

Next Meeting:

January 1, 2005

The next meeting will be a special presentation. January 8, 2005

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

January 2005 Meeting....

Dave Oroszi will be giving the January 2005 program on the DT&I. This will be a very interesting program that you will not want to miss.

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.

CSX News...

ONE Plan Progress ...

Although the ONE Plan, the new service plan enacted by CSX to improve service across the system, has been in place system wide for several months, progress has been slow. This has been largely due to the severe hurricane season in the southeastern part of then system, causing delays that eventually spread to adjacent areas.

"Three hurricanes in a row have not allowed us to have even one full week of ONE Plan operations in the Southeast," said Alan Blumenfeld, senior vice president-Service Design, and head of the ONE Plan team.

"During Hurricane Frances, we were forced to embargo freight destined for Florida, and at the peak of the storm we had 151 trains tied down. And after Tropical Storm Gaston, Acca Yard (in Richmond, Virginia) had 600 cars under water that subsequently needed to be shopped and repaired."

However, the ONE Plan appears to be effective in that service is returning to normal levels much faster than in years past. Now that the first phase involving through freights has been implemented, service design is now busy pre-

paring for the local service portion of ONE Plan for 2005

Virginia Funds Improvements ...

CSX and Virginia transportation officials announced on October 6 that an agreement had been reached on how to use \$65.7 million in state funds for improvements on the former RF&P mainline between Richmond and Washington D. C. The deal was announced about a week after Virginia governor Mark R. Warner and other state officials publicly expressed frustration at what they considered CSX's reluctance to make the upgrades a priority.

The Virginia General Assembly authorized the funding in July 2000. The infrastructure upgrades would help ease traffic in the heavily traveled and often congested Richmond-Washington corridor. The projects would primarily involve improving signals, building additional tracks and adding crossovers. Most of the improvements will take place in northern Virginia, where the Virginia Railway Express (VRE), Amtrak and CSX freight trains all use the tracks. Once the work is done, VRE can add four more trains per day, and Amtrak can add one. CSX will also be able to add more trains, mostly during the off-peak passenger hours overnight.

Before the deal could be reached, Virginia and CSX had to agree on several terms and conditions, including the additional insurance liability coverage the railroad wanted the state to assume. Many of the agreement terms will serve as precedents for future dealings with the state, CSX officials said.

On the Ground ...

On top of the damage by various hurricanes and tropical storms, CSX suffered a series of unrelated derailments during September and October. On September 4, Q629-04 (Selkirk-Buffalo) derailed at mile QC-233.5 on the Mohawk Subdivi-

sion east of Utica, NY, putting 27 cars, including several hazmat cars, on the ground. There were no leaks or injuries in the accident.

On September 28, train U341-26, bound for the Pennyroyal facility of South Carolina Public Services near Georgetown, SC, derailed on the E&BV Subdivision at Bates Branch, KY. Engine CSXT 716 and eleven loads of coal were on the ground, ten of the cars on their sides, four of which went into an adjacent creek.

On October 1, the busy Greenwich Subdivision was blocked due to an accident near Grafton, OH. CSX Q390-29 (UP/North Platte, NE-Selkirk, NY) was eastbound when it derailed four cars while passing Q117-30 (Boston-Chicago intermodal) on the adjacent main track. Q117 had several damaged trailers that struck the derailed cars however, Q117 had no derailed cars. The cause of this accident was determined to be excessive slack action.

On October 6, another busy CSX main line was blocked due to the derailment of one train into another. Q245-05 (Detroit-Louisville multilevels) derailed eight cars into the side of Q511-6 (Cincinnati-Louisville freight) at Latonia, KY on the LCL Subdivision. Q245 was running through the siding, passing Q511, which was stopped with engine problems. Q511 had one car partially derailed and thirteen other cars damaged. The main track was back in service twelve hours later, however several detours were operated via Norfolk Southern and CSX's Indiana and Hoosier Subdivisions to prevent traffic from backing up.

On October 9, nine cars of a CSX train derailed while passing through downtown Ocala, FL. No one was injured, but one car knocked a hole in the wall of a local auto service business. The platform shed at the Amtrak depot also received damage. Both Amtrak and CSX detoured traffic via Sanford and Orlando until the derailment was cleared.

Just before noon on October 10, CSX suffered a slow-speed collision at Baltimore's Bailey interlocking, where the double track main narrows to single through the Howard Street tunnel. Westbound Q373-09 (Greenwich, PA-Cumberland, MD freight) was moving through the plant when Q174-09 (Jacksonville-North Bergen, NJ intermodal) failed to stop and struck Q373 mid-train. Three cars were derailed and Q174's lead AC4400CW (5107) also hit the ground. Both crewmen on the intermodal train were treated at the University of Maryland Hospital for minor back and neck injuries. The main was reopened later that day.

Operations Update ...

CSX tweaked its intermodal schedules in order to improve service for the peak season holiday traffic rush. Among the changes was the creation of L110, a Sunday-only schedule which handles UPS traffic from BNSF's Willow Springs, IL, terminal to North Bergen, NJ. L168 connects with L110 at Selkirk to provide service to Boston.

Q195 is a new train operating between Columbus and Chicago/Bedford Park Tuesday through Saturday, with a Columbus departure scheduled for 02:00. Q147 continues to operate between Columbus and Chicago/59th Street on a Monday-Saturday schedule. Intermodal traffic is also moving eastward out of Columbus via Ridgeway, OH. Local H711 handles a Little Ferry block to Ridgeway, where it connects to Q116 (E. St. Louis to Boston). That block is set off at Cleveland-Collinwood, where it is picked up by Q118 (Chicago-Little Ferry) for delivery.

Markers ...

In an effort to simplify operating rules across the CSX system, a consolidated operating rule book for CSX was issued on November 1, 2004. Changes include wayside signage, signal rules, and speed rule definitions ... The trio of EMD SD70ACe demonstrator locomotives continue to test on CSX. As of mid-October, the GMDX 70 and 73 were working on coal train service out of West Virginia, while the 71 was working merchandise trains in the Midwest ... Effective October 3, the origin day for intermodal train Q172 from Jacksonville to North Bergen, NJ changed from Tuesday through Sunday to Tuesday through Saturday.

NS News...

New President ...

Speculation has been building in recent months regarding who will eventually succeed David Goode at the helm of Norfolk Southern. Effective October 1, 2004, Charles "Wick" Moorman, previously NS' senior vice president corporate planning and services, assumed the role of president. For now, Goode will remain chairman and chief executive officer, but Moorman is expected to gain those responsibilities next year.

Moorman, a native of Hattiesburg, MS, and a graduate of Georgia Tech and Harvard Business School, began his railroad career in 1970. He has served in senior positions in NS' transportation, personnel, labor relations, infor-

mation technology and strategic planning areas. He was named president of NS' Thoroughbred Technology and Telecommunications subsidiary in 1999 and to his most recent position in 2003.

The following officers will report to Moorman: Ike Prillaman, vice chairman and chief marketing officer; Stephen Tobias, vice chairman and chief operating officer; and Henry Wolf, vice chairman and chief financial officer. In addition to the change in presidency, NS promoted six senior executives, including Mark Manion, who advanced from senior vice president transportation operations to executive vice president operations, reporting to Tobias. Donald Seale, previously senior vice president marketing services, was named executive vice president sales and marketing, reporting to Prillaman. Tobias, Wolf and Prillaman are also approaching retirement.

On The Ground ...

On the morning of September 24, train #238-23 (Atlanta-Charleston, SC) was rolling east near Pacolet, SC, when it derailed on a facing point switch. Its trio of GP60s and 23 of its cars piled up in the ensuing derailment. Two motorists were slightly injured when they struck one of the autoracks that had slid into a parallel city street. Both were treated and released from a local hospital. Many of the derailed cars were loads of X-5 SUVs outbound from BMW's Greer, SC plant! Thus the cost of the derailment in lading along was estimated at over \$6 million. Crews had the Spartanburg-Columbia line reopened by early the next morning.

At 16:15 Sunday, October 3, train #302 (Granite City-Decatur, IL) derailed 20 of its 70 cars while passing through Stonington, IL, blocking the St.Louis-Decatur main. Four loads of hydrochloric acid were involved but their contents did not leak. Two Hulcher teams helped reopen the route by Monday afternoon. At least two trains were detoured over the UP from Springfield to East St. Louis.

PA Coal ...

NS continues to receive coking coal from the Buffalo & Pittsburgh RR at Driftwood, PA. The trains consist of PSR and BPRR hoppers loaded at Rosebud Mining in Penfield, PA destined to ISG Weirton's coke mill at Follansbee, WV. NS designates the loaded trains as #406, and they are routed west via Renovo and Rockville, PA.

These are not the only trains of B&P coal polishing the rails over Keating Summit on the Buffalo Line. NS is

operating coal train #628 from Driftwood to the Lake Erie coal docks at Sandusky, OH. The loads are routed west via Renovo, Rockville and Conway, PA. However, the empties return as train #633 to Driftwood via Cleveland and Buffalo.

Shorts ...

On the Harrisburg Line main at Reading, PA, the interlocking at CP-Valley Junction has been renamed CP-Leisey ... The Altoona Blair County Development Corporation is interested in buying NS' idled Hollidaysburg, PA car shop in order to lease its buildings for industrial use. The development firm believes that acquiring the 360-acre site may be the best solution since NS' attempts to sell the property have not yet succeeded ... A third loading track at the Rutherford, PA intermodal terminal is now in service for the peak volume season. New #3 Pad Track is 3,400' long and parallels the #2 track on the south side ... The northern end of the former Southern branch between Durham and Oxford, NS was taken out of service during September. The segment is from mile D-53.1 to D-56.0 in Oxford ... As part of the Winston-Salem District track relocation project at the Martinsville Speedway in Virginia, the position light block signals at mile R-70.6 (signals 705 and 706) were retired and replaced with color light signals ... Virginia Division train crews have been instructed that "Dutch drop" or "running switches" are no longer permitted division-wide. However, kicking cars during flat switching is still allowed ... On the Ashmore Secondary Track in Eastern Pennsylvania, the #1 Yard Track in Hazleton Yard has been redesignated as the #1 Running Track between mile JW-145 and Stockton Road. Also, the Hazleton Industrial Track between Ashmore (JW-142) and Oneida Junction (JW-147.1) is now designated as the Hazleton Running Track.

MVR Newsletter Available In PDF Format...

The newsletter is available in PDF format. This is an advantage over regular mail that allows you to receive the newsletter on the same day that I send it to the printer. It also saves on postage. Send me an e-mail request to be added to the list.

It is also time for dues again. See me at the meeting or send a check for \$10.00 payable to Miami Valley Railfans.

I am also back on AOL, my e-mail address is SDCabin@aol.com.

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

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