

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

Volume 2 Number 3



CSXT'S CARROLLTON RAILROAD

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MESSAGE FROM THE PRESIDENT

Each month the news out of Eastern Kentucky is of more coal mines closing. Coal mine employment in the Big Sandy Valley in 2014 is 25 percent of what it was in the year 2000. Our 2014 convention visit to the Big Sandy Valley may be a last chance to see what for over 100 years was the economic life blood of four railroads: Chesapeake & Ohio, Louisville & Nashville, Clinchfield, and Norfolk & Western. For more information on the convention go to <http://csxthsociety.org/meetings/meetings.html>

During the past quarter, CSXTHS provided assistance to a number of organizations seeking interface with CSXT. We were contacted by a book publisher for some CSXT photos; this we were able to supply. We wrote a letter in support of a railroad museum seeking the donation of a CSXT coal hopper. CSXT, in a reply letter, said they would consider the request at their next board meeting when they review donations. We also worked with a local NMRA chapter that is seeking permission from CSXT to use a fallen flag logo on a special project car. Paperwork is still being processed at this time.

I wish to thank the member of CSXTHS who downloaded the CSXTHS membership application from our web site and printed up a number of copies. He placed these at the free handout table at a number of local train shows and, as a result, CSXTHS has grown. Please consider doing this the next time you are attending a local train show.

Donations to CSXTHS during the last quarter consisted of a number of timetables. These items have been added to our collection.

You will note that we have added two new authors to this issue of the Journal. WE ARE ALWAYS LOOKING FOR NEW AUTHORS FOR THE JOURNAL. If you have ever wanted to see your name in print, please consider writing an article for the CSXTHS Journal.

[IF YOU ARE INTERESTED IN HOSTING THE 2015 CSXTHS CONVENTION, PLEASE SEND IN A PROPOSAL TO THE PRESIDENT AT csxths@fewpb.net](mailto:csxths@fewpb.net)

COVER PHOTO

A view into the Carrollton Railroad Yard from the south end. CSXT 2362 and CSXT 6962 have just brought in a coil train from Gallatin Steel. CSXT 385 is being prepared to pull a train of tank cars that originated at Arkera Chemicals out onto the CSXT mainline.

CARROLLTON RAILROAD A MONEY-MAKING RAILROAD

The Carrollton Railroad is an entirely owned subsidiary of CSXT that operates in Carroll and Gallatin Counties in Kentucky. The Carrollton Railroad runs for 15.3 miles, north and east, from Worthville, Kentucky, on the LCL Subdivision (Cincinnati, Ohio - Louisville, Kentucky) of CSXT. The 15 miles of track that Carrollton Railroad operates, it is claimed, produce more revenue per mile than any other track owned by CSXT. One industry along its track annually provides Carrollton Railroad with over \$20 million in revenue. Responsible for day-to-day operations of Carrollton Railroad is Buck Burris, Carrollton Railroad Agent/Clerk, located at Worthville, Kentucky. David Tribble, CSXT Trainmaster for the LCL Subdivision based in Louisville, has overall responsibility for Carrollton Railroad operations.

Port Williams, Kentucky, renamed at a later date, Carrollton, was established in the 1790s at the junction of the Kentucky River with the Ohio River. The city soon developed an industrial base founded on lumber, furniture, distilling, and tobacco. In 1869, the Louisville, Cincinnati & Lexington Railroad (LC&L), while building their Louisville-Cincinnati line, bypassed Carrollton by eight miles to the south, as the surveyors followed the course of Eagle Creek. The LC&L established the city of Worthville on the east bank of the Kentucky River at the spot the railroad crossed this river. Worthville lies at the bottom of the Kentucky River Valley and, in climbing out of the valley, trains eastbound faced a 1.7 percent ruling grade and westbound a 1.46 percent ruling grade. The LC&L established at Worthville a locomotive service facility with a water tank and coal and sand towers. During the steam locomotive era, helper locomotives were based at Worthville to assist heavy freight trains in the climb out of the Kentucky River Valley. Worthville also served as the railroad outlet for Carrollton.

The LC&L had been built to shorten the distance between Louisville, Kentucky, and Cincinnati, Ohio. Before the building of the LC&L, trains ran from Louisville to LaGrange to Christiansburg, to Lexington to Paris and onto Cincinnati, a circular route of 195 miles. The new route ran from Louisville to LaGrange and then to Cincinnati and cut the distance to 115 miles. In 1881 when the LC&L went into receivership, it was acquired by the Louisville & Nashville Railroad (L&N). The L&N, as had the LC&L, rejected pleas from the city of Carrollton to build a rail line to their city from Worthville. In 1906, in order to have a rail connection between Carrollton and Worthville, local Carrollton capitalists financed the building of the ten-mile Carrollton & Worthville Railroad (C&W).

The C&W never lived up to its investors' expectations, and in 1926 it went into receivership. The L&N was the C&W's major creditor, so to protect its investment; the L&N bought the C&W at its foreclosure sale in 1930. The C&W was then reorganized as the Carrollton Railroad, a wholly owned subsidiary of the L&N. While the Carrollton Railroad was totally owned by the L&N, the Carrollton Railroad was kept as a separate corporation, and thus its employees worked under an agreement that is different from the one governing L&N employees. Upon taking control of the Carrollton Railroad, the L&N took up its 58-pound rail and laid 90-pound rail. This rail was converted to 100 pounds from 1955 to 1958.

Under L&N ownership, Carrollton Railroad owned no operating equipment but instead leased it from the L&N. As a result of this lease agreement, the last L&N steam locomotive used in regular service was retired from the Carrollton Railroad on January 28, 1957, when L&N 1882, a 2-8-2 Class J4, was returned to DeCoursey Yard in Covington, Kentucky (#1). In her place, the Carrollton Railroad received L&N #2294, an EMD SW9. Interestingly, since the L&N and Carrollton Railroad were two separate railroads, two railyards were built at Worthville: the L&N's yard lying perpendicular to the Kentucky River and the Carrollton Railroad's yard running alongside the river.

Carrollton's industrial base continued to support rail operations up until the 1950s when new all-weather highways saw rail customers switching to trucks. The only new customer the line had picked up was Metal Thermit in 1957. Thus by 1960, the L&N was considering abandoning the Carrollton Railroad. However, the Carrollton Railroad was saved when in 1964 Dow Corning opened up a plant near Ghent, Kentucky, some 8 miles east of Carrollton. To serve this plant, Carrollton Railroad built a new track eastward from the Carrollton city limits to the plant site. Other plants such as North American Refectory, Air Gas, and Air Liquid located nearby. Over the years, the Carrollton Railroad track was extended eastward to the new Kentucky Utility coal fired steam power plant, an Ohio River coal loadout facility, and various metal working industries such as Gallatin Steel, Ghent Steel, Dayton Walther, and North American Stainless. In 1994, the C&W track, originally built to give the city of Carrollton a connection with the L&N, was taken up by Carrollton Railroad from between KY 227 and downtown Carrollton, after the last industry receiving trackside service went out of business. This track removal gave the Carrollton Railroad its present length of 15.3 miles. Carrollton Railroad noted with pride that in the 1960s it was the only railroad in the United States to increase its size by 100 percent via building new track.

The 1970s saw the Carrollton Railroad starting to move unit coal trains, first of 60 cars then of 120 cars, to the Clean Coal Terminal established at Mile Post C&W #14. Here Western United States coal was blended with Eastern Kentucky coal for use in the Kentucky Utility Power Plant. Interestingly, the coal was moved the half mile from the coal terminal to the power plant by barge. These unit trains were powered by three GP7s which proved not to be up to the task. The locomotives had been purchased by the L&N without M.U. capability. Louisville Shops at a later date modified these locomotives for M.U. service; however, throughout their service at the Carrollton Railroad, the locomotives experienced sticking brakes. Two, three unit sets were rotated through the Carrollton Railroad every 90 days when one set had to return to Louisville for its FRA mandated inspection.

To service local industries, Carrollton Railroad built its own railyard, McCormick Yard. This yard is located 2 miles north of Worthville. The yard, named for a former yard clerk, is one mile long and is located between Mile Post C&W #2 and Mile Post #3. Mile posts on the Carrollton Railroad are lettered C&W. Cars are normally held in McCormick Yard until they are ready for interexchange with CSXT. The Carrollton Railroad office building is located in the CSXT Worthville Yard at Mile Post C&W #0, KY 467 and Harrison Street. Within the CSXT Worthville Yard, Carrollton Railroad has two home tracks which connect with the Carrollton Railroad's mainline track that runs from Worthville to McCormick Yard. The Carrollton Railroad's McCormick Yard consists of four yard tracks and a main passing track.

CSXT operates a daily manifest freight train from its Cincinnati Queensgate Yard that drops off cars at Worthville and picks up cars set out by Carrollton Railroad. Normal freight traffic is 35 to 45 cars in and out each day. Traffic consists of gondolas carrying scrap metal and coiled steel, tank cars filled with various chemicals, flat cars loaded with telephone poles, bulkhead flats for moving dry wall, and covered hoppers transporting various solids. Coal is no longer moved by Carrollton Railroad to the KU Power Plant since they switched to barge delivery of coal and their Ohio River coal loadout plant closed. However, the track into the KU Plant remains in place as Carrollton Railroad occasionally delivers heavy equipment to the site.

Another yard worked by Carrollton Railroad is the Gallatin Steel Terminal Yard located at Mile Post C&W 15.3 at the end of the Carrollton track. The Gallatin Steel Terminal consists of a run around track at the end of the Carrollton Railroad. Three switches are located beyond the run around track. One leads to a three track yard, another provides access to the Gallatin Steel locomotive service center, and the third controls the pocket track that the remote control locomotive is stored in while Carrollton Railroad is working the yard.

At the Gallatin Steel Terminal, the Carrollton Railroad drops off cars for Ghent Steel, Steel Technology, Heckett Multi Service, and Gallatin Steel. This industrial complex covers half a square mile and contains electric furnaces that turn scrap metal into various high strength coil steel including hot rolled coils, hot rolled pickle and oiled coils, and slit coils. These steel plants do their own switching, using two rented remote control locomotives from GATX, #92 and #93, both SW1001s. Gallatin Steel's former remote control locomotive #1002 is stored dead at their locomotive service center.

Gallatin Steel Terminal's track extends one mile east of Mile 15.3. This track leads to a material handling yard in which cars holding raw materials and finished products are held. The Carrollton Railroad often precedes part way into the materials yard to set off gondolas of scrap metal and pick up loaded coil cars. When Carrollton Railroad crews drop off or pick up cars at the Gallatin Steel Terminal, all remote control locomotive operations at Gallatin Steel must cease until the Carrollton Railroad's crew departs the terminal.

In 2014, Carrollton Railroad is still owned by CSXT but is maintained as an independent railroad operating with CSXT equipment. The men working for the Carrollton Railroad are CSXT employees working under employment contracts L&N had with Carrollton Railroad. (They are officially known as CSXT employees working under the L&N Carrollton Railroad Agreement.) Thus Carrollton Railroad workers have no CSXT system-wide seniority. Their CSXT seniority is limited to Carrollton Railroad. Within Carrollton Railroad, there are only three positions, Trainman, Conductor, and Engineer. Since 1980, all employees of the Carrollton Railroad belong to the Allied Service Union and not to any of the Brotherhoods. Therefore they are classified by CSXT as clerks who happen to operate trains. After a Carrollton Railroad employee is promoted to Conductor or Engineer, that employee cannot take demotion in grade. An Engineer may, on being called for work, be assigned that day as a Trainman or Conductor, but he will draw an Engineer's pay no matter what his job assignment is. All employees of Carrollton Railroad, however, consider themselves CSXT employees permanently based at Worthville. Since, as noted, Carrollton Railroad employees are not members of the

Brotherhoods; their salaries are somewhat less than CSXT employees who are members of the Brotherhoods. Most Carrollton Railroad employees make from \$40,000 to \$50,000 per year. It is with pride that the men of Carrollton Railroad note that their last reportable accident was in 2005.

Carrollton is a 24 hour 7 day a week railroad that operates its trains to meet the needs of its customers. The railroad operates as if it was an industrial siding. Entering and exiting from Carrollton Railroad into the CSXT Worthville Yard is controlled by a derail. Only Buck Burris, the Carrollton Railroad agent/clerk, is authorized to open or close the derail. At present, Carrollton Railroad has a crew list of five employees but hopes to grow to eleven men in order to provide two regular crews and one relief crew. This will insure that a crew can be called to duty whenever a train must roll.

Due to restrictions concerning entrance into various industrial sidings along the Carrollton Railroad, switching work is done by four axel GP40-2s or GP38s locomotives set up as a mother-slug unit. The original mother-slug operations were performed by U23B locomotives. The GP40-2 and GP38 locomotives are at times taxed beyond their pulling capability when they climb the .9 percent grade between Mile Post C&W #4 and Mile Post C&W #5 in wet weather. Occasionally when pulling an 8,000 ton load train up this grade, the locomotives will stall out due to the wet track resulting in the need to double this grade.

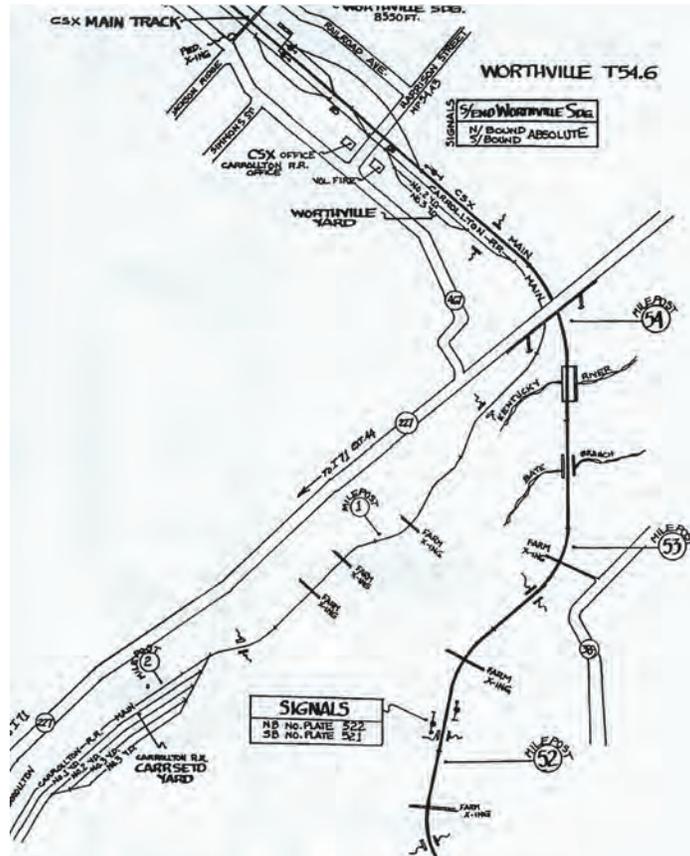
During the summer of 2011, CSXT carried out a major track rehabilitation of the Carrollton Railroad. They replaced over 12,500 ties, put in fresh ballast where needed, resurfaced some highway rail crossings, and serviced all switches. The entire line is now laid with 122 pound ribbon rail. While R J Corman Railroad has expressed an interest in purchasing the Carrollton Railroad, it appears that CSXT will retain this revenue generator within its corporate structure.

The CSXT Worthville Yard can be viewed from either Railroad Street or KY 467; the Carrollton Railroad McCormick Yard can be seen from KY 227; and the Ghent Steel Yard is located next to US 42. Most of the Carrollton Railroad's track running, however, is hidden from public roads as the railroad runs through farms and behind the industries it serves. Switching at McCormick Yard is generally in the morning, with the train then moving off to serve its industrial customers. CSXT's Worthville Yard also serves as a holding track for westbound trains as they wait for eastbound trains to exit from the single track LCL mainline that extends from Mile Post LCL #41 (Campbellsburg) to Mile Post LCL #54 (Worthville). The nearest lodging and food is outside of Carrollton at I-71 and KY 227, located three miles from Worthville.

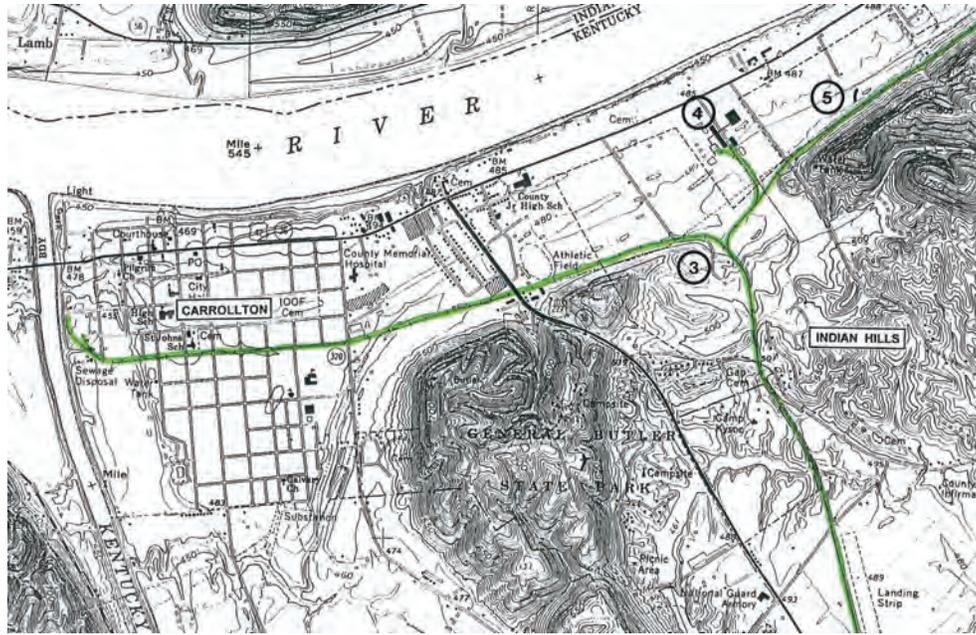
(#1) Other steam locomotives used by the Carrollton Railroad in the 1950s were #938, a 2-8-0 Class H-20; #1183, a 2-8-0 Class H-25; and #1885, a 2-8-2 Class J2.



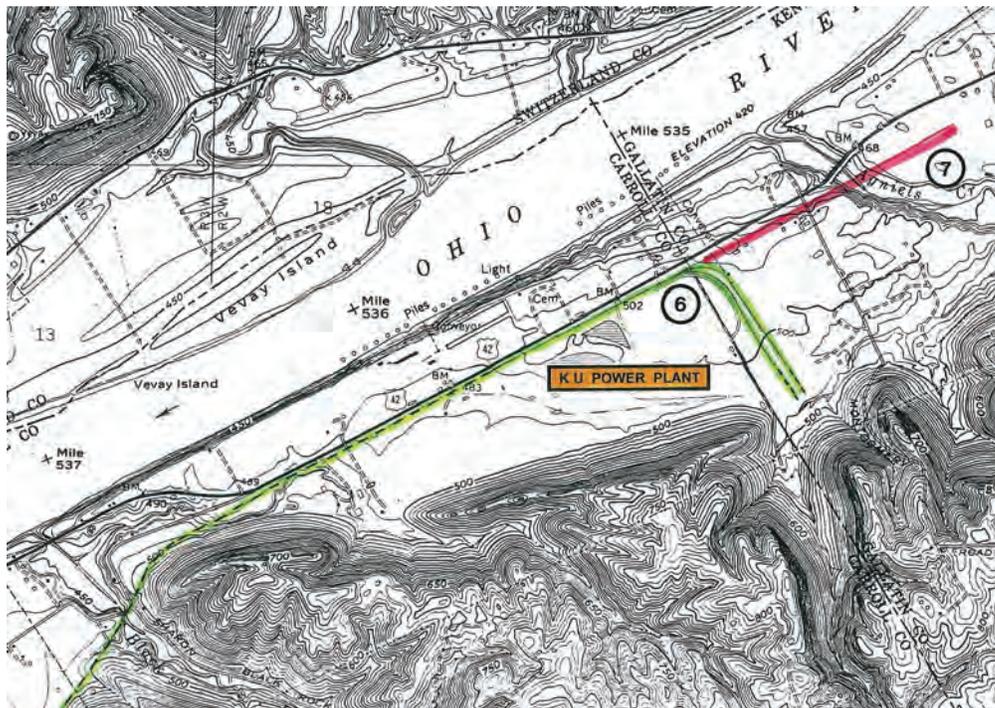
Map showing the route of the Carrollton Railroad from Worthville to Gkent (L&NHS)



This map shows the Carrollton Railroad track between the Carrollton Railroad McCormick Yard and CSXT's Worthville Yard. Carrollton Railroad Mile 0 is across the track from CSXT Mile 54. (L&NHS)



The track shown swinging off to the left at the wye (#3) and entering Carrollton was the original right-of-way of the Carrollton Railroad; CSXT took up this track in 2000. The track swinging to the right leads to the 1957 spur to the Dow Corning Plant (#4) and on east to the industrial park at Ghent (#5). (L&NHS)



Map showing the end of the Carrollton Railroad track (Green) and the start of the industrial park track (Red). The yard at #6 is used for car storage. Gallatin Steel is located at #7. (L&NHS)



A view east into the Worthville yard from KY 227. The track on the far right is the CSXT mainline. A passing track is located to the right of the signal. The track on the left is Carrollton Railroad's line to Carrollton.



The Carrollton Railroad's office building is located next to CSXT's Worthville Yard. The track on the right is the CSXT mainline and on the left is Carrollton Railroad's spur into CSXT's Worthville Yard.

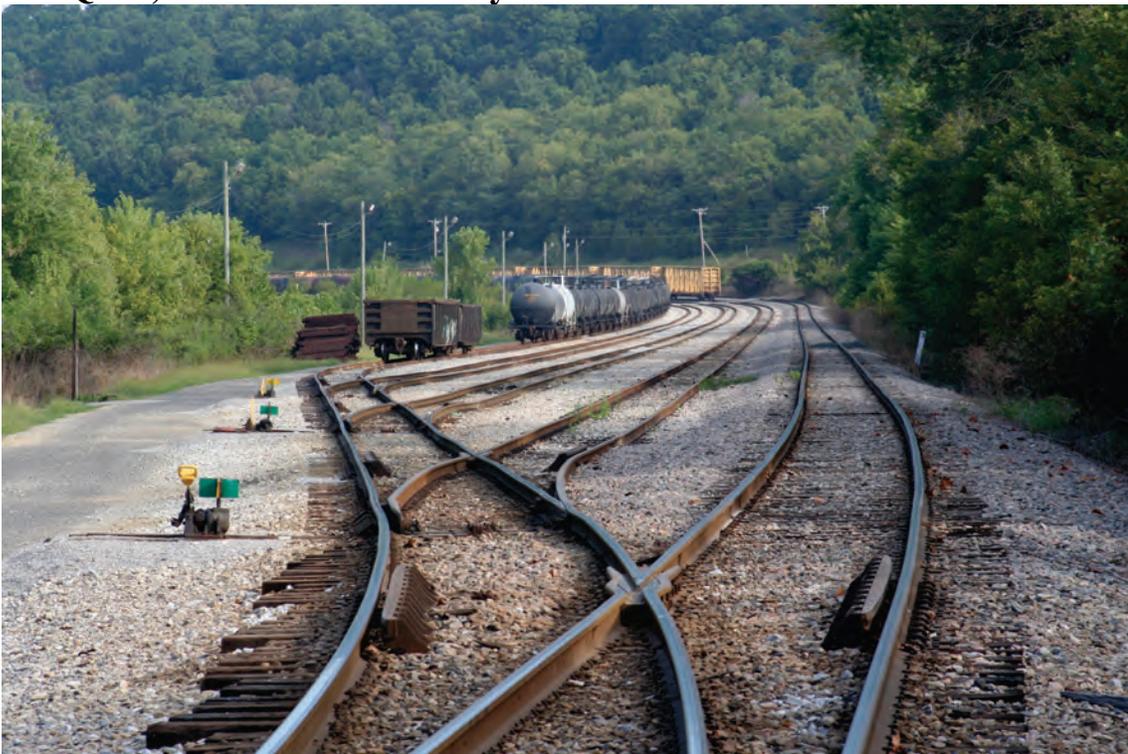


Above and below: The switch stand marks the end of CSXT's Worthville Yard and the beginning of the Carrollton Railroad. The bridge in the background is KY 227.





CSXT 6470, a GP40-2, and CSXT 2239, a Road Slug, sit with motors turning over and their air brakes hissing. The crew is on the ground awaiting the arrival of Q511, with cars for delivery to the Carrollton Railroad.



Here is a view from the south end of the Carrollton Railroad's McCormick Yard into the yard. The yard contains four storage tracks and one run through track.



CSXT 2360, a Road Slug, and CSXT 6960, a GP40-2, lead their train into the Gallatin Steel facility. Sitting on the siding is Gallatin Steel's leased remote control unit, GMTX 92.



Kentucky Utility's yard switcher is seen at rest on the plant's connecting track with the Carrollton Railroad. Today the Carrollton Railroad is going to deliver some fabricated equipment being used to upgrade the plant's pollution control equipment.



CSXT 2362, a Road Slug, and CSXT 6980, a GP40-2, leads a train of steel coil cars and empty metal waste gondolas from Gallatin Steel into McCormick Yard



CSXT 6980 and CSXT 2362 are preparing to run light from the north entrance of McCormick Yard to the industrial park.



CSXT 6962 and CSXT 2362 are heading down along the Kentucky River for the industrial park with a mix load of lumber racks, tank cars, covered hoppers, and gondolas. Commercial traffic on the Kentucky River ended circa 1995.



CSXT 6962, a GP40-2, and CSXT 2362, a Road Slug, are bringing into McCormick Yard a cut of coil hoppers and tank cars. The train will be bedded down in the yard overnight and tomorrow morning taken to Worthville for hand off to CSXT Q-510.



CSXT 2360, a Road Slug, and CSXT 6960, a GP40-2, are leading into McCormick Yard a cut of cars picked up at Worthville. They had been dropped earlier in the day by Q510 which also picked up a cut of cars the Carrollton Railroad had set out at Worthville.



While it is normal to see CSXT locomotives on the Carrollton Railroad, it is very unusual to find leased power running on its rail. Today, however, is an exception as CITX 3087 and CEFX 3140, both SD40-2s, are on the property.



CSXT 6452, a GP40-2, and CSXT 2209, a Road Slug, have their work cut out for them today. Kentucky DOT snowplows have piled a snow barrier across the rails at each road crossing. The conductor must get off the train at each crossing and clear a path through the frozen snow. Lacking a shovel, he uses his foot to clear the rails of snow.





It is 10 degrees today with a wind chill of -1, but the Carrollton Railroad crew still must switch the yard at the CertainTeed Gypsum Plant.



CSXT 6960 and CSXT 2360 lead their train, J46804, from the industrial park to McCormack Yard. Note the FRED hanging on the front of CSXT 6960.



The above sign marks the beginning of the industrial park trackage. While somewhat faded, it's message of "STOP - Remote Control Locomotives – Do not cross railroad track when locomotive is approaching crossing" can still be read.



A view westward from end of track. Carrollton Railroad ownership terminates on the far side of the road and the industrial park's track starts on this side of the road.



CSXT 2360 and CSXT 6960 are outward bound for Gallatin Steel with a string of gondolas loaded with scrap metal. Gallatin Steel will melt this scrap down and send out coil sheets of steel. In the background is the KU Ghent Power Plant, which at one time received its coal by train but now takes delivery from barges on the Ohio River.

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-ADM- *A6   D4HD4HD4HD4HD4H

                                THE CARROLLTON R.R.
                                UNIT OF CSX TRANS.
                                WORTHVILLE KY

ENGINEER - J.M. FRANKLIN
CONDUCTOR - J.R. BATES

                                AUTHORITY 01
                                J470-19
                                01-19-2014
                                ON DUTY 0700

1.SLOW ORDER MP OCR0.6 TO MP OCR0.7   10 MPH NO SIGNS.
2.SWITCH AT MP OCR5.7 RED TAGGED OUT OF SERVICE.
3.SLOW ORDER MP OCR8.9 TO MP OCR9.2   10 MPH YES ON THE SIGNS.
4.SLOW ORDER MP OCR13.4 TO MP OCR13.6 10 MPH YES ON THE SIGNS.
5.SWITCH AT MP OCR14.2 RED TAGGED OUT OF SERVICE.

                                P.E. BURRIS
                                ADMINISTRATOR

PEBURRIS064935 YDH
-EOT- CCMR 834 RACF: D4489   TRM: YDHM TSK: 28388   CSRPRODI 01/19/14 070453

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Above is part of the train order issued on 19 January 2014 to the Carrollton Railroad's first crew of the day. Note the heading on the above orders, "The Carrollton R.R. – Unit of CSX Trans. – Worthville KY," denotes that the Carrollton Railroad is a separate corporate identify from CSXT.



Above and below: CSXT's LCL Line has daily movement over its track of run through power. Both UP and BNSF are common on the line, however you will not see NS. It is a September day in Worthville and UP 5533, a C44CCTE, is heading up Q339 bound for Louisville, Kentucky, and BN-SF 6744, an ES44C4, is leading Q226 for Cincinnati, Ohio. The CSXT locomotives in the photos are sitting on Carrollton Railroad home track.



A WRECK AT CSXT'S JEFFERSONVILLE, INDIANA, WATSON YARD
by
Henry Fugate

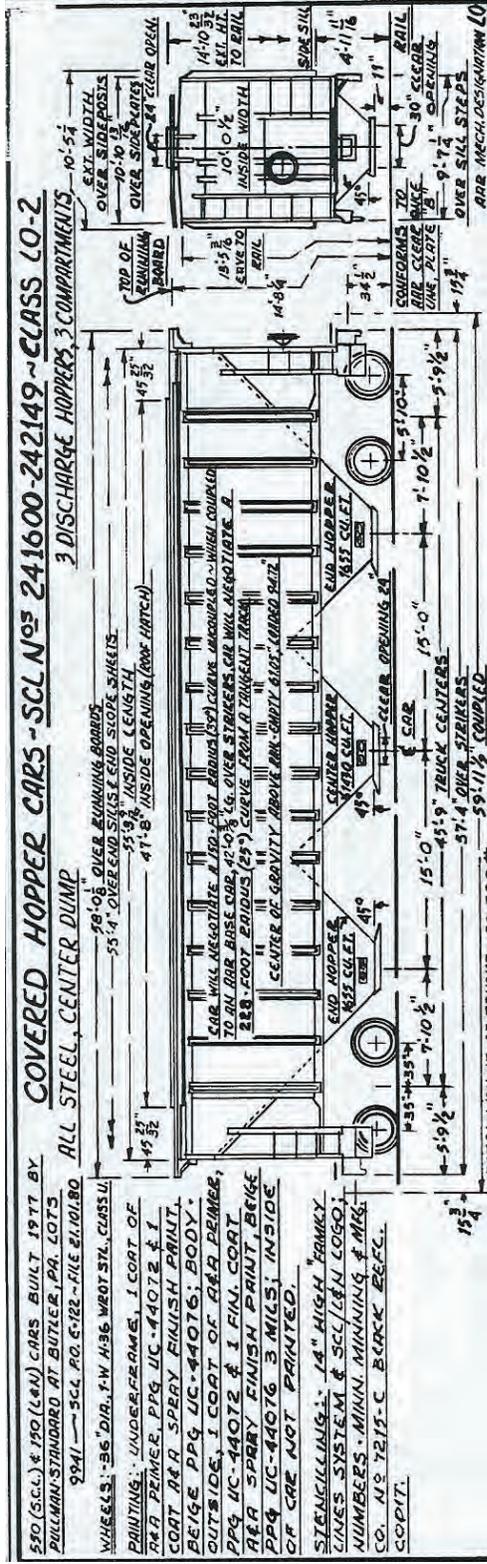
As a follow up to the article on covered hoppers in the last issue of the CSXT Journal, I would like to offer the following photos. At the end of November 2013, CSXT put on the ground at Watson Yard covered hopper CSXT 250020. One could faintly make out under the CSXT reporting marks an old reporting mark of L&N 24_960. At the time she went on the ground, CSXT 250020 was in grain service but was returning empty for reloading.



CSXT 250020 is seen lying at the southside of Watson Yard waiting to be loaded onto a flatcar for transport to the Louisville CSXT car repair shop.







GENERAL ARRGT. P.S. DRWG. M-042-410	
1. GENERAL	4,750 CU.FT. (100-TONS)
2. CAPACITY	200,000 LBS.
3. LIGHT WEIGHT	60,800 LBS.
4. LOAD LIMIT	202,200 LBS.
5. MAX. LOAD ON RAILS	265,000 LBS.
6. BODY	
7. CENTERSILL	2 C.Z. @ 41.2" (H.S.) SECTIONS BETWEEN STRIKERS WITH TOP HORIZONTAL FLANGES WELD. BOTTOM FLG. CUT OUT TO INSIDE OF WEB OF CTR. SILL FOR 4 1/2" DEEP. 4" x 4 1/2" (H.S.) BULK HEADERS 4" x 4 1/2" INSIDE OF WEB OF CTR. SILL FOR 4 1/2" DEEP. BOLT.
8. STRIKER	PULLMAN-STANDARD BUILT-UP WELD DESIGN
9. BOLSTER CENTER FILLER & REAR DRAFT LUGS	PULLMAN-STANDARD BUILT-UP WELD DESIGN
10. BODY BOLSTERS	3/8" O.H.S. WEB PLATE BENT 45° AT TOP; BUILT-UP WELD DESIGN
11. BODY CENTER PLATE	DROP FORGED Q.D. "C", 75 3/4" DIA BOWL, S.C.L. PART NO. 3-319-42
12. END SILLS	5 1/2" x 2 1/2" x 3/8" ANGLES BETWEEN ENDS W/ 6 1/2" x 3/8" EXT. PIN TO SIDE SILL
13. SIDE SILLS	3/8" O.H.S. PLATE, SIDE TO SIDE; CUT OUT AT TOP FOR COMP. W/ 1/2" x 3/8" O.H.S. PLATE, SIDE TO SIDE; EXT. PIN TO SIDE SILL
14. PARTITIONS	TOP 3/8" O.H.S. PLATE; SIDE & CTR. 3/8" O.H.S. PLATE, 45° SURE
15. CROSSBRIDGE FLOOR SHEETS	3/16" H.S.S. PLATE
16. END FLOOR SHEETS	3/16" O.H.S. PLATE, FRAMED
17. LONGITUDINAL HOOD SHEETS (3 PER CAR)	3/16" H.S.S. PLATE
18. OUTSIDE HOPPER SHEETS	5/32" O.H.S. PLATE
19. INSIDE HOPPER SHEETS	5/32" O.H.S. PLATE
20. VIBRATOR CASTINGS	PULLMAN-STANDARD DESIGN WELDED TO 3/8" BRK. B.
21. DISCHARGE GATES	SLIDING, RACK & PINION TYPE; MINOR ENJ-302B7
22. ROPING STAPLES	3/8" PLATE, WELDED TO APPROX. LEG OF SIDE SILL AT BOLSTER
23. SIDING PLATES (2 PER CAR)	6" x 6" x 3/8" (O.H.S.) ANGLE; FULL LENGTH OF CAR
24. CARLINES (2 PER CAR)	3" x 3/4" PLATE
25. ROOF	5/32" H.S.S. PLATE, PRESSED TO FORM 3-PIECE TROUGH WITH OPEN WELD
26. HATCHES (4 PER CAR)	FIBER-GLASS REINFORCED PLASTIC ARCH/CANE; GAIRITE 78351
27. RUNNING BOARD & SILL RAILFORM	300% A.S.M. FB-1991; BOTS U.S.G. DRWG. 45P-1900
28. SIDE STAKE (TOTAL 36 PER CAR)	PRESSED HOT SECT'S, 3/8" H.S.S., 2 3/8" DEEP
29. SIDE SHEETS	3/8" O.H.S. STEEL
30. DRAFT GEAR	
31. TYPE	BAR 901-E; 350% MINOR RP-444; 350% WEST. MARK 50
32. COUPLER YOKES	ARR CRT. N° Y40 HITE; 340% MAT; 100% DRESSER; 250% NATL.
33. COUPLER	ARR TYPE E-60C-HIT; 340% MAT; 100% DRESSER; 250% NATL.
34. COUPLER RELEASE RIGGING	PULLMAN-STANDARD DESIGN
35. BRAKES	
36. SCHEDULE	A.B.D.W. 8 1/2" x 12" N.Y. # WESTINGHOUSE
37. FITTINGS	BUTT WELDED FLANGE TYPE; GUSTIN-BACOM
38. BRAKE POWER (ACTUAL)	6.63% G.R.L.; 28.68% C.I.W.T. @ 50% CYL. PRESS.
39. BRAKE REGULATOR	2400 D.I. UNIVERSAL 200% S; 200% G.L. ARR.
40. TRAINLINE FITTINGS	1" # 14" BUTT WELDED FLANGE TYPE
41. HAND BRAKES	D-1600-2, E.L. NATL. 300% S; UNIVERSAL 1400-3, 200% S; WITH 5 SHEEVE WHEELS
42. TRUCKS	
43. TYPE	BARBER S-2-C, 3 1/2" SPRING TRAIL, NARROW PEDESTAL TYPE; CLASS T-90-J
44. SHROUDER	DOUBLE ROLLER TYPE; A-STUCKI CO'S. DRWG. M-688-B
45. BRAKE SHOES	STUCKI HS-T HYDRAULIC SANDERS - BARBER S-2-C
46. BRAKE SHOE KEY	A.R.E. COMP. H-4
47. AXLES	ARR STD. 6 1/2" x 2, 60" L., DOUBLE APPROX. & TEMPERED, D-11, LATE REV.
48. JOURNAL BEARINGS	6 1/2" x 12" ROLLER BEARING A.F.C. TYPE; 340% TIME; 350% BRK.
49. PEDESTAL ADAPTERS	200% ABSY DRWG. E.D. 6099; 500% HAYES ALBION
50. BRAKE BEAMS	UNIT TYPE, ARR NO. 18, WITH IRON SHOE REJECTION
51. TRUCK SPRINGS	3 1/2" TRAIL, 24 (D-3) BUTER, 24 (D-6) INNER # 8 ZIMBLE COIL 500# 992
52. BOTTOM ROD CONN.	38" BETWEEN INNER AXLES, 2-ABLE TYPE; SCHAEFER 1201-360
53. BRAKE LEVERS	DEAD LEVER 5" x 10", 5-CRREFER 1049; LINE 7" x 1/4" SCHAEFER 2784
54. MISCELLANEOUS	
55. DEFECT CAR HOLDER	PULLMAN-STANDARD DESIGN
56. DRAFT KEY RETAINER	"HIZEE"; ILL. R.W.Y. EQUIP. DRWG. N° 692-A
57. ANGLE COCK HOLDER	5/8" U-BOLT, PULLMAN-STD. DESIGN

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.

EMD'S SD70ACe UNITS EMDX #1209 & EMDX #1210 ON CSXT'S EK DIVISION
by
Bob Gray

In November 2013, EMD had its two SD70ACe units undertaking demonstration runs for CSXT within the Eastern Kentucky Coal Fields. The locomotives are pictured below in CSXT's Ravenna Yard.

