

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

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CSXT's PARSONS YARD ROUNDHOUSE

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PRESIDENT'S MESSAGE

The CSXT Historical Society continues to add one or two new members each quarter. In addition, we are contacted almost every month by an individual or organization seeking information on CSXT. Most of the time we can help them, however, occasionally when questions are asked about current CSXT operations, we advise them to contact CSXT Public Relations. CSXT Public Relations is good at returning phone calls.

We have been contacted by a number of museums asking our help in obtaining a CSXT locomotive, hopper, or signal light for display. As of this writing, CSXT Historical Society has been unable to assist anyone in receiving any CSXT equipment for display. Bluegrass Railroad Museum at Versailles, Kentucky, asked us to help them obtain a TransKentucky Transportation diesel locomotive shell for display. Unfortunately, these locomotives were all sold to a scrapper.

We are pleased to report that the CSXT Historical Society did receive from CSXT two of their 2017 Christmas Train posters. See below. We are grateful that CSXT thought to offer these to us for preservation. All material donations to the CSXT Historical Society are stored at the Chesapeake & Ohio Railway Historical Society archive building in Clifton Forge, Virginia. CSXTHS is seeking issues of CSXT Today and CSXT News to fill out our employee magazine collection. Any CSXT or fallen flag employee magazines are welcomed to help fill out our library collection. We are also looking for CSXT annual reports.

Check out CSXT Company Store sales section on our web site if you want to own a great 4 GB USB Drive in the form of a CSXT locomotive.



THE PARSONS YARD ROUNDHOUSE: A C&O SURVIVOR IN THE CSXT ERA

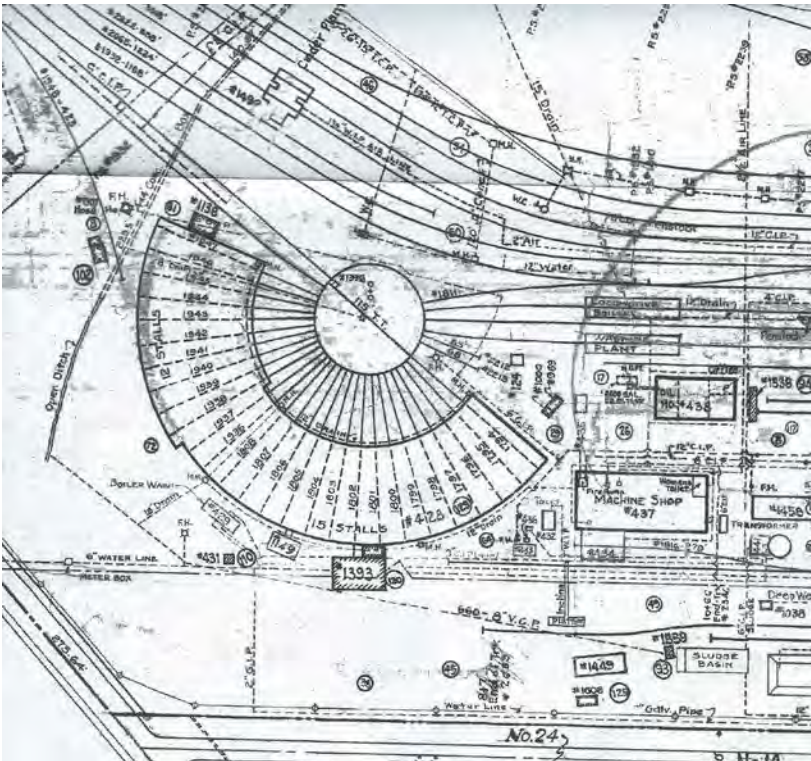
In 1915, Chesapeake & Ohio Railway (C&O) began to construct a railroad from Siloam, Kentucky, to Toledo, Ohio. C&O used Hocking Valley track to run north from Sciotoville, Ohio, on the Ohio River to Gregg, Ohio. From Gregg, they exercised track rights to run over Norfolk & Western Railroad (N&W) track to Columbus, Ohio. Due to capacity restrictions over the N&W track, C&O, between 1926 and 1927, built its own railroad line from Gregg to Columbus. Upon reaching Columbus, C&O, in 1927, built a receiving yard on the south side of the city. They named this new yard Parsons Yard. (see map below) Here they built a 27 stall roundhouse, serviced by a 115-foot turntable.

During the 1950s, as diesel locomotives replaced C&O's steam locomotives, portions of the roundhouse at Parsons Yard was slowly closed and unused bays torn down. In 2015, only 15 bays remained. Today the remaining 15 bays are used by CSXT for a variety of non locomotive purposes such as storage and as a garage. Below are a series of photos of the Parsons Yard Roundhouse taken in 2016 during a Bluegrass Railfan Club CSXT escorted tour to and through the roundhouse.





A view of Parsons Yard Roundhouse in 1950 (C&OHS Collection)



A 1930 Sanborn map drawing of the roundhouse at Parson Yard



A 2017 aerial view of the roundhouse. Bing map.



A 2017 view of the Parson Yard Roundhouse. Only 15 bays are left of which 10 can be accessed.



A view of bays #1 to #4. Note bay #3 is sealed.



A view of bays #4 to #7. Track still reaches into these bays.



A view of bays #1 to #8. One of the MoW trucks has been pulled out and a front end loader parked in its place.



A view of bays #7 to #11. Note bays #8 to #10 are sealed and their access track removed.



Bays #10 to #14. Note bays #11 to #14 still have their track in place and overhead doors that work.



Bays #12 to #15. While all have their track in place, only bays #12 to #14 have doors. All of these bays still have their drop bits in place.



A view of the rear of the right side wall of the roundhouse



A view of the rear of the roundhouse looking at bays #12 to #15



A view of the rear of the roundhouse looking at bays #1 to #7



A view of the left side of the roundhouse



A view into bay #14. Note that the inspection pit is still in place.



A view from bay #14 looking out to the turntable. Plastic sheeting was to protect workers from pigeon droppings and hold in heat.



A view out from the roundhouse from inspection bay #8



A view from bay #6 to bay #1. Two CSXT MoW trucks are parked in bays #1 and #2.



Above and below are views of the woodwork that supports the roof of the roundhouse.





Above and below are samples of the roundhouse's bay numbers. Note the shadow of the original number 7 under the existing 7.





A view of the turntable looking from the roundhouse



A view across the turntable toward the left edge of the roundhouse. Just to the right of the turntable is the current locomotive service building.

**PADUCAH & LOUISVILLE RAILROAD
SD70MAC LOCOMOTIVES HONORING WINNING BY
UNIVERSITY OF KENTUCKY AND UNIVERSITY OF LOUISVILLE
NCAA BASKETBALL CHAMPIONSHIPS**



PAL 2012, ex CSXT 705, ex CSXT 4505 (P&L Collection)



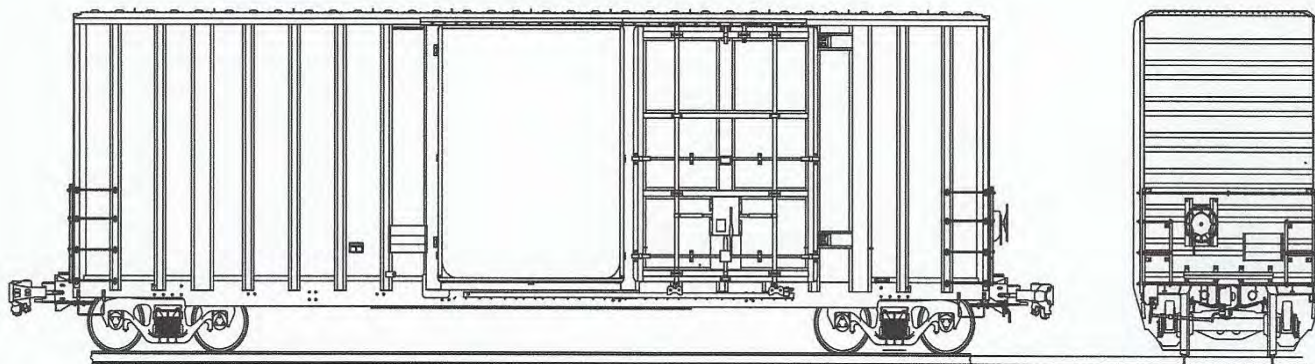
PAL 2013, ex CSXT 706, ex CSXT 4506 (P&L Collection)

GREENBRIER COMPANY'S CSXT BIG BLUE PAPER PRODUCT BOXCARS

Big Blue Boxcars

These 100-ton boxcars were designed by Greenbrier Company for efficient loading and unloading of heavy paper rolls. Their smooth interior walls are built with recessed lading strap anchors. Extra strength is provided at the side-to-floor connections and the door frame to make these boxcars the ideal car for carrying paper products.

DIMENSIONS (Approximate)			
Length, inside	50' 6"	Width, inside	9' 6"
Length, over couplers	58' 4 1/4"	Width, extreme	10' 7 5/8"
Height, inside	13' 13/16"	Door opening, width	10'
Height, extreme	16' 11 9/16"	Door opening, height	12' 4"
Height, top of rail to top of threshold	3' 8 1/16"	Clearance	AAR Plate F
WEIGHT / CAPACITY (Estimated)		CURVE NEGOTIABILITY RADIUS	
Light weight	74,200 lbs.	Uncoupled	150'
Gross rail load	286,000 lbs.	Coupled to like car	203'
Load limit	211,800 lbs.	Coupled to base car	230'
Cubic capacity	6,269 cu. ft.		
These general dimensions are representative and subject to change without notice as required by customer specifications or design improvements by Greenbrier.			





CSXT 152000, the first Big Blue boxcar (Greenbrier)



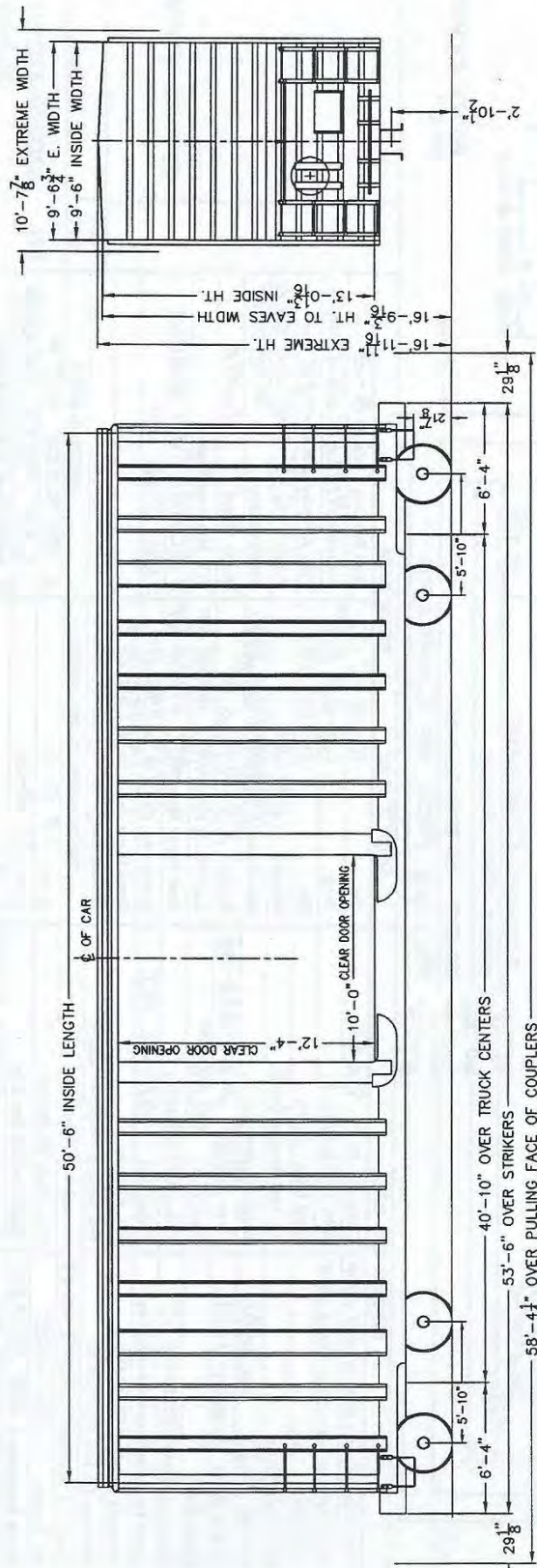
A big Blue boxcar being loaded with paper (Greenbrier)



EQUIPMENT AND TRACK
SYSTEMS ENGINEERING
JACKSONVILLE, FL.

REVISIONS

R.R. CSXT SERIES
151200-
151399



GENERAL DATA

BUILT BY: GUNDERSON
YEAR BUILT: 1996
CUBIC CAPY. - 6269 CU. FT.
AVERAGE LD. LMT. - 211,000 LBS.
AVERAGE LD. WT. - 75,000 LBS.
BUILDERS REFERENCE - JOB NO. 20090
RAILROAD SPEC.
GENERAL ARRANGEMENT: DWG. A01250
CLEARANCE - PLATE "F"
CURVATURE: - UNCOUPLED - 150 FT.
COUPLED TO BASE CAR - 230 FT.
CENTER OF GRAVITY: - LIGHT - 51.7"
LOADED

CAR BODY DATA

BRAKES: DB-60 8 1/2 x 12
BRAKE ARRANGEMENT: SEE NOTE 3
CENTER SILL: 41.2 LB. Z SECTION
COUPLER: SBE67CE
DRAFT GEAR: YOKE: SEE NOTE 4
CUSHION UNIT: SEE NOTE 2
DOORS: SINGLE PLUG
DOOR ARRGT.
ENDS: FAB 1/4" L SHT. 3/16" UP SHT.
FLOORS: 1-3/4" NSF 60K
HANGBRAKE: AAR GROUP N
LINING: 3/16" THICK
UNDERFRAME: A25117

TRUCK DATA

TYPE: ASF RIDEMASTER
TRUCK DWG: ASF AR-3265
JOURNAL - 6 1/2" X 12
SPRING TRAVEL 3 11/16"
WHEELS: 36" DIA.
BRAKE SHOES: 2" COMPOSITION
TRUCK SIDE FRAME: F9A-108N-UA
TRUCK BOLSTER: B9A-51HN-FX
HYD. SNUBBERS:
FRICTION WEDGE: ASF 76706-1

MISCELLANEOUS

NOTE:
1. EQUIPPED WITH 112 LADING BAND ANCHORS PER CAR.
2. FIFTY CARS (50) EQUIPPED WITH KEYSTONE CUSHION UNIT, AND 150 CARS WITH FMI CUSHION UNIT.
3. SEE BRAKE ARRANGEMENT DRAWING A25182 & A25126.
4. FIFTY CARS (50) EQUIPPED WITH YEC TYPE YOKE & 150 CARS EQUIPPED WITH KNE TYPE YOKE.

B-388

NYC 48863 SOLD FOR SCRAPPING



Views of the car's righthand side





Views of the car's lefthand side





Close-up of the lefthand side of the car



The center stencil reads "HBO Class 2, 4/30/16, Cincinnati, Ohio."

**THE FATE OF CONRAIL 50898
CUT UP AT CINCINNATI, OHIO**







CENTRAL SOYA CSYX 13149

Central Soybean cover hopper car CSYX 13149 was involved in a side swipe during switching at CSXT's Queensgate Yard in Cincinnati, Ohio. With her frame bent, she was declared a construction loss and later cut up.



**EXAMPLES OF CSXT BAD ORDER FORMS
FROM CSXTHS ARCHIVES**

So State: When damage is due to derailment, cornering, sideswiping, telescoping or other handling line responsibility conditions.

CSX
TRANSPORTATION
- MECHANICAL -

TRAIN _____

SHOP TO _____ DATE _____ 20 _____

CAR INITIALS _____ NO. _____ LOADED OR EMPTY _____

BAD ORDER

PLACE ON **SHOP** TRACK

DEFECTS: _____

MOVEMENT RESTRICTIONS: _____

PLACE CARDED _____ INSPECTOR _____

SCN 48059436651 FORM 1112 EC REV 6-99 MADE IN USA

So State: When damage is due to derailment, cornering, sideswiping, telescoping or other handling line responsibility conditions.

CSX
TRANSPORTATION
- MECHANICAL -

TRAIN _____

SHOP TO _____ DATE _____ 20 _____

CAR INITIALS _____ NO. _____ LOADED OR EMPTY _____

BAD ORDER

PLACE ON **EXPEDITE** TRACK

DEFECTS: _____

MOVEMENT RESTRICTIONS: _____

PLACE CARDED _____ INSPECTOR _____

SCN 48059436651 FORM 1112 EC REV 6-99 MADE IN USA

So State: When damage is due to derailment, cornering, sideswiping, telescoping or other handling line responsibility conditions.