

Next Meeting:

February 5, 2005

The next meeting will be a special presentation. February 12, 2005

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

February 2005 Meeting....

The program for February will be from William Hanning's slide collection. William was a long standing member of the MVR who passed away a while back.

Williams collection is not very big, but it will be worth seeing.

I have also created a new web site for the MVR it is at <http://www.geocities.com/sdcabin@sbcglobal.net/mvrpage.htm>

This site is faster than the older site and has a few new pages added. I wish to thank Dave Oroszi for his help with the new photos on this web site..

CSX News...

Tunnel Collapse ...

Shortly after 0300 on January 5th, Q231-03 (Detroit to Louisville automotive) encountered a partial collapse at the north end of Eagle Tunnel, north of Glencoe, Kentucky on the Louisville Division's LCL Subdivision. The train derailed its two locomotives and the first ten cars upon striking the collapsed material. The crew was transported to an area hospital with minor injuries. Lead unit CSXT C44-9W 9051, suffered collision damage as did trailing unit HLCX SD40-2 6304.

After extracting the damaged equipment, crews began to clear the debris and make repairs to the tunnel, which included daylighting a 150 foot section. Heavy rains in the area over the previous days are the principal cause of the tunnel ceiling failure. With the closure of the line, more than twenty daily trains had to find alternate routes. Traffic was detoured via the Indiana Subdivision to Seymour or Mitchell, Indiana, then south to Louisville; via Norfolk Southern at Danville, Kentucky, and via Win-

chester, Kentucky and R. J. Corman Railroad.

After five days of intense work by CSX crews and contractors, the line was reopened to limited traffic on January 10th. Detours continued to operate in order to facilitate work windows for crews working at the tunnel until all repairs were complete.

Good Fall Peak ...

United Parcel Service (UPS), one of CSX Intermodal's primary customers, was very pleased with the recent fall peak season performance of CSX. UPS said CSX gave the package delivery company a "very good peak season for 2004," said Faye Baker, manager-UPS for CSX Intermodal. CSX Intermodal handled over 17,000 loads during the peak season. Over 600 trains were operated for UPS and 555 of those trains operated on-time or ahead of schedule.

CSX Leases WV Line ...

On January 7th, CSX announced the lease of 158 miles of trackage in West Virginia to WATCO Companies of Pittsburg, Kansas. The CSX Cowen Subdivision, a former B&O line that runs between Grafton and Cowen, West Virginia, will become the 11th shortline operated by WATCO. "This is a unique segment of railroad because of the customer base and the geography," said Les Passa, vice president-Strategic Planning. "Segments of railroad with such specific needs sometimes can be more efficiently operated by shortline railroads. Larger Class I railroads, like CSXT, are better at long-haul moves. So, the Class I/shortline relationship is an effective means to provide the most efficient level of service to rail customers," Passa continued. WATCO operations are to commence on March 25th.

CSX Sells World Terminals Subsidiary ... On December 9, 2004, CSX announced that it had agreed to sell its World Terminals subsidiary to

Dubai Ports International for a cash consideration of \$1.15 billion, subject to customary adjustments. CSX World Terminals is a leading developer and operator of international shipping terminals with operations in Asia, Europe, Australia, and Latin America.

CSX Sued Over Toxic Pit ...

A lawsuit has been filed against CSX seeking \$500 million in damages for injuries to local residents caused by company's Hull Site Creosote Pit. Plaintiffs include local residents living adjacent to the site as well as individuals and entities affected in the Peace River basin. The Pit, an unlined, open, railroad cross-tie treatment facility, was operated for over thirty years at Hull, FL by several predecessor companies that eventually became part of CSX.

According to the Florida Department of Environmental Regulation, over fifty years after operations ceased, the Pit still has elevated levels of anthracene, fluoroanthene, pyrene and benzene. The state also found that carcinogenic chemicals had leached into the groundwater and were a potential threat to enter the nearby Peace River, which supplies drinking water to Punta Gorda, Port Charlotte and most of Charlotte County, FL. Additionally, a Florida Department of Health technical document review of the site resulted in a report that revealed in addition to arsenic, other toxic substances, including pyrene and benzene, were detected in the local drinking water.

The lawsuit details in pertinent part that the toxic and carcinogenic chemicals on-site and off-site, contaminated, and continue to contaminate, soil, groundwater, air, and continue to pose an actual and imminent threat to area residents. As of December 16, CSX had no comment on the lawsuit.

Markers ...

CSX issued new employee timetables for the following divisions on January 1, 2005: Atlanta, Baltimore, Chicago, Florence, Great Lakes, Huntington East, Huntington West, Jacksonville, Louisville and Nashville.

NS News...

More New Power ...

With NS moving tonnage at record levels, the need for new power has also increased beyond numbers previously planned. After receiving 75 DASH 9-40CWs from General Electric earlier in 2004, an additional 25 units

were scheduled for delivery by year's end. This order has now been increased to 92 units for delivery by December 31. During the last week of September, NS 9887 was the first locomotive to be delivered as part of the 2004 order's second phase.

As with previous DASH 9s, the latest units are being towed to the Bellevue, OH shop for commissioning by GE and NS. Thanks to business levels, painting of the new locos at the Altoona, PA shop has been temporarily stopped. Thus, look for numerous "grey ghosts" to be powering NS trains over the next few months. Counting the 2004 total order for 167 units (series NS 9812-9978), NS has acquired 1,215 DASH 9 locomotives since 1995.

Northeast Changes ...

During November, NS began initiating numerous routing changes in the Northeast. These are designed to capitalize on three projects that came to fruition in 2004: the reactivation of hump operations at the Enola, PA yard, the new haulage rights agreement over the Canadian Pacific north of Albany, and the reopening of the Shellpot Bridge route from Wilmington, DE into Edge Moor Yard.

The biggest change involves a shift in traffic from the Southern Tier's Buffalo-Binghamton route to the CP's Montreal-Albany-Binghamton route. On November 19, 2004, CN, CP and NS implemented a three-party arrangement that provides CN and NS with a more direct route using the CP's Delaware & Hudson. CN and NS believe that this route will reduce transit times by as much as two days for some 20,000 shipments annually between CN points in Eastern Canada and NS points along the East Coast. The new link is roughly 330 miles shorter than the traditional route via Buffalo.

Under the new operation, CN-NS traffic will move in CP trains between Rouses Point and Saratoga Springs, NY under the new CP-NS haulage arrangement. Traffic will then move in NS trains using the newly acquired trackage rights over the CP between Saratoga Springs, Binghamton and Sunbury, PA. At Sunbury, the trains will use NS trackage into Enola Yard near Harrisburg, Pa.

To accomplish this, NS has changed CN run-through trains #30T (Buffalo/CN-Allentown, PA) and counterpart #31T to a pair of Saratoga Springs-Enola schedules. Buffalo-Enola train #13T and counterpart #12T have been changed to a pair of Buffalo-Allentown trains. Since the paths of these four trains cross at Binghamton, NY, they are now swapping blocks at the CP's Binghamton Yard.

On the Harrisburg Division, the reopening of the Shellpot Bridge has resulted in NS creating a new route for traffic into Edge Moor Yard near Wilmington, DE. Edge Moor traffic had moved on Allentown-Abrams, PA trains #35A/#34A and turn local H8A from Abrams to Edge Moor. Effective November 8, nightly trains #36A (Enola-Edge Moor) and counterpart #37A were initiated to handle this traffic via Enola, the Port Road Branch and Wilmington. Trains #35A/#34A still operate to feed Abrams Yard out of Allentown.

VA Abandonment ...

NS has filed to abandon a 34-mile stretch of former Norfolk & Western mainline trackage between Burkeville, Farmville and Pamplin, VA. The line has not seen regular mainline traffic in years, as through traffic between Norfolk and Roanoke utilizes the Farmville Belt, a low-grade route via Abilene that bypasses the old main through Farmville.

On October 26, NS operated a five-car passenger train over the eastern portion of the line into Farmville. The special carried a host of railroad, local and state officials, the latter of which are promoting plans to turn the route into the High Bridge Trail State Park after NS removes the track. Of historical significance is the bridge over the Appomattox River east of Farmville. The bridge was built in 1854 and played a key role in the Confederate retreat to Appomattox in the final days of the Civil War. The original stone pilings remain today.

Brunswick Connection ...

NS is working with the Southeast Georgia Joint Development Authority to fund a proposed connection track in Brunswick, GA. The 1.5-mile trackage would improve access to the Port of Brunswick's Colonel's Island facility. Port officials believe that they will lose future automotive and grain traffic opportunities to other ports if this connection is not built. They point to DaimlerChrysler, which currently processes many of its Mercedes-Benz vehicles produced in Alabama through the port, as an example of current business at risk. DaimlerChrysler is considering consolidating its regional port operations in either Brunswick or Jacksonville, and is expected to make a decision by early 2005.

The proposed trackage would diverge from NS' Macon-Brunswick line just north of the Perry Lane crossing and swing west past U.S. 341 to connect with existing CSX trackage. NS already uses this CSX branch from Southern Junction to Anguilla Junction in order to interchange with the Colonel's Island RR, which serves port facilities

on the west side of the harbor. The new connection would allow trains to move directly from Macon into Colonel's Island and avoid a time-consuming run-around in Brunswick Yard.

Development Authority officials have stated that one-third of the new trackage's cost would be paid for by state grants, and the remainder would be covered by low-interest development loans to NS. Officials are hoping that funding can be finalized in time to help retain the Mercedes traffic. If successful, they are targeting October 2005 for the new line to be in service.

Shorts ...

When Pittsburgh Division Assistant Superintendent Max Solomon retired from NS in December 2003, he ended a 41-year career that began with the Pennsylvania Railroad. During an October 26, 2004 ceremony, NS honored the popular official's service to the railroad by renaming a control point on the Pittsburgh Line from CP-East Pitt to CP-Solomon ... The bridge rebuild project at Leeds, AL is almost complete. As of November, the only section of the original Central of Georgia trestle that remains is a span of roughly 50 feet directly over the US 78 highway. The new pieces are staged for whenever NS gets permission to close down the highway for the installation ... On October 21, the Surface Transportation Board voted to uphold the rates NS applies to certain coal movements in two pending rate cases brought by Carolina Power & Light and Duke Energy. However, the STB invited these utilities to initiate further proceedings to determine whether the phase-in constraints of the Constrained Market Pricing Guidelines should apply. NS was pleased with the immediate decision, but would not speculate on the long-term impact in light of the potential for further review ... Plans are progressing for a proposed gypsum board plant near Progress Energy's Roxboro, NC power plant on Lake Hyco. The plant is being built account of the gypsum that will be collected as a by-product of the Hyco power plant's new anti-pollution equipment scheduled to be operating in 2007. Similar gear should be in service at the Progress' nearby Mayo plant by 2009. NS delivers unit trains of coal to both facilities and would also serve the proposed gypsum board plant. Progress estimates that the Hyco plant alone would generate roughly 600,000 tons of gypsum annually.

It is dues time again. If there is not a '05 after your name on the label, I have not received your dues. Please see me at the meeting or you can mail it to me at the address on the last page.

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's www.qsl.net/n8qnp/mvrpage.htm

www.geocities.com/sdcabin@sbcglobal.net/mvrpage.htm

President: Steve Fuchs
4390 Baker Rd.
Dayton OH 45424
937-235-9517

Vice President: Rick Acton
1237 Steinbeck Way, APT E
Fairborn OH 45324

Editor/Treasurer: Aubrey "Ace" Flock
4103 Elliot Ave.
Dayton OH 45410-3420
SDCabin@aol.com

Miami Valley Railfans
4103 Elliot Ave
Dayton, OH 45410