

Next Meeting:

March 5, 2005

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

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

March 2005 Meeting....

This month's program will be slides by members. Members and guests are welcome to bring material in up to 80-slide groups (1 std. carousel or 2 Kodak/Fuji boxes). Looking ahead, we have guest programs scheduled for upcoming meetings in April (Dave Lichtenberg) and May (Don Woodworth).

Looking ahead even farther, at the February meeting Chris Haines described arrangements he has been making for a likely tour of RJ Corman's engine servicing facility in Celina, Ohio. The basic concept would be to have the tour mid-morning on the day of the MVR picnic (typically, 2nd Sat in July), then proceed along a railfan-type trajectory to the picnic, which customarily begins at 6:00. Chris needs to have a head count of expected participants in order to make any firmer arrangements with RJ Corman. If serious about attending a tour, please contact Chris via e-mail at chris@westernohiorails.com.

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...

Service Changes....

Effective March 1, 2005, CSX Intermodal (CSXI) implemented the following service changes: Domestic service was discontinued in the following lanes: Cincinnati-West Coast (California, Oregon and Washington), Columbus-South Kearny and Columbus-Florida (Jacksonville, Orlando and Miami), Kansas City to Columbus, Nashville to Baltimore,

Philadelphia and Portsmouth and Miami to Charlotte. The only major impact on train operations that should come from these changes will be Q141/Q142 will likely no longer operate between Cincinnati and Columbus as the trains will primarily handle just Cincinnati-Jacksonville traffic.

CSXI changed the Atlanta-Chicago corridor and Savannah to Chicago to container only lanes. Trailer pricing and service will be canceled on those lanes. In the Savannah to Baltimore lane and Worcester to E St Louis/Kansas City lanes, only trailers will be handled while container pricing will be canceled.

No HazMat Shipments through DC? ...

The District of Columbia has passed legislation prohibiting the transport of hazardous materials through the DOC. Passed by the DOC city council on February 1 and signed into law on February 15 by Mayor Anthony Williams, it would prohibit truck and rail transport of certain hazardous materials through the District of Columbia. CSX was immediately affected by the new law with its heavy rail presence in the area. The following day after it being signed into law, CSX filed suit in Federal Court seeking to have the new measure blocked before it can be implemented through a preliminary restraining order, temporary injunction and subsequent overturning of the law as CSX believes it to be in violation of the Commerce Clause of the US Constitution, as well as express preemptive provisions of the Federal Railroad Safety Act, the federal Hazardous Materials Transportation Act and the Interstate Commerce Commission Termination Act.

Office Car Specials

CSX operated an office car special for company executives during the third week of February. CSX COO Tony Ingram and staff toured the western portion of the system, visiting such terminals as Nashville, Memphis, Louisville, Cincinnati, Toledo and Detroit. The purpose of the

trip was to hold Town Hall meetings with employees and share information about upcoming safety and operating initiatives for 2005. Power for the eight car train was SD70AC 4828 and F40PH 9993. At Cincinnati, 4828 suffered a mechanical failure and was replaced by CW44AC 415.

Another office car special was operated for CSX Chairman and CEO Michael Ward and COO Tony Ingram to the grand opening of the system training center in Atlanta. Mr. Ward addressed the first graduating class and said, "You are the next generation of leaders in this company, so it's critically important that you live and work by our Core Values to carry on our tradition. Following soon behind you through 2005 will be 1,600 new conductors who are hired and trained at this facility. Our hope is that all 1,600 will learn not only about the technical details of their new career, but also about what it means to be a member of the CSX Team and the expectations we have of every member of our team to work safely and treat each other and our communities with respect and care."

Train Accidents are a Big Deal at CSX

CSX has launched a large scale effort to reduce train accidents on the system in 2005 in response to falling to last place among class one railroads in human factor derailments. "We're trying to make everyone aware of the seriousness of train accidents," said Wayne Workman, general manager-operations support and train accident prevention. "Although last year we were the best railroad in preventing mechanical- and track-caused accidents, our standing in human factor accidents kept spiraling downward during the same period." Employee training, awareness of the problem and increased operations monitoring are cornerstones to the effort, which seeks to reduce the primary culprits of human factor derailments, which include run through switches and failure to protect or control shoves.

On The Ground

Bad memories surfaced on February 23 when CSX train Q405-23 (Philadelphia to Florence) derailed three cars inside the Howard Street Tunnel in downtown Baltimore which was the site of a severe derailment and subsequent fire in 2004. This time however, no serious damage occurred and the line was reopened to traffic at noon the following day. Train S245-05 (Detroit to Louisville multi-levels) derailed 19 loaded multi-levels on February 6 near Cridersville, OH, blocking the busy Toledo Sub-division for more than 24 hours. No one was injured in the accident however the derailment did knock down

power lines leaving some 1200 Cridersville residents without electricity. Power was restored later in the day on the 6th. Detours operated via the Chicago, Ft. Wayne & Eastern Railway, Norfolk Southern and the Indiana & Ohio Railway.

Operations

Merchandise train Q450 has been established to operate from Rocky Mount, NC to Richmond, VA. This was done to reduce transit times of other trains in that corridor by relieving some of their workload. It is scheduled to depart Rocky Mount at 15:00 ET and arrive at Richmond's Acca Yard around midnight. Counterpart Q451 will operate in the same manner from Richmond to Rocky Mount. It departs Acca Yard around 02:00 and usually arrives at Rocky Mount between 09:00 and noon.

CSX has also consolidated train Q522 into train Q516 (Cincinnati-Detroit) between Toledo and Detroit. This was done to reduce train crew starts and improve locomotive utilization since both trains were operating short between the two terminals.

Power Notes ...

CSX is in the process of retiring its nine former Conrail C39-8 locomotives and preparing to return them to the lessor. These locomotives (7480-7488) were built in 1986 by General Electric. As of February 2005, all are dead at Waycross pending disposition.

The following locomotives were painted into the current CSX "YN3" paint scheme during February: 1114, 1172, 2541, 2662, 6230, 6237, 6243, 8117, 8189, 8021, 8473, and 9136. CSX is also providing contract painting for Helm Leasing at the Huntington, WV heavy repair facility. The HLCX SD40-2's are being repainted from their previous owners' schemes with HLCX marking to a dark blue scheme.

NS News...

Ohio Operations ...

Traffic on NS' Dayton District out of Columbus' Buckeye Yard is currently averaging a dozen through trains per day, plus several locals and extras. The scheduled freights include westbounds #133 (Cleveland, OH-Doraville, GA), #179 (Bellevue, OH-Birmingham, AL), #287 (Bellevue-Shelbyville, KY), #375 (Columbus-Coapman, IL/A&S), and #31N (Columbus-Cincinnati/CSXT). Eastbounds out of Cincinnati include #116 (Chattanooga, TN-Bellevue), #132 (Doraville-

Cleveland), #180 (Chattanooga-Columbus), #376 (Louisville, KY-Columbus), and #30N (Sharonville, OH-Columbus).

In addition, there are two turns jobs out of Buckeye that operate most days of the week to serve the General Motors operation at Moraine Yard west of Dayton: #37N during the day and #39Q at night. In addition, daily locals L23 westbound and L28 eastbound handle AK Steel traffic between Buckeye Yard and Reed Yard in Middletown, OH. Coil steel trains #68J/#69J also operate as needed between Middletown and Columbus. Dayton-based locals include the L29 (Moraine-West Carrollton, Monday-Friday), and the L3A (Moraine to Franklin, OH on Tuesday, Thursday and Saturday, and Moraine to Springfield on Wednesday and Friday).

Rules Revision ...

NS has revised its rules for equipment operation on grades. Rule L-241 is revised by the addition of items covering train handling on descending grades of 1 percent or more. Prior to descending such grades, the engineer must now determine that the air brake system is charged within 15 PSI of the feed valve or regulating valve setting, and also calculate the number of Effective Dynamic Brake Axles (EDBA) allowed under Rule L-210.

If the train does not meet the EDBA requirement, that train must not start descending the grade until additional locomotives, including pusher locomotives, are obtained to meet the EDBA value. If additional units cannot be added, the train may descend the grade but must not exceed a speed of 15 mph. The engineer also cannot make an automatic brake pipe reduction greater than 18 PSI for a distance of 2 miles or more to avoid brake fading. If a greater reduction is made, the train must be stopped and secured with a sufficient number of hand brakes, and the air brake system must be charged within 15 PSI of the feed valve or regulating valve before proceeding.

Timetables or special instructions will identify the sections of track with an average grade of 2 percent or greater over a distance of 2 continuous miles or 1 percent or greater over a distance of 3 continuous miles. Steep-Grade Charts are also being made available at crew reporting locations.

Problems In Dixie ...

The operational quagmire that developed late last year on Norfolk Southern's Georgia Division has shown few

signs of improvement thus far in 2005. In fact, the fallout has begun spreading to the surrounding divisions. Even the railroad analysts on Wall Street have begun to note the service issues that are resulting from this mess, though most are confident that NS will eventually work its way out of the situation. Heavy traffic volume, crew shortages and a January ice storm have all been impediments in the path to recovery.

Although factors such as weather and volume have impacted operations across the system this winter, the situation in the Southeast has contributed significantly to NS' declining operating metrics in 2005. Average system train speed fell from nearly 23 mph during the first week of January to below 21 mph by early February. By late February, that indicator had risen to just over 21 mph. As of February 18, the number of freight cars online soared to nearly 275,000, the highest level in over two years.

By examining dwell time at key terminals in the Southeast, one can understand why service in that region has suffered. During Fourth Quarter 2003, the average terminal dwell time at Birmingham's Norris Yard, Chattanooga's DeButts Yard, and Macon's Brosnan Yard averaged 27.6, 27.0 and 26.7 hours respectively. System-wide, the average was 22.7 hours for the period. Now consider the first three weeks of February 2005. Weekly terminal dwell time ranged from 34.0 to 38.2 hours at Birmingham, 34.4 to 39.8 hours at Chattanooga, and 30.1 to 36.3 hours at Macon. On a system-wide scale, NS averaged 25.6 to 26.2 hours for those three periods.

As NS struggles to overcome this mess, a number of short-term actions have been taken operationally. Many of these tactics involve the Alabama Division since it serves as a bridge for heavy volumes of coal and intermodal traffic between the western gateways and the Georgia Division. On Saturday, February 12, NS implemented a 24-hour curfew at Norris Yard for all trains terminating or working at Birmingham's Norris Yard. This was to give the terminal a chance to dig out of the traffic that had built up over the previous week.

Also on the Alabama Division, a number of passing tracks have been designated as "tie-down" sidings as part of a plan to better stage trains going into Atlanta, Birmingham and other major terminals. When all of the tie-down sidings on a particular district are full, no other train can be called to operate over that line until space has been identified to handle it. For example, on the busy East End District between Birmingham and Austell (Atlanta), the controlled sidings at Winston and Taylor, GA, and Owens, AL have been designated as tie-down

locations.

On the Central Division to the north and the Piedmont Division to the east, no such tie-down sidings have been designated. However, yards such as Oakdale, TN are being used to stage traffic destined for Atlanta and points south. Blocks of Macon tonnage are also being staged at any available siding south of Cincinnati when needed. On several occasions when intermodal hotshot #216 (Atlanta-Chicago) departed the Georgia Division at Chattanooga several hours late, the train was split at Oakdale to protect UPS traffic. The power and crew then headed north as a special I16 train with just the UPS loads and priority status over other trains. When power and crew from another train could be secured, the remaining cars would then follow north towards Cincinnati and Chicago.

NS has also been detouring some unit grain trains destined to Georgia away from the Chattanooga-Atlanta route. This involves handling the trains south of Oakdale via Knoxville, TN, Asheville, Salisbury and Charlotte, NC. For example, during the week of February 14, the following detour traffic was observed passing through Salisbury: #58T with 99 loads to Gainesville, GA; #42T with 50 loads to Maysville, GA; and #42A with 50 loads to Gainesville, GA. One NS manager observed that if the Saluda route was still open between Asheville and Spartanburg, "we sure could have saved some time and miles for these detour trains."

VA Intermodal Saga Continues

The Prince George, VA county Board of Supervisors has postponed a decision to rezone 219 acres for NS' proposed 40-acre, \$11.3 million intermodal terminal. Although NS is supported by federal legislation that exempts railroads from zoning processes directly involving rail operations, county officials have been under pressure from local residents who oppose the plan due to fears over heavy truck traffic, noise, and decreased property values.

NS has been working to address some of these concerns. The proposed rezoning verbiage reportedly includes setbacks from Lamore Drive (where many of the opponents' homes are located) for support buildings and container storage. NS would maintain a 10-foot-high earthen berm with evergreen trees to provide a visual screen, and containers within 300 feet of Lamore Drive would be stacked only two high. NS and the county would also relocate Lamore Drive to minimize truck traffic near residential areas.

Some residents are concerned that NS will not honor these plans if the Board of Supervisors does not act and the railroad proceeds on its own. In its decision, the board voted 3-2 to defer the rezoning and request for construction until April 12.

UTCS Implemented

NS implemented its new Unified Train Control System on portions of the Georgia Division during February. These segments include the Atlanta South District (Atlanta-Macon main), Macon District (Macon-Valdosta main), Griffin District (Atlanta-Macon secondary route), and the Thomaston District (Barnesville-Thomaston branch off the Griffin District). As part of the cutover, all authority to occupy controlled track will be issued and copied on a Temporary Track Authority Form (TTAF). All track warrants and track & time 23-A forms have been replaced by the TTAF, which are used for movement authority or establishing work limits.

Shorts ...

Anniston, AL officials have been informed that they will receive a \$445,600 federal grant to restore the former Southern Railway passenger station. The City acquired the depot from NS in 2001 and it is currently a stop for Amtrak's *Crescent* ... NS is hoping to gain new business in Shippensburg, PA now that local authorities have approved Schreiber Foods' 370,000 square-foot plant expansion. With the zoning change approved, Schreiber is working to develop an easement that will allow it to build a spur connecting with NS' Harrisburg, PA-Hagerstown, MD mainline ... The STB has approved NS' request for a one-year postponement of plans for removing 3.7 miles of unused trackage between mile EK-53.0 at Hellertown and EK-56.7 at Bethlehem, PA. The request was made to facilitate efforts by NS and the City of Bethlehem to develop plans for the property's long-term use.

SOUTHERN APPALACHIA RAILWAY MUSEUM

Announces Our 2005 Photo Freight, this year on the

WHITEWATER VALLEY RAILROAD in INDIANA!

Saturday, April 16, 2005

Come ride with us on this 17-mile long railroad as we operate two freight trips over the line, each designed with the railroad photographer in mind. A Lima diesel pulling vintage freight cars should make this a unique event. The route was once the Whitewater Canal, built along the Whitewater River around 1840. By 1865, the canal was dead and the railroad took over. Once operated by NYC's "Big Four" - Cleveland, Cincinnati, Chicago & St. Louis Railway - today the line between Connersville and Metamora is operated by the Whitewater Valley Railroad.

The Southern Appalachia Railway Museum is based in the Knoxville-Oak Ridge, Tennessee, area and operates the Secret City Scenic Excursion Train through the former K-25 Manhattan Project facility. Check out our website at "<http://www.southernappalachia.railway.museum>" for information on our organization and on our many other events that we operate nationwide.

SCHEDULE OF EVENTS:

'The day freight departs Connersville, Indiana, at 8:30 am and will make a number of stops on the way to the canal town of Metamora. At Metamora, a number of photo opportunities exist with the grist mill, operating canal, and historic buildings. Return to Connersville is about 3:00pm.

'Our second train is an evening train with an optional dinner. It departs Connersville at 5:00pm with a planned dinner stop at the Laurel Inn. We will get to Metamora at dark and we plan on several night photos at different locations in town. Return to Connersville is about midnight. Ride the train or drive your car, either is fine with us.

PRICES:

All tickets are \$50 each. Dinner at the Laurel Inn is \$13. Sales are limited.

TICKET ORDER FORM:

Please print the following information and include with a stamped self addressed envelope. Mail along with a check or money order made out to: SARM Photo Freight 2005, P.O. Box 5870, Knoxville, TN 37928.

Name: _____ Phone: _____
 Address: _____ E-mail address: _____

TICKETS NEEDED:

PHOTO FREIGHT 2005 Ticket: Whitewater Valley Railroad All-Day Ticket _____ @ \$50 = _____

PHOTO FREIGHT 2005 Dinner: _____ @ \$13 = _____

Total _____

DINNER MENUS (Please include a separate order for each person):

Name: _____

- Pan Fried Chicken
- 21 - Piece Shrimp Dinner
- Catfish Dinner
- Icelandic Cod Dinner
- Chopped Steak Dinner
- Rare Med Med Well Well
- Slaw
- Tossed Salad
- Th/Is Ital. Blue Ch. Ranch
- French But/Mlk
- Mashed Potatoes Gravy
- Baked Potato Sour Cream
- Soft Drink
- Coffee
- Tea Hot Cold
- Cobbler With Ice Cream

Name: _____

- Pan Fried Chicken
- 21 - Piece Shrimp Dinner
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- Soft Drink
- Coffee
- Tea Hot Cold
- Cobbler With Ice Cream

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

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