sink to the floor. When mining operations end, some 95 percent of the coal seam will have been removed and shipped to an end user. Blue Diamond Coal Company is a subsidiary of Blackhawk Mining LLC, which has operating coal mines in Perry, Knott, and Leslie Counties. The Leatherwood Blue Diamond Mine site not only mines coal on its property but receives coal by truck from other nearby mine sites.

The entrance portal to Blue Diamond Mine. The track seen in the foreground carries electrically powered carts that bring the miners to their work site. Coal leaves the mine via an electrical driven belt from another mine portal. The coal on the right was part of a stockpile brought in by truck.

The mine cart that delivers the miners to the coal face. The tunnel is 40-inches high and ten-feet wide.

The conveyor belt that carries the coal mined from inside the mine to the wash plant. The open iron skeleton shed in the background was the previous site from which the conveyer belt exited the mine.

The conveyer belt on the right leads from the mine to this hopper which re-directs the coal into a conveyor belt running at a 90-degree angle from the mine.

The above conveyor belt carries the newly mined coal to this stockpile area. From here the coal is sent to the wash plant. The ground is black mud.

Beyond the conveyer belt are two additional entrances to the mine. These were not being used as the area was mined out. Only the coal pillars remained to be harvested.

Conveyer belts snake through the property carrying coal to the wash plant from various coal veins that are being worked on the property.

Just visible high on the hillside, running from right to left, is a conveyor belt carrying coal from a strip mine on top of the mountain. The conveyer belt, running from right to left, is carrying coal from another portal from which a drift runs back into the mountain following the coal seam. Most coal seams are three to four feet in thickness. Seams smaller than 3-feet are mined by auger or, if close enough to the surface, by strip mining.

The conveyor belt from the top of the mountain, with its aluminum cap to keep coal from falling off the belt, follows a mine road toward the wash plant.

The conveyor belt is nearing the end of its journey, for the wash plant is visible in the lower left. The view is toward the southside of the wash plant.

A close-up of the wash plant. Here the coal is floated in water to remove impurities, for the power plant contract calls for coal of a certain BTU with less than .05 percent non-burnable material mixed in with the coal.

Above and below are views of the wash plant looking at its north side. The conveyer belts are carrying washed coal from the plant to the storage area.

Above and below is the coal storage area. Underground augers carry the coal from here to a conveyor belt that leads to the train flood loading tipple. Note in the photo below the D9 bulldozer working the coal pile. Coal is dumped into the top of the cylinders and falls out to the storage area through window cut in the cylinder walls.

A view of the flood loader. A balloon track leads to the flood loader from the CSXT track. One leg of the balloon track can be seen up against the cliff wall beyond the telephone pole.

A close-up of the flood loader. The hopper is pulled through the flood loader at 2 MPH. A computer fills the hopper with the right amount of coal, forming a smooth layer of coal at the eve of the hoppers.

Another view of the flood loader at work. The coal is carried from the storage area to the flood loader by conveyor belts. The whole operation is controlled by a computer that ensures the right amount and type of coal is loaded into the hoppers.

A string of loaded hoppers stretches along the balloon track toward the CSXT track. Normally a 100-car train of 100-ton hoppers can be loaded in 2 to 2.5 hours.

CSXT 862, a GE CW46AC/H, and a sister locomotive lead a unit train through the flood loader. The bridge carries the site's road over the track and up the hollow to the wash plant. (Blue Diamond Mine)

The truck scale with its coal sampler. The suction pipe is lowered down into the truck's load of coal to draw a sample to verify that it is the correct quality of coal. The conveyor belt delivers the sampled coal into a truck for removal to the coal stockpile area.

CSXT OPEN TOP CAR WEIGHT POLICY FOR COAL LOADING
(Paraphrased)

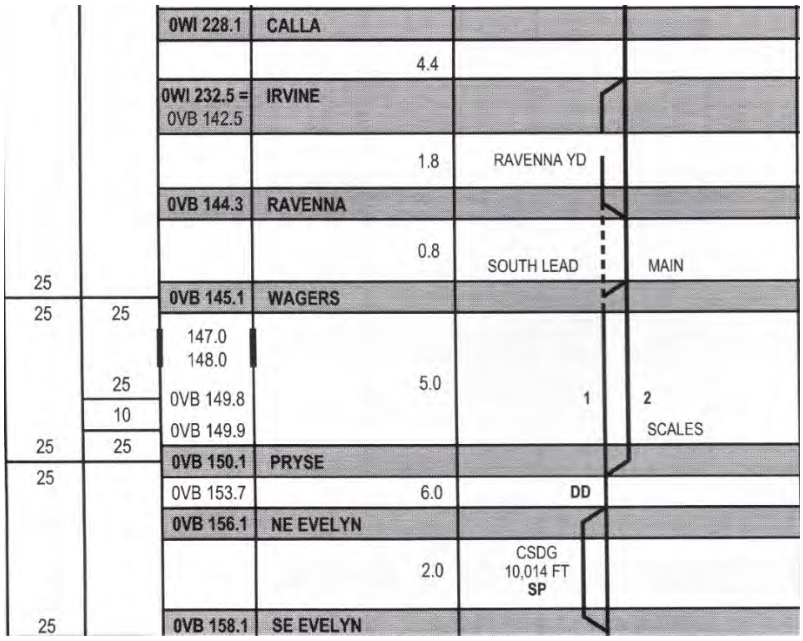
The maximum allowable weights apply to both CSX Transportation and private marked open top cars loaded with coal originating or terminating on CSXT. In situations where cars are originating or terminating off-line and the foreign road's weight restrictions policies are more restrictive than CSXT, the more restrictive weight restrictions will apply.

CSXT MAXIMUM ALLOWABLE GROSS WEIGHT OF COAL CAR

50-Ton Car Types 177,000 lbs.
70-Ton Car Types 220,000 lbs.
100-Ton CSXT Coal Cars (H-350 Bottom Drop and E-100 Yellow Belly Gondolas) 273,000 lbs.
100-Ton non-CSXT Coal Cars 273,000 lbs.

If the loading weight is from a CSXT origin point that does not have a certified scale, the initial movement of the car over any CSXT weigh-in-motion scale will govern. Any coal car shipment requiring reduction in loading due to overweight must be reduced at the following locations based on the nearest CSXT weigh-in-motion scale location: Kingsport, TN at Erwin, TN; Grays, KY at Corbin, KY; Pryse, KY at Ravenna, KY; Torchlight, KY at Russell, KY; Barboursville, WV at Russell, KY; Riffe, WV at Clifton Forge, VA; Green Spring, WV at Brunswick, MD. CSXT overload charges shall be billed to the shipping company as prescribed.

CSXT TRACK SCALES AT PRYSE, KENTUCKY



0VB 149.8 Scales at Pryse, KY

1. Scales at Pryse are designed to weigh between speeds of 4.5 MPH and 7.5 MPH and will be turned on by sensors 200 feet from the scales in each direction. The scales are equipped with computer voice instructions that advise condition of weighing, via Channel 084. Accurate weighing speed must be maintained between 4.5 MPH and 7.5 MPH with all brakes released avoiding slack action and stops on scales, during which voice instructions will transmit speed of train every 5 cars in tenths.

2. If scales are out of tolerance and will not weigh, message will be transmitted, "scales have failed", stop train and contact Ravenna Yardmaster for instructions. When scales are ready to weigh, the system will transmit, "CSX Pryse Scales are ready". If re-weighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scale computer to reset, and transmit instructions, "CSX Pryse Scales are clear" before resuming weighing. Anytime a stop is made on scales for 1 minute the scales go into standby. After weighing is complete, voice instructions "CSX Pryse Scales are clear" followed by number of cars weighed.

3. Use of sand on scales is prohibited.

4. Southward trains that meet Northward trains at Pryse, KY must Stop 3 cars north of scale house and remain there until northward train weighs and scales are reported clear before proceeding south.

The weight in motion scale at Pryse, Kentucky

A view down the track toward Ravenna. The weight scale house on the right.

A close-up of the weight scale

Lights for lighting up the car's reporting marks as it rolls over the scale and the video cameras that transmit the image to the Jacksonville Operation Center

The signal box that controls the weight in motion scale

CSXT WEIGHT IN MOTION SCALE TEST TRAIN

To verify that the weight in motion scale is working accurately, CSXT periodically runs a test weight in motion train over the scale to insure its accuracy. The test weight in motion train consists of a standard scale test car and ten test scale cars converted from covered hoppers. These covered hoppers are each loaded with a load that varies by 50 to a 100 pounds of the loads on the other cars. In October 2018, I encountered a test weight in motion train at Huntington, West Virginia. It consisted of standard scale test car CSXT 914207 and ten covered hopper scale test weight cars. I only obtained the reporting numbers of the first six covered hopper test weight cars: CSXT 914192, CSXT 914195, CSXT 914198, CSXT 914199, CSXT 914201, and CSXT 914202.

The weight in motion scale test train works as follows: The standard test weight car is placed on the motion scale to calibrate the scale. Once the scale reads the same weight as the test scale car weighs, the car is removed. It is then returned to the scale to verify that the scale is still reading the weight of the standard test weight car correctly. Once the scale is certified as in compliance, the ten covered hopper test weight cars are pulled over the scale. The scale weighs each car and reports each car's weight to the Jacksonville Operation Center. Since the exact weight of each car in the test train is known, the car's actual weight can be compared to what the weight reported by the weight in motion scale is reading and reporting accurately.

The scale weight in motion test train as encountered at Huntington, West Virginia

A close-up of Scale Test Car CSXT 914207

Scale Test Car CSXT 914198 is a converted cover hopper.

A close-up of CSXT 914198 “A” End showing her reporting marks. Note she caries Plate B markings and her LT WT is given as 63,600 and her LD LMT weight as 199,400.

A view of the center section of CSXT 914198

A view of the B End of CSXT 914198

A close-up of building information and size information carried at the B End of CSXT 914198. She was built in November 1969 and repainted in February 2017 at Fruit Grower Express by Davis Frost. She has 2-inch High Friction Composite Brake Shoes. She has an interior of 4,899 cubic feet. Her width at the top of the car, 13-feet 1-inch off the ground, is 10-feet 1-inch wide. Her extreme width, however, is located 3-feet 5-inches off the ground where her width is 10-feet 7-inches. Her extreme height, to the top of the walkway, is 14-feet 7-inches. A portion of the mandated FRA reflecting tape is visible above her extreme height mark, and her computer reporting chip is located below her cubic feet marking.

A view of CSXT 91498 showing her “A” End

A close-up of CSXT 914192 showing her “B” End

A WALK AROUND CSXT 1127 – A SW1001

CSXT, in 1999, obtained nineteen EMD SW1001 yard switchers when it bought its share of Conrail. As of 1 January 2019, this fleet of SW 1001 has been reduced to three units. CSXT 1127, ex Conrail 9404, is one of the three survivors. She is seen here on 22 February 2018 at Osborn Yard in Louisville, Kentucky, in layup. Note the red tarp over her engine exhaust stack.

A view of CSXT 1127 from the cab end toward the front of the locomotive

A view of the right side of CSXT 1127

A close-up of the right-hand side of the cab of CSXT 1127. Below her reporting marks is stenciled SW 1001, while an American flag flies above the reporting number.

A close-up of the trucks under the cab

A view of the right-side fuel tank and air reservoir

A close-up of the right-side front of CSXT 1127. Note the “F” next to the steps.

A quarter view of the right side of CSXT 1127

A view of the front of CSXT 1127 showing the radiator vent and her MU cable and replacement knuckles

A close-up of CSXT 1127 snow plow. On the right she carries a spare F knuckle and on the left a spare E Type Knuckle

A full view of the left side of CSXT 1127

A view of the left side front of CSXT 1127

A view of the left side fuel tank with the air reservoir on top of the fuel tank

A close-up of the sticker on the air tank telling one and all that it is OK that the air tank randomly squirts moisture into the air as it is just purging its tank of water.

A view of the left side cab area of CSXT 1127

A view of the rear of CSXT 1127 showing the entrance to the locomotive cab. Most railroads, in ordering SW1001 diesel switchers, set them up to run hood forward, like a steam locomotive, negating the excellent visibility the cab provided for the engineer when facing away from the hood.

The sign reads “NOTICE – PRIOR TO ANY BATTERY WORK

1. Disconnect MU Cable
2. Switch BFCO to open field
3. Open knife switch
4. Wait 5 minutes for CMU to shutdown”

A CSXT LOCOMOTIVE EVENT RECORDER

The locomotive event recorder box

The tape cartridge used in the locomotive event recorder. The tape cartridge is similar to the old 8 track music tape.

INCIDENT INSIGHT

Transportation Department **Week of February 18, 2019**

Scenario

Q455 experienced an emergency brake application and while making a walking inspection of the 143 car train, the conductor found a defective air hose on the 22nd car that was preventing the train from restoring brake pipe pressure to the rear of the train. The conductor replaced the air hose and the brake pipe pressure restored. Does the conductor need to inspect the entire train before proceeding?

Supervisor Points of Emphasis

The answer is no, the conductor is not required to make a walking inspection of the entire train if the conditions listed in Operating Rule 308.6 are met. This rule was changed on February 1, 2019 and is listed below for review in job briefings.

After the repair is made and the train can proceed, the crew must establish a sterile cab enviroment in the operating cab of the controlling locomotive. This will allow their attention and conversation to be directed exclusively to the actions governing the safe movement of the train. Also after proceeding, the train must operate at a train speed not to exceed 20 MPH for one train length.

308.6 When a walking inspection reveals a defect that can be repaired by the employee making the inspection, the train may proceed after all the following conditions are met:

1. Repairs have been made, and
2. Train brakes release and brake pipe pressure is restored at the rear of the train, and
3. A visual inspection from the location of the repair does not indicate any unsafe condition, and
4. Starting and moving the train does not require excessive power.

CSX HOW TOMORROW MOVES | SAFETY

CSXT LOCOMOTIVE OWNERSHIP 1 JANUARY 2019

CSXT LOCOMOTIVE OWNERSHIP
January 1, 2019

REMOTE CONTROL
Included in Fleet --->

UNITS	CLASS
5	GP15T
47	GP38-2
6	GP382S
57	GP38-3
16	GP40-2
46	GP40-3
3	MP15
13	MP15AC
18	MP15T
6	RDSLUG
1	RP20BD
4	SD38-2
5	SD382S
1	SD40
113	SD40-2
50	SD40-3
12	SD40E3
8	SD50-2
411	Total

4-AXLE	TYPE SERVICE				
CLASS	Local	OFC	Road	Swch	TOTAL
F40PH2		4			4
GP15	22				22
GP15T	15			5	20
GP38-2	193			22	215
GP382S	26			6	32
GP38-3	64				64
GP39-2	20				20
GP40-2	321			15	336
GP40-3	63				63
GP40WH	1				1
GP60			2		2
MP15				7	7
MP15AC				48	48
MP15T				38	38
RDSLUG	172				172
SWMT				23	23
SW1001				3	3
SW1500				12	12
TOTAL	897	4	2	179	1082

6-AXLE	TYPE SERVICE			
CLASS	Local	Road	Swch	TOTAL
CM40-8		10		10
CW40-8		210		210
CW40-9		48		48
CW44AC		461		461
CW44AH		128		128
ES40DC		301		301
ES44AH		549		549
ET44AH		225		225
MT6			9	9
SD38-2			5	5
SD382S			5	5
SD40	2			2
SD40-2		183	77	260
SD40-3		150		150
SD40E3	13			13
SD50		1		1
SD50-2		145	3	148
SD50-3		14		14
SD60		21		21
SD60I		23		23
SD60M		24		24
SD70AC		201		201
RP20CD			1	1
TOTAL	15	2694	100	2809

FLEET SUMMARY	
4-AXLE	
GE	0
EMD	1082
NRE/RP GenSet	0
Total	1082
6-AXLE	
GE	1932
EMD	877
NRE/RP GenSet	1
Total	2810
PASSENGER	4
ROAD	2696
LOCAL	912
SWITCHER	279
SLUG/SWMT/MT6	31
GE	1932
EMD	1959
NRE/RP GenSet	1
Total Fleet	3892

CSXT LOCOMOTIVE OWNERSHIP
January 1, 2019

REMOTE CONTROL
Included in Fleet --->

UNITS	CLASS
5	GP15T
47	GP38-2
6	GP382S
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GP38-3	64				64
GP39-2	20				20
GP40-2	321			15	336
GP40-3	63				63
GP40WH	1				1
GP60			2		2
MP15				7	7
MP15AC				48	48
MP15T				38	38
RDSLUG	172				172
SWMT				23	23
SW1001				3	3
SW1500				12	12
TOTAL	897	4	2	179	1082

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CW40-9		48		48
CW44AC		461		461
CW44AH		128		128
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ES44AH		549		549
ET44AH		225		225
MT6			9	9
SD38-2			5	5
SD382S			5	5
SD40	2			2
SD40-2		183	77	260
SD40-3		150		150
SD40E3	13			13
SD50		1		1
SD50-2		145	3	148
SD50-3		14		14
SD60		21		21
SD60I		23		23
SD60M		24		24
SD70AC		201		201
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CSXT HISTORICAL SOCIETY 2019 CONVENTION
TOUR OF CSXT CUMBERLAND VALLEY SUBDIVISION
JUNE 7, 8, 9, 2019 –
HAZARD, KENTUCKY

HAMPTON INN 70 MORTON BLVD, HAZARD, KENTUCKY
606-439-0902 ROOM RATE $99.00
FOR CSXTHS MAKE MOTEL RESERVATION
BY MAY 1, 2019

FRIDAY JUNE 7, 2019, TOUR KENTUCKY COAL MINE MUSEUM AND MINE #31 AT LYNCH, KENTUCKY. VISIT CSXT'S HAGAN'S SWITCH BACK.

SATURDAY JUNE 8, 2019, VISIT CSXT LOYALL YARD. TOUR HARLAN COAL MINE AREA, VISIT CUMBERLAND GAP RAILROAD TUNNEL.

SUNDAY JUNE 9, 2019, VISIT KENTUCKY STEAM HERITAGE WORK SITE AT RAVENNA, KENTUCKY

HARD HATS AND BOOTS WILL BE NEEDED FOR PART OF THE TOUR

REGISTRATION FORM

NAME _____
ADDRESS _____
CELL PHONE_____
EMAIL _____

REGISTRATION FEE $30
MAKE CHECK PAYABLE TO CSXT HISTORICAL SOCIETY
SEND TO
CSXTHS 2019 CONVENTION, 201 PIN OAK PL, FRANKFORT, KY 40601