

Miami Valley Railfans

Next Meeting:

2 March 2003

The next meeting will be Dave Oroszi. 8 March 2003

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

Theme Night....

This month's feature will be a *The Wellston Sub* presented by Dave Oroszi.

After March, we have one program lined up for the next meeting. Please contact me at (937)253-8530 if you'd like to arrange for an out-of-town guest or a program of your own

Steve Fuchs

CSX News....

On The Ground ...

At 18:05 ET, January 10, CSXT train S537-10 (extra section, Cincinnati-Corbin, KY manifest), experienced an undesired emergency brake application at milepost KC-10.5 on the CC Subdivision south of DeCoursey, KY. After the air pressure came back up and all was assumed to be well, the train continued its southward journey. The train went into an emergency application again at milepost KC-13.0. However, this time the air did not restore and conductor found a four-car derailment. Derailed were the 20th through 23rd head cars, which included two empty covered hoppers and two loaded grain hoppers.

Reportedly, the cars originally derailed at the KC-10.5 and were dragged more than two miles before finally overturning and applying the brakes. The derailed cars apparently

toppled immediately after exiting Grant's Tunnel, between Spring Lake interlocking and Ryland, Kentucky. Both main tracks were damaged in the derailment and crews took roughly 24 hours to get the #1 main reopened. Until then, several Cincinnati-Atlanta trains were detoured from the route over to the LCL Subdivision, between Louisville, KY and Cincinnati, OH.

Intermodal Update ...

Effective January 20, 2003, Jacksonville-Cincinnati intermodal trains Q141 and Q142 are extended to operate between Columbus and Jacksonville three days a week. Q141 departs Columbus on Tuesday, Thursday and Saturday at 10:00. The train originates at Cincinnati as L141 on Monday, Wednesday and Friday with a departure time of 22:30.

Counterpart Q142 departs Jacksonville on Monday, Wednesday and Saturday for Columbus. The train operates as L142 on Tuesday, Thursday and Sunday and terminates in Cincinnati. Q141/Q142 operate between Cincinnati and Columbus via Sidney Junction OH, and Ridgeway OH.

Winter Ore Move Begins ...

BNSF has replaced CN (WC Division) in the seasonal, all-rail movement of taconite from EVTAC in Minnesota to AK Steel in Middletown, OH. For the past two seasons, that taconite moved via the WC routing. The new contract calls for 120,000 tons of ore to be moved via Chicago in 95-car rains. The hoppers will be supplied by CSXT, while the motive

power pool will be filled with units from both BNSF and CSXT.

BNSF will move the trains south from the Twin Ports, via the Twin Cities, through La Crosse, WI, and eventual delivery to CSXT at Chicago. CSXT will move the taconite to Middletown via the former B&O mainline to Deshler, OH, and then the Toledo Subdivision through Lima and Dayton, OH. When the lake shipping season resumes in the spring, AK Steel will receive ore from Labrador via the Toledo, OH docks.

Markers ...

Of the 24 GP40's remaining on the CSX roster as January 1, 2003, 19 were in storage while five units remained active. Only one of the five active units, the 6854, was still in Chessie System paint ... More than 200 CSX Train and Engine employees were furloughed during January. The company said the continued slow economy, coupled with a mild winter and a reduced demand for coal, helped to dry up traffic and reduce the number of train starts per day ... Ray Griffith, Jr. has been appointed assistant vice president-coal operations. Griffith has more than two decades of railroad service, much of it in coal operations. He will serve as a coordinating link between operations and sales and marketing to oversee the allocation of resources, crews and locomotives.

NS News....

Motive Power ...

Despite pressure from GE and EMD, NS has decided not to acquire more than 100 locomotives in 2003. Thus, the total orders for this year now stand at 67 DASH 9-40CWs and 33 SD70Ms. NS originally intended to order 100 DASH 9s and 50 SD70Ms. However, the soft economy resulted in only 100 units being covered in the 2003 budget. Thus, NS reduced its orders with both builders by an even third.

The first DASH 9 for the new fleet was completed at Erie during early January and was scheduled for delivery mid-month. The 66 units that follow will come at a rate of about one per day until March. NS is numbering these units in

the 9745-9810 series. All 67 will be placed into service at the Bellevue, Ohio shop. The SD70Ms will be numbered 2591-2623 and are slated for delivery later this year.

As leases expire, NS continues to purge its roster of older ex-Conrail units. The Belt Railway of Chicago recently acquired eight of NS' former Conrail GP38-2s. These are the NS 5366, 5367, 5370, 5375, 5377, 5385, 5390, and 5392 (former Conrail 8254, 8233, 8240, 8247, 8252, 8262, 8271, 8277 respectively). BRC has assigned these units to its 580-587 series. A large number of former Conrail GP38s remain stored at Enola, PA.

Conway Yard Update ...

NS has revised several manifest train schedules following the December 17, 2002, closure of the eastbound hump at the Conway, PA, yards. Train #11K, previously an Allentown-Conway schedule, now runs through Conway and terminates at Elkhart, IN. It also picks up an Elkhart connection at Altoona, PA, that was set out by #11G (Enola-Conway). With this extension, train #17V (Conway-CP/Bensenville, IL) was abolished.

Because all classification work is being performed on the old westbound hump, eastbound trains terminating at Conway must now shove their entire consists back into the old westbound receiving yard. To assist with such moves, NS is stationing a utility conductor at East Conway interlocking. Eastbound trains requiring 1,000-mile inspections will now be worked on the #1 main track. Outbound trains are usually dispatched from the "900 yard".

So what trains does Conway originate and receive currently? On a typical day, Conway builds 14 outbound through freights. During the morning daylight hours, these include #11E to the UP at Sidney, IL, #10G to Enola, PA, #17K to the CN at Tolono, IL and #18G to Oak Island, NJ. During the afternoon and early evening, six trains are dispatched: #19A to the UP at Proviso, IL, #17Q to Detroit, #35N to the TRRA at Madison, IL, #10A to Reading, PA, #14M to Buffalo, NY and #10N to Allentown, PA. During the night, four trains are built: #14G to Morrisville, PA,

#12G to Harrington, DE, #13V to Columbus, OH and #17N to Elkhart, IN.

An equal number of merchandise trains are scheduled to terminate at Conway. During the morning, these include #10E from the UP at Sidney, IL, #18A from the UP at Chicago, #10R from the BNSF at Streator, IL, and #15M from Buffalo. Afternoon and early evening arrivals include #17G from Fairless, PA, #16E from the BRC at Clearing, IL, #11A from Reading, #11G from Enola, #16K from the CN at Tolono and #13G from Harrington. Inbound trains at night include #34N from the TRRA at Madison, #12V from Columbus, #15G from Enola and #19G from Oak Island.

Several trains also set out Conway blocks, including automotive trains #12N (Detroit-Port Wilmington) in the morning and #13N (Port Wilmington-Chicago) around midnight. Westbound #11K (Allentown-Elkhart) sets out during the early evening and is the only general merchandise train running through Conway that does not terminate or originate at the yards there.

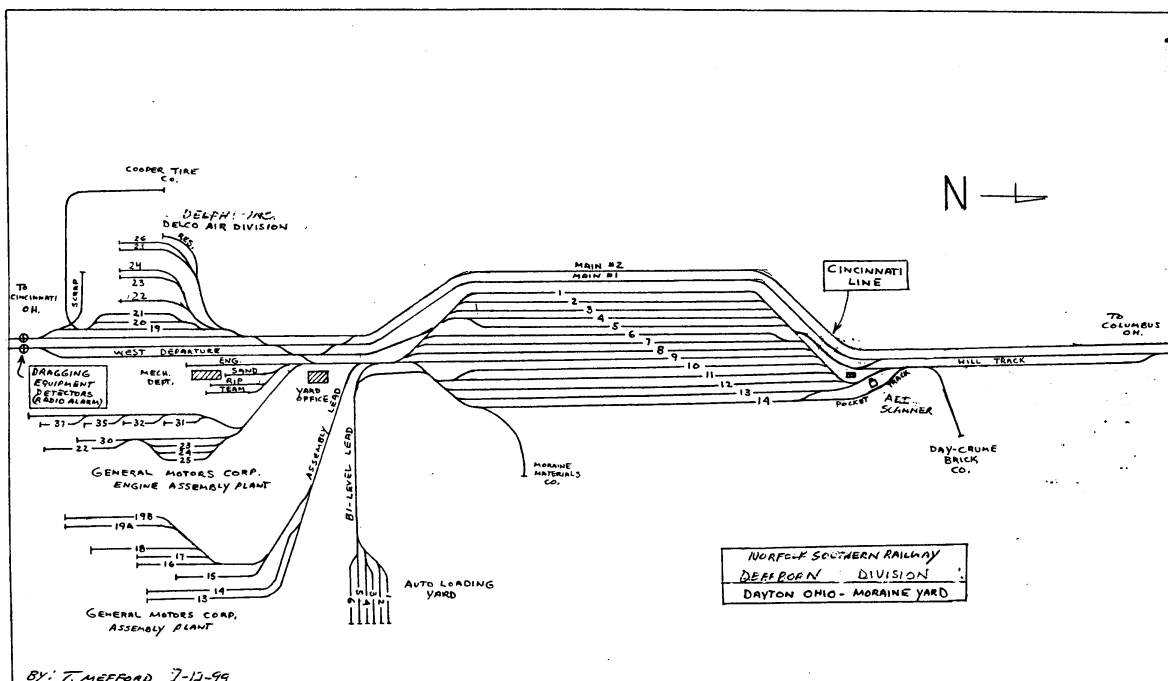
Of course, these merchandise trains are just part of the daily operations at Conway. An average of 28 intermodal trains relay through the terminal most days, and automotive trains #11J (Doremus, NJ-Oakwood, MI) and #18N (Bellevue-Croxton,

NJ) also simply change crews there. Add in the unit trains, locals, extra sections and four daily Amtrak trains, and the total train counts on the former Pennsy mainline quickly add up to some of the highest on the NS system.

CN Coal Run-Throughs ...

Georgia Power is once again procuring coal from Southern Illinois. This time, the coal is loaded at the American Coal Company's Galatia, IL mine and is destined to Plant Wansley, located on the former Central of Georgia south of Carrollton, GA. The trains operate between Galatia and Memphis as CN C746 (loaded) and C747 empty). NS designates the loaded trains as #792 and the empties as 793. The loads operate via Chattanooga, but empties can return over that route or via Birmingham.

The first #792 was received from the CN at Memphis on December 12 and was led east by IC-1034/6063/1004 (SD70/SD40-2R/SD70). It consisted of 90 loads with mostly HBWX, FLCX and NCUX reporting marks. NS had delivered the empties to the CN at Memphis on December 9 powered by a trio of GE DASH 9 units, but CN dispersed the power into other service instead of returning them on the initial loads. This latest contract reportedly involves less than ten trainloads.



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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