

Next Meeting:

March 6, 2004

- See program notice below. March 13, 2004
- West Carrollton Civic Center
- Meeting time 7:00 PM

## *Program Notice....*

Ron Spiga from Cleveland will be presenting the program for March. He will be showing B&O/CSX slides from northeast Ohio. Slides from members will round out the evening.

Steve Fuchs

## *CSX News....*

### *Spring Track Work ...*

Spring has sprung and so have the Maintenance of Way track projects and curfews. Three projects on key main lines will commence during the first week of spring. A project on the Metropolitan Subdivisions between Buck Lodge (MP BA 30) and Weverton, Md (MP BA 79) will begin March 21 and last through April 22. Curfew hours will be Sundays, 0700 to 1900, and Monday through Thursday, 0800 to 1600. One main track will kept open during the curfew to permit the continuation of service. Some scheduled trains will have their running times adjusted to operate during non-curfew hours. All non-scheduled trains (coal, grain, extra sections), will operate during non-curfew hours.

A four week project on the LCL Subdivision (the Short Line) will begin on March 22 and last through April 15 between MP 000t57 north of Worthville, KY and MP 000t97 south of Nichols, KY. The curfew will be in effect Monday through Thursday between 0700 and 1700. Most trains will have their departure times altered to the non-work, overnight hours Southbound Q205 Cincinnati to Birmingham) will be rerouted via Atlanta.

Northbound Q208 (Louisville to Cleve-

land), Q226 (Louisville to Baltimore) and Q242 (Louisville to Toledo) will detour over the Louisville and Indianapolis between Louisville and Seymour, IN, hence the Indiana Subdivision to Cincinnati. All other Northbound trains will have their schedules altered for a later departure from Louisville to avoid the curfew.

A five week project to upgrade the New Castle Subdivision between Greenwich, OH (mile QI 54.5) and New Castle, PA (MP BG 58), will commence on March 22. The MofW teams will work Monday-Thursday with a curfew imposed between 0700 and 1800. In double track territory, one track will remain open during the curfew for use by priority trains. Work on the single track between Warwick and Akron Junction will take place on April 5 and 6. Trains will be held and/or schedules adjusted. No westbound traffic will be called or depart New Castle between 0400 and 1400 during the work period.

### *Correction ...*

CSX is ordering 20 SD70ACe locomotives in 2004, not SD70MACs as reported. The SD70ACe, which will carry road numbers 4776-4795, comply with Tier 2 requirements. The units coming to CSX will actually be owned by EMD while they test on CSX, with CSX having an option to purchase them at some point. So they can be considered pre-production SD70ACe demonstrators. Production of the SD70ACe commences in 2005 (with the removal of the SD70M and SD70MAC from the catalog).

### *Trenton Sub Upgrade? ...*

CSX would like to add domestic double-stack service to Philadelphia however both of

its routes into the City of Brotherly Love have clearance restrictions. The former B&O line from Baltimore faces an almost impossible challenge in clearing the Howard Street Tunnel under Baltimore. That leaves its route from northern New Jersey, the Trenton Subdivision. While the Trenton Sub also has clearance restrictions, these restrictions can be eliminated through undercutting. Such a project however, is on the slow track.

CSX has budgeted funds for a detailed engineering study in 2004. The overall cost of such a project is estimated to be around \$17 million, with CSX's share being \$7 million and the State of Pennsylvania covering the remainder. As of this date, CSX has not allocated the money and state funding is not assured.

Until such a time comes when CSX has their own double stack route into the city, reports are that CSX is negotiating with Norfolk Southern to extend service from Chicago via South Kearney, NJ into the Philadelphia via a roundabout routing on NS's Morrisville Line.

Additional improvements to the Trenton Line scheduled by September 2004 include the separation of CSX trackage from the SEPTA main line between Cheltenham and Newtown Junction. SEPTA will build a passing siding at Cheltenham to near Lawn-dale Station. CSX will improve capacity by installing several new automatic signals between CP-Nice and CP-Berry. Conrail and SEPTA reduced trackage on this segment during the early 1980s as freight traffic declined in the Philadelphia area.

#### *Markers ...*

With traffic levels remaining somewhat stagnant, CSX is reportedly planning to consolidate its Toledo operations at Walbridge Yard and close Stanley Yard. If this plan goes through, the hump yard at Willard would see an increase in pre-blocking to handle the Stanley work .. All administrative and control functions at the former Conrail Cole Street yard in Lima are now controlled by the Lima Yardmaster at Robb Avenue ... CSX's last SD20-2, the 2402, was officially retired on January 28 at the Huntington shops. CSX predecessor Chessie System rebuilt and downgraded five SD35s from 2500 horsepower turbocharged units to 2000 horsepower nonturbocharged units in the early 1980s for use on the Queensgate Yard (Cincinnati) hump ... CSX has given up its track-age rights over the NS in downtown Knoxville, TN to access a scrap metal facility. Business has been mini-

mal in recent years.

#### *NS News...*

##### *Stellar Intermodal Performance ...*

2003 was an excellent year for Norfolk Southern in terms of its intermodal business. New records were set during the fourth quarter for both volume and revenue. Fourth quarter volume was up 73,000 units, or 13 percent. Gains came across most all market segments. Lead by strong truckload and international volume, fourth quarter revenue grew by 10%, and for the year, revenue increased \$58 million, or 5%.

NS also executed a perfect peak season for UPS, which is the carrier's most service sensitive customer. NS moved nearly 18 million packages without a service failure for UPS from November 27 through December 24, 2003. In fact, 2003 finished with the longest failure-free streak for UPS in NS history at over 100 days. Not just UPS is benefiting from NS' intermodal service levels, as truckload-giant Schneider National awarded NS with its "Carrier of the Year" award for service performance, continuous innovation, and ease of doing business.

##### *Triple Crown Expands ...*

Since the late 1980s, Norfolk Southern subsidiary Triple Crown Services (TCS) has been a key portion of its parent's intermodal business. Its future now looks even stronger based on its 2004 capital budget. TCS has announced that it will invest more than \$20 million to expand its RoadRailer network in the coming year. This includes plans to double the capacity of its Fort Wayne, IN RoadRailer terminal and maintenance center. Triple Crown will invest \$800,000 to expand the center by 6,000 square feet, which will include new trailer and bogie maintenance bays. Construction is scheduled to begin in March and be completed by summer. The expansion will create 15 new jobs, adding to the current base of 190 employed at its Fort Wayne hub and administrative sites.

In addition to the Fort Wayne improvements, Triple Crown will soon expand train service to Minneapolis, MN over the Union Pacific's former C&NW route. This follows test train movements on this line in December 2003. The Twin Cities service will be tied into the rest of Triple Crown's network via the NS at Chicago. TCS plans to initiate service by April and to have a permanent terminal in operation by midyear. To help support operations in this new lane and

growth on existing routes, Triple Crown will also acquire 800 53' RoadRailer trailers and 250 rail bogeys from Wabash National.

Triple Crown had reportedly looked at expanding into the Minneapolis market more than 10 years ago, but those efforts never progressed beyond the study stage. The last major route expansion was in 1997 when Triple Crown began service to Dallas-Fort Worth via the BNSF. The opening of the Minneapolis terminal will bring the total number of terminals in the Triple Crown service network to 12 in the United States and two in Canada.

Triple Crown first began operations in 1986 between Detroit and St. Louis, and has grown into a business that generated nearly \$225 million in revenue during 2003. TCS expects that this latest service expansion will allow it to increase the annual revenue by about \$60 million by 2006. During late 2003, TCS reached a milestone when it picked up its 3 millionth truck-load. The honor was officially bestowed upon a trailer loaded at Avery Dennison's Fasson Roll facility in Fort Wayne destined to its Gainesville, GA plant.

*Power News ...*

As noted last month, NS will acquire 100 new DASH 9-40CWs in 2004. Seventy-five will be built during winter and early spring, and the remaining 25 are scheduled for fall delivery. This final order for DASH 9-40CW models by NS will be assigned to numbering series 9812-9911. The delivery process will remain the same as previous orders ... Dead and drained to Bellevue, serviced by NS, and commissioned by GE.

There are only two significant changes that most observers will notice with this order. First, all 100 will be delivered with AESS (Auto Engine Start Stop) active from the Erie plant. The system was originally field tested on NS 9685-9694 for an extended period. NS will likely place the orange "Autostart" decals on the locomotive when painted. Second, a significant portion of the fleet will be equipped with an improved electric parking brake located in the traditional DASH 9 location on the radiator housing. This parking brake features the traditional brake wheel for manual operation when required.

The 15 DC Evolution units (model ES40DC) to be leased from GE will be numbered 9912-9926 and will be GE-owned prototypes. The delivery schedule was still be finalized as of late February, but NS was expecting five units to be received by April and ten

more by May. GE was already testing the first prototype unit at the Erie facility during January.

The first unit of the GP38-3 rebuild program was released from the Juniata Locomotive Shop during January 2004. The 5801 was rebuilt from former Southern GP50 7070 and is similar in appearance to Juniata's GP38-2 rebuilds. It features an air-conditioning unit on the cab roof and a Sinclair radio antenna on the sloped portion of the roof over the conductor-side window. The unit also features two radiator fans

following the removal of the center fan housing. This non-turbocharged road-switcher is rated at 2,000 hp.

NS continues to reduce its fleet of "classic" C39-8 locomotives in the 8550-8663 series. Between 1984 and 1986, NS acquired a total of 114 of these unique locomotives with the rounded cab roof. Over the past two decades, more than half of this fleet has either been retired or placed in storage following major component failures. As of February 1, 2004, only 43 of the original 114 units were still in active service on NS.

Cycle System's American Railway Equipment subsidiary in Roanoke, VA, has been a common destination of units NS sells for scrap. During January, a large block of units was sold to Cycle, including these 26 units: 8550, 8553, 8555, 8556, 8559, 8563, 8565, 8571, 8574, 8575, 8578, 8586, 8606, 8608, 8619, 8623, 8624, 8630, 8631, 8643, 8644, 8647, 8653, 8656, 8658 and 8661.

The "enhanced" versions of the C39-8s built in 1987 (sometimes referred to as model C39-8E) have fared better thus far. Of the 25 units in NS series 8664-8688, only three have left the active roster. The enhanced model can easily be distinguished from their classic counterparts by the angular cab roof profile.

***Dues Are Due.....***

Please check your address label.....

If it shows a '04 you are now paid up, if not please send your dues to....

MVR Dues  
4103 Elliot Ave  
Dayton, OH 45410-3420

Or see me at the meeting....

Ace....

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 per Calendar Year**

**MVR Web Site [www.qsl.net/n8qnp/mvrpage.htm](http://www.qsl.net/n8qnp/mvrpage.htm)**

**For a PDF copy of the newsletter please send me an e-mail**

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