

Next Meeting:

5 April 2003

The next meeting will be Movies. See announcement . 12 April 2003

- West Carrollton Civic Center
- Meeting time 7:00 PM

This Months Program...

We will see both 16mm and 8mm old diesel and steam. Gary Rolih is bringing a 16mm N&W film and I will have a 16mm promo (not porno) film of the B&O produced in 1946 showing early diesel and steam.

The 8mm movies will include but not limited to - Cincinnati in the mid 1950s, Chicago in 1955 era, and a film showing B&O 5300 being paced at 85+mph between Louisville and North Vernon. The 8mm is some original old vintage stuff and no professional remakes.

Dan Finrock

CSX News....

Winter Storm Damages B&O Museum ...

The winter storms that wreaked havoc with railroad operations and life in general throughout the Central and Eastern United States over Valentine's Day weekend also dealt a severe blow to a piece of American railroad history. The heavy snowfall led to the collapse of part of the roof of the historic Mt Clare Roundhouse at the Baltimore & Ohio Railroad Museum in Baltimore on February 17. About 50 percent of the roof fell in, damaging equipment, some of which dates back to the 1830s.

The museum is closed indefinitely and the Fair of the Iron Horse 175, Festival of Trains, was cancelled due to damage the museum. The railroading exposition was scheduled to take place June 28 through July 3, 2003 at the B&O Mu-

seum and in Baltimore's Carroll Park to commemorate the 175th Anniversary of American Railroading and the founding of the B&O, a CSX predecessor. CSX was a major sponsor of the Fair of the Iron Horse.

During the height of the storm, the Iron Structure of the 1884 Baldwin Roundhouse, the Museum's signature building and collections exhibit space, collapsed under the weight of the snow and force of wind. Fortunately, no one was in the Museum at the time of the collapse. Structural engineers are working daily to stabilize the building and protect the collection from further damage. The Museum is home to the oldest, most comprehensive collection of railroad artifacts in the Western Hemisphere.

Operations Update ...

Seneca Yard in Buffalo was to be closed on March 17 as a cost saving measure. Operations will be consolidated into Frontier Yard, the electronic hump yard on Buffalo's east-side. Seneca had been a point for automotive network trains to swap blocks of auto parts and loaded and empty multi-levels, a practice started by Conrail during the mid 1990s. Buffalo to Cleveland train Q229 has been abolished as a result of the closing of Seneca Yard.

During February, CSX made changes to its Northeastern intermodal service out of Jacksonville, Florida. On heavy volume days, there are now three trains operating in this corridor. Q172 has been added to originate Tuesday-Thursday, and operates Jacksonville-South Kearny, NJ. It is due out of Jacksonville at 13:00, Richmond, VA at 04:45 and arrive South Kearny at 16:00.

It relieves tonnage from existing trains Q174

(Jacksonville-Boston) and Q176 (Jacksonville-South Kearny). Q174 originates Tuesday-Sunday at 15:00 and arrives in Worcester and Boston on the second morning. Monday's traffic is handled on L174 on virtually an identical schedule. Train Q176 bats cleanup, departing Jacksonville at 20:15 (Tuesday-Sunday) and arrives South Kearny at 03:45 the second morning.

Trains Q326 and Q327, originally operating 5 days a week between Chicago and Grand Rapids, MI, have now been extended from Grand Rapids into Detroit. Both trains also run daily under their expanded route. Eastbound Q326 departs Chicago around 14:00 CT and arrives Detroit by 04:30 ET the next morning. Counterpart Q327 departs Detroit around 18:30 ET and arrives Chicago around 06:00 CT.

With these change, Q336 (Chicago-Toledo via Deshler, OH) has been annulled. The Toledo block moved on the defunct Q336 now moves on Q326 from Chicago to Grand Rapids then connects to Grand Rapids-Stanley Yard/Toledo train Q334. The volume of freight is high between Grand Rapids and Toledo, and when it picks up the Toledo block at Lansing, Q336 becomes a large train. Thus it is common for an extra S336 to operate several days of the week.

Anker Energy's Sentinel Mine, located near Berryburg, WV, on the Cowen Subdivision, loaded its first unit train in several months on February 26. Train T865-26 delivered 80 loads to Potomac Energy's Dickerson, MD, generating station. The mine was shut down due to a soft demand for coal and the company's financial situation.

Markers ...

CSX awarded EMD a contract to deliver 75 SD70MACs beginning in November 2003 and continuing into the winter of 2004. The locomotives will carry road numbers 4701-4775 ... CSX awarded a contract to Union Switch & Signal (US&S) to design, implement, integrate and install its Next Generation Dispatch system in the Kenneth C. Dufford Transportation Center in Jacksonville, FL. The program will replace the current CSX dispatching system, originally installed by US&S in 1988, by migrating the functionality in a four-phase approach ... A feasibility study will focus on moving approximately eight CSX trains that pass through downtown Greer SC on the Greenville-Spartanburg branch, to the parallel NS Charlotte-Atlanta main line. The project would cost between \$2-7 million. CSX spokesperson Misty Skip-

per said CSX has been involved in similar projects in other cities and "in the interest of being community-friendly, we're certainly open to reviewing the results of the engineering study."

NS News....

Coalfield Blues ...

The weak coal market in Appalachia struck a major blow recently when Mountaineer Coal Development Company announced that it would close its Marrowbone complex in Mingo County, West Virginia. This subsidiary of Horizon Natural Resources operates three underground mines (North Marrowbone Creek, Morris Way Lovins and East Dingess), one surface mine (Triad), and a preparation plant (Tug Valley) in Mingo County. Horizon is the fourth largest steam coal producer in the US, as measured by revenues, and the second largest coal producer in Central Appalachia.

Closure of the Marrowbone complex follows Horizon's filing for Chapter 11 bankruptcy in November 2002. In its press releases, Mountaineer termed the closure as a "permanent idle" rather than a permanent closure". There is some hope that the mines could be utilized in the future, but at this point the company cannot predict if and/or when that might occur. Approximately 460 employees began to be laid off during March. Horizon has not ruled out closing additional mines in the region if its financial problems continue.

The loss of coal traffic from the Marrowbone complex will be felt on NS' Pocahontas Division. NS serves the prep plant using a 1.7-mile spur off of the Lenore Branch, which in turn connects with the Bluefield-Portsmouth mainline 14 miles west of Williamson, WV, at Naugatuck. Marrowbone produced 4.66 million tons of coal in 2001 and 3.95 million tons of coal in 2002.

Much of this tonnage was destined to Southern Company generating plants, including Georgia Power's Plant Scherer near Macon. Scherer will soon be converted to burn 100 percent low-sulfur coal from Western sources, and the Marrowbone closure will only accelerate those plans. This will result in fewer trains over the route through Iaeger, WV; St. Paul, VA; Frisco, Bulls Gap and Knoxville, TN.

As if this were not enough bad news for the local economy, Massey Energy announced layoffs and pro-

duction cutbacks at its Sidney Resources subsidiary in Pike County, KY. Roughly 100 employees were impacted at Sidney Resources, which includes the Rockhouse mine and Freedom Energy Group. One continuous miner section was shut down at Rockhouse while Freedom Energy was curtailed from a daily operation to five days per week. A Massey spokesman noted that competition from natural gas was a primary factor negatively affecting coal demand.

The Sidney prep plant is served by NS' Nolan and Sidney Spurs, the former of which junctions with the "Pokey" mainline eight miles west of Williamson. Sidney can ship as much as 4 million tons per year. Much of its production is destined to utilities in the Southeast and Midwest.

Operations ...

Intermodal trains #217 (Greensboro-Calumet Yard/Chicago) and counterpart #218 have been rerouted on the Portsmouth, OH-Fort Wayne, IN segment of their route. Instead of operating via Cincinnati, they now run via Bellevue, OH. Westbound #217 operates Tuesday-Saturday, and is due out of Portsmouth at 20:30 ET, Bellevue at 02:10 and arrives Fort Wayne at 06:20. Eastbound #218 operates Tuesday-Friday and Sundays, and is due out of Fort Wayne 08:30 ET, Bellevue at 12:00 and arrives Portsmouth at 18:30. Both trains carry a healthy amount of UPS traffic and are among the hottest intermodal trains on NS.

A few months back, we noted that automotive train #287 (Bellevue, OH-Shelbyville, KY) and manifests #179/#180 (Bellevue-Chattanooga, TN) were temporarily rerouted into Cincinnati via Fort Wayne, IN, instead of Columbus, OH, and the Dayton District. Although northbound #180 was totally abolished late last year, trains #179 and #287 are now permanently rerouted via Fort Wayne. Under its new schedule, #179 departs Bellevue daily around 02:45, Fort Wayne at 08:00 and arrives Cincinnati by 18:30. It then terminates at deButts Yard in Chattanooga early

the next afternoon. It carries both Chattanooga and Macon cars, and picks up more of this traffic at Gest Street Yard in Cincinnati.

Train #287 has an interesting operating plan. The daily multilevel train first heads east from Bellevue early in the morning with cars destined to the Ford support yard at Fairlane, OH near Elyria. It then arrives back in Bellevue around noon with loaded multilevels destined to the Shelbyville, KY auto mixing center. It then departs around 13:30 with these loads and empty multilevels destined to Toyota at Georgetown, KY. It is due into Cincinnati around midnight and arrives Shelbyville the next morning.

NS has added train #528 to handle coal from Shire Oaks, PA, to the power plant at Brown, KY. The trains are routed via Alliance, Bucyrus, Columbus and Cincinnati, OH, to Brown, which is located on the Central Division 12 miles north of Danville, KY. On February 20, the first such train loaded at the Bailey Mine in Southwestern Pennsylvania. These movements are expected to be sporadic and will only supplement the normal flow of Eastern Kentucky coal that NS delivers to Bailey from the CSX interchange in Lexington, KY.

Effective March 15, the symbols for the Manassas, VA-based locals were changed. The old symbols had been using the former Eastern Division "E" prefixes even though that division has been part of the Piedmont Division for the past decade. The new symbols reflect a change to numbers using the Piedmont Division "P" prefix and are as follows: P51 (Daytime Manassas-Charlottesville turn, former E41), P52 (Evening Manassas-Alexandria Turn, former E42), P54 (Day Manassas-Gainesville-Alexandria Turn, former E44), P56 (Calverton Rock Train, former E46), P58 (Evening Vulcan Rock Train, former E48), and P96 (Evening Manassas-Strasburg/Edinburg Turn, former E95).

The Miami Valley Railfans is a loosely knit group of railfans that meet to discuss, exchange views and show slides and movies about railroads, We meet between the months of November and July, usually the second Saturday, at The West Carrollton Civic Center. Anyone interested is surely welcome!

Dues are \$10.00 per Calendar Year
MVR Web Site www.qsl.net/n8qnp/mvrpage.htm

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