

Next Meeting:

May 2, 2004

- See program notice below. **May 8, 2004**
- **West Carrollton Civic Center**
- **Meeting time 7:00 PM**

Program Notice....

May's program will be slides by members, please bring your material in groups of up to 80 slides.

Advance notice: Steve Hood has offered for us to hold the June meeting (NEXT MONTH, NOT THIS MONTH!!!) again at his house along the CSX and NS tracks near Carlisle. He is open to people holding an informal dinner there if interested. All supplies would be brought in by the members. If attendees at the May meeting show interest in going ahead with the meeting at Steve's house, a notice and directions will be included in next month's newsletter.

Thank you,
Steve Fuchs

CSX News....

Ingram Named COO ...

Tony Ingram was hired as Executive Vice President and Chief Operating Officer at CSX Transportation, effective March 15, 2004. He will assume these duties from Mike Ward, CSX Chairman, who has been working those positions following the retirement of Al Crown last year. Ingram comes to CSX after a 33 year career at Norfolk Southern, where his most recent position was Senior Vice President-Transportation Network and Mechanical. Ward said that Ingram would bring "an intense focus on our operations, which are neither as effective nor efficient as they need to be."

Stanley Yard Update ...

In an attempt to gain some operating efficiencies, CSX is no longer performing classification work at Stanley Yard in Toledo. That work is now being done at the

neighboring Walbridge Yard. The two yards are located within sight of each other on the city's south side. This transfer of work was completed in late March.

Walbridge, a former C&O facility, was downgraded by CSX during the 1980s and 1990s are part of an effort to run more trains through the congested Toledo terminal. Its hump was closed and any work was flat-switched. Stanley is a former Conrail yard, complete with a hump, engine facility and car shops. Stanley served as Conrail's primary classification facility for traffic moving into Detroit and southern Michigan points.

All trains originating and terminating at Stanley will now originate and terminate at Walbridge. However, some block swapping and train staging will still be performed at Stanley. The only train to have a routing change is Q637 between Toledo and Columbus, which will operate over the former C&O Columbus Subdivision via Fostoria rather than the former Conrail T&OC route between these cities.

LCL Detours ...

During March and April, trackwork curfews were in effect on the LCL Subdivision (a.k.a. the Shortline) between Cincinnati and Louisville. As a result, CSX opted to detour up to three trains per weekday over 52 miles of the Louisville & Indiana from Louisville to Seymour, IN. At Seymour, these trains used the interchange track to access the Indiana Subdivision (the former B&O route to St. Louis) to resume their journey into Cincinnati.

The three detour trains were Q208 (Louisville-Cleveland/Collinwood Yard), Q226 (Louisville-Baltimore/Curtis Bay Yard), and Q242 (Louisville-Toledo/Walbridge Yard).

This added a brief flurry of activity not only to the L&I, but also the Indiana Subdivision, which typically sees only one pair of trains most days.

These are Q554 (Cincinnati-East St. Louis/A&S) and counterpart Q561.

Kentucky Curfew Time ...

Maintenance of Way crews will be working on the CC Subdivision (Cincinnati-Corbin, KY) for seven weeks during May, June and July. The curfew will be in effect 07:00 to 17:30, Monday through Thursday. Track gangs will work in three phases. Phase One will be from May 17 to May 20 between Bourne and Ford, KY; Phase Two will take place from May 24 to June 3 between Roundstone and Ford, KY, and Phase 3 will take place from June 7 to June 17 and from July 5 to July 15 from Robinson to Spring Lake, KY.

In recent years, CSX has built a substantial amount of automotive traffic on the CC Sub, which is part of the Cincinnati-Atlanta corridor. Thus, CSX is working to minimize delays to this traffic by adjusting schedules to avoid the curfews. Departures from Cincinnati and Corbin will be pushed back anywhere from one to six and half hours while a handful of trains will actually have their schedules amended so they can depart earlier.

Markers ...

For the past year or two, Norfolk Southern has exclusively handled coal shipments destined to the huge Eastman chemical complex in Kingsport, TN. It appears that CSX now at least has its foot back in the door, as a unit coal train was delivered on March 31 at Eastman. Train N900-29 loaded in West Virginia and consisted of 89 rotary-dump coal "tubs" ... Tri-color signals have replaced B&O color position light (CPL) signals on the Toledo Subdivision between the interlockings at Vandalia and Second Street in Dayton, OH. There are still a few CPL's on the Toledo Subdivision however they are rapidly becoming a vanishing breed ... Effective April 1, Q100 (Chicago/UP-Little Ferry, NJ) now originates at Chicago/Bedford Park Yard instead of being received as a run-through train from the Union Pacific. As a result, the train no longer requires a 1,000 mile inspection at Willard, OH. This change is expected to last until UP gets its service back to target and regains UPS traffic now being trucked to Chicago from LA. ... The former L&N "Old Line" out of Etowah, TN, was to see excursion trains during three weekends of May, sponsored by the Tennessee Valley Railway Museum. The run was between the Gee Creek Campground east of Etowah to the TVA powerhouse along the Hiwassee River at MP 350. Unfortunately, the trackage to the famous loop near Farner is still out of service.

NS News...

New Power Arrives ...

On March 29, the first three of NS' Evolution "GEVO" locomotives (9912, 9913 and 9914) left the GE plant at Erie, PA headed for Bellevue, OH, accompanied by GE's test car. After servicing at NS' Bellevue Yard, these ES40DC units began their initial assignment on ore trains #62Z/#63Z between the lake docks at Ashtabula, OH and the steel mill at Warren, OH. The fourth and fifth NS Evolution locos (9915 and 9916) were delivered a few days later and were initially placed in unit coal train service in order to perform flood-loading tests at slow speeds.

These 15 Evolution units being leased by NS were originally numbered in the 9900-series above the DASH 9-40CWs also being received. However, NS later decided to reassign the GEVO units into the 7500-series in order to have space for future orders. Thus, the 9912-9916 will be renumbered into the 7500-7504 series. The remaining ten units should deliver in the 7505-7514 series. The new Evolution locomotives are in full NS livery with white brow. Some of the white markings are rendered in white Scotchlite reflective graphics, rather than white paint as NS' Juniata or Chattanooga shops normally apply.

In addition to the GEVO units, NS has also started receiving the 75 DASH 9-40CWs (series 9812-9886) ordered for delivery this spring. Twenty-five additional units in series 9887-9911 will be delivered this fall.

Southern Tier Update ...

Train #40T-16 (Buffalo, NY/CN-Allentown, PA) was rolling east on the Buffalo-Binghamton route on March 16, 2004 when it derailed 11 of its 116 cars near Arkport, NY. Although a winter storm was hitting the region that morning, the culprit was a broken wheel on a load of Canadian woodpulp. The mainline was closed for just over a day during cleanup efforts, resulting in several NS trains detouring around the site via the ex-PRR Buffalo Line through Renovo. Westbound #12T (Enola, PA-Buffalo) was routed over the former Western New York & Pennsylvania west of Hornell to Olean, NY and then up the Buffalo Line.

The latter became the first NS train to utilize the new trackage rights agreement over the WNY&P (ex-Conrail/EL Meadville Line) west of Hornell. As reported last month, these rights were acquired for the benefit of coal traffic destined to regional power plants.

March 16 also saw the first NS coal train to use these rights over the WNY&P between Meadville and Hornell. Train #524-15 (Shire Oaks, PA-Ludlowville, NY) was powered by NS-9764/8999/8671/9384 (2 DASH 9-40CWs/C39-8/DASH 9-40CW) on the point of 115 loads of utility coal. The first empty train to use the route was the following day when 111 hoppers returned west as train #525-17 (Ludlowville-Shire Oaks) behind the NS-2566/9538 (SD70/DASH 9-40CW). Trains #522/#523 between Shire Oaks and Dresden, NY are also using the Meadville route.

Train Renumberings ...

Effective April 1, 2004, NS removed all merchandise trains from the 400-series and renumbered them into the 300-series. By consolidating these trains into the 300-series, the 400-series is now available for expanding unit train numbers. In the past, NS has often used the same number for trains with different origins or destinations when those points were at least in the same vicinity. For example, #52G is a Decatur, IL-Loudon, TN grain train that can load at a variety of stations on the Illinois Division. An effort is reportedly being made to be more specific in assigning numbers for O-D pairings, thus the need for more numbers.

A total of 71 active schedules were involved in the change. Some of the trains simply had their initial digit changed from 4 to 3. For example, #411 (Marion-Elkhart, IN) is now train #311. However, others were totally revised. Train #44N (Buckeye Yard/Columbus, OH-Dickinson, WV) is now #380. We plan to feature a complete listing of the numbering changes in next month's issue.

Operations ...

Last July, Union Pacific and NS established an expedited "Blue Streak" schedule for UPS traffic between Los Angeles, Memphis and Atlanta that provided for a Thursday night arrival in Atlanta for loads departing LA on Tuesday mornings. With service problems now being experienced once again on UP, this schedule has been abolished and trailers are now available in Atlanta's Inman Yard on Friday nights. As a result, Thursday morning's Blue Streak train (#26E) from Memphis was abolished in March. Traffic now moves on the regular Blue Streak eastbound, #226 (Memphis/UP-Atlanta).

NS has added a new weekly intermodal train on the

Memphis-Atlanta route to handle weekend arrivals for the Southeast. After receiving connections from the Union Pacific, train #202 departs Memphis on Fridays at 23:00 CT, Sheffield at 04:40, Birmingham at noon and arrives Inman Yard/Atlanta at 19:00 ET. In addition to some Atlanta traffic, it carries connections to Florida (#209), Charlotte (#222), and the Northeast (#214).

Westbound #201 continues to operate Monday-Saturday as an Atlanta-Sheffield, AL, train via Chattanooga, but its Thursday schedule has now been extended to run into Memphis. After dropping its UP and BNSF connection blocks at Sheffield for trains #163 (Roanoke, VA-Memphis/UP) and #17A (Sheffield-Memphis/BNSF), it proceeds west with only Memphis NS intermodal traffic for placement Friday night.

Kansas City Southern run-through train #340 (Meridian, MS/KCS-Birmingham, AL) has had its eastern terminus extended to Macon, GA via Atlanta. On its new segments, #340 arrives Atlanta around noon and Macon around 18:00. KCS units regularly run through on this train, providing for some new variety on the mainline into Macon besides UP yellow. Power off of #340 usually returns west to Birmingham on #187 or #199. Thus far, counterpart #339 remains a Birmingham-Meridian/KCS train.

NS recently added trains #443 and #444 between Elkhart, IN and Cincinnati via Alexandria and Muncie, IN. Both are scheduled as daily, but in reality run several times per week as tonnage dictates. Following the April train renumberings, they became #343 and #344. Train #343 carries Cincinnati and Macon, GA blocks out of Elkhart, while #344 carries Elkhart and Goshen traffic.

NS has revised unit grain train #58Z from a Loudon, TN-Princeton, IN empty movement to a Maumee, OH-Harrington, DE loaded train. It carries feed grain from The Anderson's elevator in Maumee, OH destined to several consignees in the Delmarva Peninsula. A second train number is also now in use for Ohio grain originated on the Wheeling & Lake Erie and delivered to the NS at Hagerstown, MD. Train #56T supplements existing train #53A from Hagerstown south to Harrisonburg, VA in the Shenandoah Valley.

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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