

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

_____ Volume 2 Number 2 _____



CSXT COVERED HOPPERS PART 2

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**2014 CONVENTION
PIKEVILLE, KENTUCKY**

**SAVE THESE DATES
JUNE 6, 7, & 8, 2014**

**JOINT
CSXT HISTORICAL SOCIETY
&
CHESSIE SYSTEM HISTORICAL SOCIETY**

**EXPLORE
CSXT'S
BIG SANDY SUBDIVISION
AND
THE CLINCHFIELD
BETWEEN
MARTIN, KY, & FREMONT, VA**

**WITH
EVERETT YOUNG**

**MORE INFORMATION CAN BE FOUND AT
<http://csxthsociety.org/meetings/meetings.html>**

MESSAGE FROM THE PRESIDENT OF CSXTHS

Charles H. Bogart

Within this edition of the CSXT Journal, we look at CSXT covered hoppers that came to CSXT from a fallen flag carrier. Thanks to the good people at CSXT, we have some drawings used by CSXT car repair shops to complement the photos. If any of the members have any unusual photos of CSXT covered hoppers for a third installment on this topic, please send to csxthsatfewpb.net

As we prepared to publish this edition of the CSXT Journal covering our second look at CSXT covered hoppers, it was announced that CSXT was rated by the Soy Transportation Coalition within their Railroad Report Card as the 2013 top performing railroad for the transportation of soybeans. This rating the Coalition announced was based upon the overall safe and reliable service CSXT offered to the producers of soybeans during 2013. Some 900 million bushels, or 27.5 million tons of soybeans, were transported by U.S. railroads in 2013.

As you may have noticed from the preceding page, Everett Young has finalized our 2014 convention to be held at Pikeville, Kentucky. More information on the convention is found at our web site. The motel backs up to the CSXT track and for a great view of the track, ask for a room on the third floor, backside. It will be a joint convention with the Chessie System Historical Society and will cover former Chesapeake & Ohio, Clinchfield, Louisville & Nashville, and Baltimore & Ohio track.

It is not too soon to put in your bid to host the CSXTHS 2015 Conference. We can only go where a member is willing to organize an outing. If you have never done a conference but would like to, the CSXTHS Board of Directors will help you through the process.

CSXTHS fielded two requests during this past quarter from outside groups wanting help with CSXTHS. One group was interested in obtaining a CSXT locomotive for a film shooting. We put them in contact with the correct person at CSXT. The other was a request by a college student for drawings of a covered hopper that he could use to build an AutoCAD model using a 3D ink jet printer. Unfortunately, we could not help, as all of these drawings are held by the various car manufacturers as proprietary material.

If you would like to serve on the CSXTHS Board or get involved with the day to day running of CSXTHS, contact us at CSXTHS@FEWPB.NET and tell us of your desires.

While we have articles in hand to cover the next issue of the CSXTHS Journal, we are always in need of more articles. We can provide editorial assistance to help with grammar and punctuation issues. If you have an idea for an article, let us know at CSXTHS@FEWPB.NET.

We are a little late in wishing the members a MERRY CHRISTMAS and a HAPPY NEW YEAR, but we offer these wishes in the true spirit of the holidays.

REMEMBER: When out shooting your railroad photos, railroad property is private property. Expect a train from any direction, at any time. Always look and listen before crossing railroad tracks at public and private crossings.

**CSXT COVERED HOPPERS
PART 2
William M. Ambrose & Charles H. Bogart**



On this page and the next are four close-up photos of the three bay, gravity unloading, covered hopper CSXT 255370, which is featured on the cover of this issue. This former Chessie System car was built in 1981 for the C&O by American Car & Foundry Company. She is 54 feet 7 inches long, 10 feet 8 inches wide, and 15 feet 6 inches tall. She can carry 198,000 pounds of goods. The photos were taken in 2011 at Barr Yard, Chicago.







CSXT 255181, photographed at Louisville, Kentucky, in 2012, is another former Chessie System gravity flow, three bay hopper seen here in grain service. Ordered by C&O, she is 58 feet 1 inch long, 10 feet 8 inches wide, and 15 feet 1 inch high. She has a load limit of 200,000 pounds and a maximum gross weight of 263,000 pounds.



CSXT 254751, built by AFC, is a sister car to CSXT 255181. Note the difference in weathering between the two cars and the manner in which the Chessie reporting marks were obliterated by CSXT.



CSXT 228088 (ex C&O 604704) and CSXT 227748 are former Chesapeake & Ohio Railway Chessie System two door gravity flow hoppers built for Chesapeake & Ohio Railway by American Car & Foundry. They are 41 feet 11 inches long, 10 feet 8 inches wide, and 15 feet 1 inch high. They have a load limit of 207,000 pounds and a cubic capacity of 2,700 square feet. Note the difference between the two cars in the manner in which CSXT painted over their former reporting marks.





CSXT 254854 is an ACF built three bay hopper built for Chessie System's B&O. Seen in 2012 at Martin, Kentucky, she is 58 feet 1 inch long, 10 feet 8 inches wide, and 15 feet 1 inch tall. She can carry 200,000 pounds of goods within her 4,600 cubic feet internal space.



CSXT 226660, seen at Indianapolis, Indiana, in 2012, is a former Chessie System B&O car built by Pullman Standard. She has four loading hatches and two gravity flow discharge hatches. She is 38 feet 10 inches long, 10 feet 7 inches wide, and 14 feet 10 inches high. She can carry 206,000 pounds within her 2,700 cubic feet interior.



CSXT 226001, photographed near Dante, Virginia, in December 2011, is of obvious C&O heritage as shown by her C&O for Progress logo that she still proudly displays. Built by FMC, she is 38 feet 2 inches long, 13 feet 8 inches wide, and 15 feet tall. She can carry 200,000 pounds of product.



B&O 606257 was built as a three bay hopper by ACF. Seen here at Toledo, Ohio, in 2011, she is 58 feet 1 inch tall, 10 feet 8 inches wide, and 15 feet 1 inch tall. With an internal capacity of 4,600 square feet, she can carry 198,000 pounds of goods.

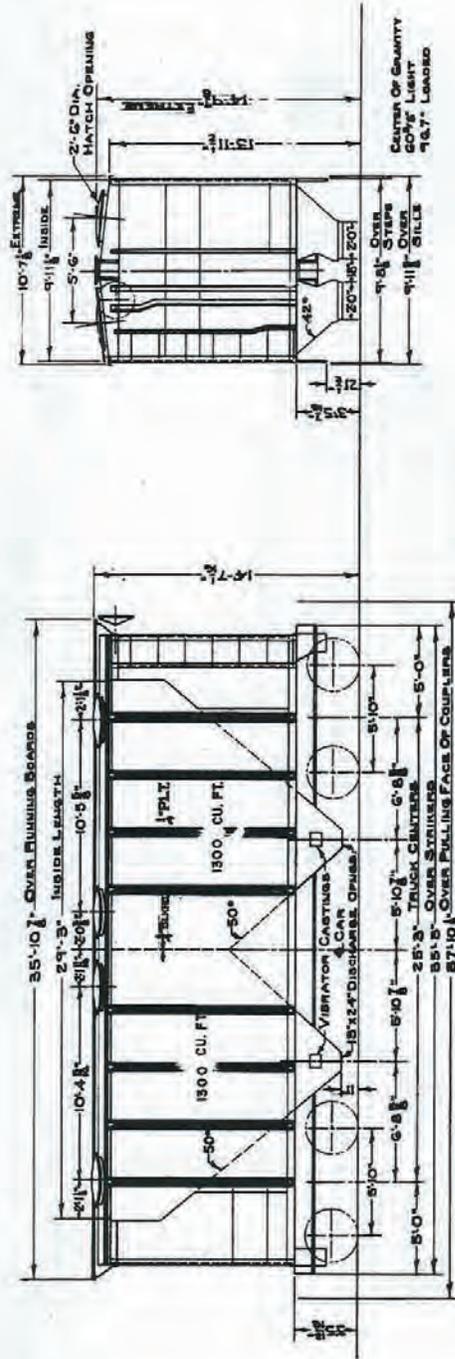


B&O 600677 was built by Pullman Standard in 1967 for cement service and is seen here in 2010 at Grand Rapids, Michigan. She is 40 feet 6 inches long, 10 feet 7 inches wide, and 15 feet tall, and can carry 200,000 pounds of goods. Amazingly, neither Chessie or CSX has seen fit to repaint her in their colors.



CSXT 226984 is a two bay, four loading hatch hopper car built by Pullman Standard in 1965 for the Baltimore & Ohio Railroad. She is seen at Evansville, Indiana, in 2011. Her dimensions are 40 feet 6 inches by 10 feet 7 inches by 14 feet 10 inches. With an internal capacity of 2,700 square feet, she can carry 205,000 pounds of goods.

RR	SERIES	CLASS
C80	600000-600099	HC-19
B80	600100-600199	HC-19



GENERAL DATA	CAR BODY DATA	TRUCK DATA	MISCELLANEOUS
BUILT BY - P.S.M. CO.	BRAKES - AB CONV. BUSHED CYLINDER	TYPE - BARBER S-2-A	
YEAR BUILT - 1968	BRAKE ARRANGEMENT -	GENERAL DWG - 194-S-822	
CUBIC CAPY. - 2600	CENTER SILL - 61.2 LB. Z SECTION	JOURNAL - 6-1/2" X 12" R.B.	
AVERAGE LD. LMT. - 208800	COUPLER - BE-80A-HT	SPRING TRAVEL - 2-1/2"	
AVERAGE LT. WT. - 68800	DRAFT GEAR - M-901-E	WHEELS - 56" DIA. I.W.S.	
BUILDER REFERENCE - LOT 9086	DOOR - 13" X 24" GRAVITY - ENTERPRISE	WEIGHT ONE TRUCK - 3770	
RAILROAD SPEC. -	DOOR ARRANGEMENT - 121-T-487	BRAKE SHOES - 2" COMPOSITION	
GENERAL ARRANGEMENT DWG. - 139-11-740	END - 3/16" PLT.		
CLEARANCE - PLATE B	FLOOR - 5/8" OUTSIDE HOPPER 3/8" PLT.		
CURVATURE - UNCOUPLED	HAND BRAKE -		
COUPLED TO BASE CAR -	LINING -		
CENTER OF GRAVITY - LIGHT - 60.375"	UNDERFRAME - RIGID		
LOADED - 96.7			

The above drawing is provided by CSXT for informational use only. The drawing is the property of CSXT and may not be reproduced for commercial use.



On a dark and gloomy day in February 2013, L&N 242524 was caught leaving Cincinnati's Queensgate Yard. She is seen climbing the approach to the C&O Bridge that crosses the Ohio River to Kentucky. Her dimensions are 60 feet by 10 feet 8 inches by 15 feet 1 inch. She can carry 202,800 pounds of cargo within her 4,750 cubic feet interior.



L&N 242235 was built for the L&N by Pullman Standard. She is seen here in July 2013 coming down into Queensgate Yard from the C&O Bridge approach. She is 60 feet long, 10 feet 8 inches wide, and 15 feet 1 inch tall. Internally she provides 4,750 cubic feet of cargo space within to carry 202,300 pounds of product.



It is December 2012 and CSXT 247656 is in storage at DeCoursey Yard, Covington, Kentucky. Built in 1979 by ACF Industries, she is still in her Seaboard System paint. She is 58 feet 1 inch long, 10 feet 8 inches wide, and 15 feet 1 inch wide, and can carry 199,800 pounds.



CSXT 246673 was built by ACF as L&N 240536. L&N was owned by Seaboard System and thus its logo is on the side of the car. Note the difference in placement of the Seaboard logo between CSXT 246673 and CSXT 247656. CSXT 244673 is 58 feet 1 inch long, 10 feet 8 inches wide, 15 feet 1 inch high and has an internal capacity of 4,660 cubic feet and a carrying limit of 199,000 pounds.



CSXT 247987 was built by ACF for SCL. She was still in her Family Line paint when photographed near Point Pleasant, West Virginia, in June 2012. She is 58 feet 1 inch long, 10 feet 8 inches wide, and 15 feet 1 inch tall. She has an internal space of 4,600 and a carrying capacity of 199,700 pounds



In December 2012, a long line of covered hoppers were stored at the DeCoursey Yard outside Covington, Kentucky. Among them was CSXT 247621. She was built by ACF for Seaboard in 1979. She is 58 feet 1 inch long, 10 feet 8 inches wide, and 15 feet 1 inch tall. With an internal capacity of 4,600 square feet, she can carry 199,800 pounds.



CSXT 252110 is a three bay rib side hopper built by Pullman Standard for SCL. She is seen in December 2012 in storage at DeCoursey Yard, Covington, Kentucky. She is 66 feet long, 10 feet 8 inches wide, and 15 feet high, and can carry a 203,000 pound load.



CSXT 251479, still in Family Line paint, is the former SCL 242020. Seen here at Columbus, Ohio, in 2011, she is 59 feet 11 inches long, 10 feet 7 inches wide, and 15 feet tall. With a cubic capacity of 4,759 cubic feet, she can carry 201,000 pounds of goods.

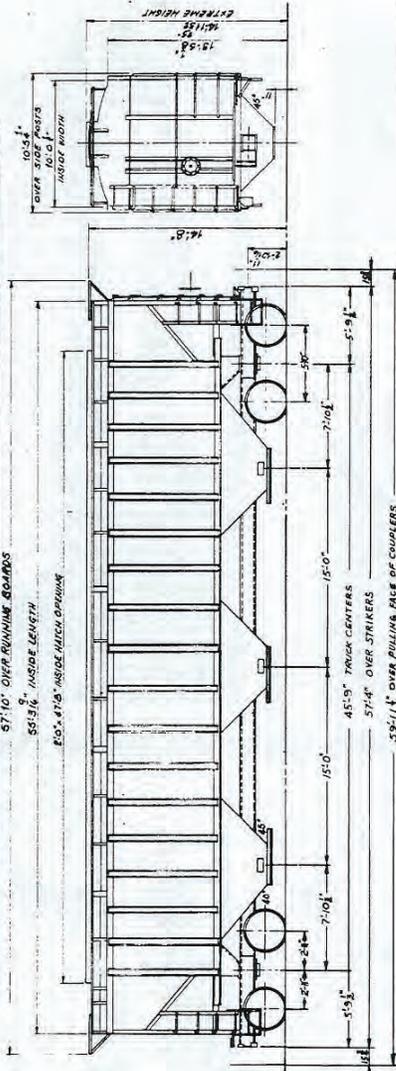
100-TON COVERED HOPPER CARS ~ L & N 241950-242699 ~ CLASS L0-2

750 CARS BUILT BY PULLMAN STANDARD
1980 AT BUTLER, PA. LOT NO. 110-B,
FILE NO. 2110183

PAINTING:

- UNDERFRAME BODY-
1 COAT A1A RESISTANT PRIMER PP6 UL-19383
1 COAT FINISH PP6 UL-13397 BEIGE TOTAL
DRY THICKNESS 3 MILS.
TRUCK-
1 COAT STD. PRIMER FROM MANUF.
1 COAT FINISH FROM BUILDER,
STENCILING-
BLACK STENCIL PAINT, ACCORDING WITH
AAR PG. L-41 INCLUDE 16" HIGH FAMILY
LINES SYSTEM & SCL/L & N LOGO.

CENTER OF GRAVITY:
LOADED CAR 9'4"-72"
EMPTY CAR 6'10"



GEN. ARR. DRG. PULLMAN STANDARD M-042-886		A.A.R. PLATE "B"		MECH. DESIG. L0
1	GENERAL	2,00,000 LBS.	2/CAR APEX DRWG. RB-7356-600	
2	CAPACITY	4,750 CU. FT.	ROOF FORMED PRESSED SHEETS 3/8"	N/A
3	LIGHTWEIGHT (Sample Car No. SCL 243077)	60,800 LBS.	CARLINES	N/A
4	LOAD LIMIT	202,200 LBS.	ROOF HATCHES, 4/CAR, FIBERGLASS, (APEX) GENERAL TIRE & RUBBER CO. DRWG. 82.094	
5	MAX. LOAD ON RAILS	263,000 LBS.	RUNNING BOARD STEEL RAMP TYPE, APEX DRWG. RB-7591	
6	BODY		53 CORNER CAPS	N/A
7	UNDERFRAME WELDED CONSTRUCTION		54 STAKE POCKETS	N/A
8	CENTER SILL CSC 13 x 41.2		55 SIDE STAKES	N/A
9	STRIKER BUILT-UP WELDED CONSTRUCTION		56 ROPING STAPLE 4/CAR, 3/4" PLATE	N/A
10	BOLSTER AS PER A.A.R. SPEC. M-210 W/1/4" DIA. CENTER PLATE BOWL		57 INTERIOR EQUIP.	NONE
11	BOLSTER CTR. FILLER BUILT-UP WELDED CONSTRUCTION		58	
12	CENTER PLATE 13 3/4" DIA. SCL. PATT. NO. F-319-U3		59	
13	SIDE SILL 2/CAR, L6 x 2 1/2 x 5 1/2		60	
14	SIDE SILL EXTENSION L6 x 3 1/2 x 5 1/2		61 DRAFT GEAR M-501-E; 250 % MINER-DRWG. 2706B, 500 % CARDWELL WESTINGHOUSE-DRWG. E-2796	
15	CROSSBEARERS	N/A	62	
16	CROSSLIES	N/A	63	
17	END SILL 2/CAR, 5 x 3 1/2 x 7 1/2	N/A	64 YOKE Y40A-HTE; 400 % M'CONWAY & TORLEY 350 % NATIONAL CASTINGS	
18	FLOOR STRINGERS	N/A	65 UNCOUPLING MECH. PS DEVICE FOR BOTTOM OPER. COUPLER W/E-24 ROTARY LOCALIFT ASSEMBLY	
19	FLOOR	N/A	66 BRAKES ABW 8 1/2 x 12; 450 % WABCO, 300 % NAB	
20	FLOOR RISERS	N/A	67 POWER 6.5% G.K.L. 30% LT. WT. @ 50 PSI.	
21	INTER. SLOPE SHEETS 3/4" PLATE		68 FITTINGS BUTT-WELDED	
22	END SLOPE SHEETS 3/2" PLATE		69 SLACK ADJ. DOUBLE ACTING AUTOMATIC; 375 % UNIVERSAL, DRWG. U-2900, 375 % ELLCON-NATIONAL-B-4171	
23	CROSSBRIDGE 3/4" TIE PLATE		70 HANDBRAKE VERT. WHEEL W/SHEAR WHEEL; 550 % ELLCON-NATIONAL D-16002, 200 % UNIVERSAL U-7400-3	
24	OUTSIDE HOPPER SHEETS 6/CAR, 3/4" PLATE		71 TRAINLINE HOSE	
25	LONGITUDINAL HOOD 3 SHEETS/CAR 3/2"	N/A	72	
26	DIAGONAL BRACE 4/CAR, L5 x 3 1/2 x 3 1/2	N/A	73	
27	INTERIOR "X" BRACING	N/A	74 TRUCKS BARBER S-2-C, 6 1/2 x 12" JOURNALS, 3 1/2" SPRING TRAVEL, T-100-C	
28	PARTITIONS 2/CAR, 3/4"	N/A	75	
29	HOPPER FRAMES 24 x 30" OPENING		76 WHEELS 36" DIA. IW CLASS "U"; 375 % ABEK-DRWG. WC 8872, 375 % GRIFFIN, DRWG. W-H36E	
30	HOPPER DOORS 24 x 30"		77 AXLES 6 1/2 x 12 CLASS "F"; 375 % STANDARD STEEL, 375 % BETHELEHEM STEEL	
31	VIBRATOR CASTINGS 6/CAR, PS DESIGN-WELDED TO 3/8" BACKING PLATE		78 JOURNAL BEARINGS RB 6 1/2 x 12 "NFI"; 450 % TIMKEN, 300 % S&S BRENCO	
32	SIDE PLATES 2/CAR, 6 x 6 x 3/4" EXTENDING FULL LENGTH OF CAR		79 ADAPTERS 6 1/2" x 12" NARROW PEDESTAL; 375 % ABEK, 375 % R.R. LITTLE	
33	SIDE PLATE REIN.	N/A	80 SPRINGS 3 1/2" TRAVEL, ALL OF STEEL (24) D-5 QC (24) D-6 IC (16) D-6A IC	
34	SIDE SHEETS 3/2" STEEL		81 SHUDBER (INTEGRAL) 3 1/2" TRAVEL, BARBER 5-2-C STANDARD (SUPPLEMENTAL) HYDRAULIC HS-7-100 STUCKI	
35	SIDE SHEETS 3/4" STEEL		82 BRK LEVERS DROP FORGED 5 x 10 (8") DRWG. 1049, 7 1/2 (12") DRWG. 2584, OFF-SET, SCHAEFER	
36	CORNER POSTS 4/CAR, L3 1/2 x 3 1/2 x 1/4 COLD FORMED		83 BRK LEVER CONN. DROP FORGED SCHAEFER DRWG. 1201-5/C	
37	DOOR POSTS	N/A	84 BRK BEAMS UNIT #18, 250 % BUFFALO, DRWG. BS-306, 500 % DANIS, DRWG. D-2399	
38	THRESHOLD	N/A	85 BRK. SHOES 2" COMPOSITION, 32.5 % GRIFFIN, 100 % WABCO, 32.5 % ABEK	
39	DOORS	N/A	86 SIDE BEARINGS DOUBLE ROLLER	STUCKI
40	END PLATE	N/A	87 MISCELLANEOUS	N/A
41	ENDS SEE LINE 22	N/A	88 WINCH BINDERS	N/A
42	END LINING	N/A	89 LADING TIE DOWNS	
43	END BULKHEADS	N/A	90	
44	SHEAR PLATE	N/A	91	
45		N/A	92	
46		N/A	93	
47		N/A	94	

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CSXT 247987 was built by ACF for SCL. She was still in her Family Line paint when photographed near Point Pleasant, West Virginia, in June 2012. She is 58 feet 1 inch long, 10 feet 8 inches wide, and 15 feet 1 inch tall. She has an internal space of 4,600 and a carrying capacity of 199,700 pounds



CSXT 251640, former SCL 242181, is also seen at Columbus, Ohio. Note the difference between her Family Line paint scheme and that of CSXT 251479 above. She is 59 feet 11 inches long, 10 feet 7 inches wide, and 15 feet tall, with a load limit of 203,000 pounds within her internal 4,750 square feet.



Above and below is CSXT 252331, a three bay, ex Family Line, 1979 Pullman Standard built covered hopper. She sits on the siding at East Bernstadt, Kentucky, in June 2013, having suffered coupler failure on her “A” end while traveling over Crooked Hill.



