

JAX Losing Dispatchers

From the Florida Times-Union,
June 30, 2007
submitted by Tom Seay

CSX Corp. plans to idle up to 300 local jobs as it shunts the majority of its train dispatch operations outside the state. The Jacksonville work will, over the next two years, be moved to existing offices in Baltimore, Nashville, Huntington, W.Va., Cincinnati, Florence, S.C., and Atlanta.

Once the transfer of work is completed in August 2009, the Jacksonville operation will employ about 54 train dispatchers.

Jacksonville-based CSX has four dispatch centers located in the Midwest and East Coast, responsible for routing trains along its tracks. Most dispatchers have been concentrated in Jacksonville since 1988, when the company established a centralized operating facility that oversees the entire network.

The relocation will improve the productivity and efficiency of train dispatching operations, CSX spokesman Gary Sease said Friday. "We're taking these dispatching functions out of headquarters," Sease said, "and putting them into field offices, closer to where the train operations occur."

The realignment will result in more effective and efficient decision-making, improved system reliability and improved train performance, CSX said in a notice to train dispatchers.

While train dispatchers - who, on the average, make nearly \$35 an hour, or almost \$73,000 annually - will be most affected by the relocation of work, about 25 local signalmen would also see their jobs moved. Signalmen, among other things, maintain the dispatching equipment and respond to problems with railroad crossing signals and gates.

About 10 percent of the affected workers are in management. Workers will be offered jobs in the new locations, Sease said.

CSX Moves Trash to Ashland Site

From the Ashland Daily Independent,
March 26, 2007
submitted by George Greene

Only a faint smell of garbage littered the air earlier this month as workers maneuvered railcars laden with bailed trash from the Northeast along a recently completed rail spur at Big Run landfill.

This month the landfill, owned by River Cities Disposal LLC, a subsidiary of Enviro Solutions Holdings Inc, based in Chantilly, Va., started receiving rail cars carrying out-of-town garbage from the company's New Jersey transfer station.

The 300-foot rail spur, which splits off CSX Transportation's Lexington line just past the Coalton tunnel [Princess - ed] was completed in late February, and the first cars were unloaded March 9, according to River Cities' regional manager Mike Vossmer. The spur, which includes three short tracks for unloading, transferring and storage, cost more than \$5 million and has been in the works for at least three years, Vossmer said.

Eva Smith-Carrol, a spokeswoman with the Kentucky Division of Waste Management, said the rail spur is the only one of its kind in Kentucky.

The construction of the spur sparked controversy last summer when residents discovered it would be used solely to import trash from the Northeast.

Each rail car carries between 30 and 32 bales of trash, depending on the size of the rail car, Vossmer said. The bales range in weight between 2.5 and 3 tons. Vossmer said the most a rail car can carry

is 100 tons worth of trash. "Right now we're averaging 75 to 80 tons," he said.

He dispelled a rumor that the facility would receive hundreds of rail cars of garbage a week. "It would be safe to say this track and crew would never be able to

handle 200 a week," Vossmer said. At the most, Vossmer said the facility could only handle 25 to 50 railcars of garbage per week. "I don't think we will ever get to 25 a day. Five to 10 is what we would like to see," Vossmer said.



New CSX spur to Enviro Solutions garbage facility at Princess, Ky., on March 19, 2007. This view is from the US 60 bridge.



ESIX covered gons spotted for unloading on new spur to landfill.