

Next Meeting:

May 7, 2005

The next meeting will be a special presentation. May 14, 2005

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

May 2005 Meeting....

The May program will be Don Woodworth, Jr. His program will be on railroads around the St. Louis area. Don now lives in St. Louis and was a MVR member back in the mid-70s when he was stationed at Wright Patterson AFB.

Looking Ahead

Steve Hood has once again offered to host a June "field meeting" at the location where CSX and NS tracks converge on the north side of Carlisle. It is expected that the meeting would begin on the second Saturday in the afternoon/early evening, and Paul Ramer has indicated he will be bringing some meat, etc, to allow for a grill-out. Anyone wishing to participate in the dinner is very welcome, and would also be encouraged to bring enough beverages, snacks, and chairs for their needs. An additional notice and directions will be included in the June newsletter.

Notices have been given at MVR meetings and in the newsletter about plans for an excursion to the RJ Corman locomotive servicing facility near Celina. Due to a conflict, the tour will NOT be able to take place the morning of the July MVR picnic as previously announced. Updated plans for the excursion will be announced as soon as they are confirmed.

Web site update

I am in the process of getting a new web site for the MVR. This site will be free and will not have restrictions such as the number of times the site can be viewed in a particular period and will also do away with the pop up ads that appear on the present site. The host of the new site also hosts a number of other railroad related sites. This may bring us more new members to our fine group.

CSX News...

INRD Locomotives Visit the Area

The last two weeks of April saw Indiana Railroad SD40-2s 40, 42, 43, & 44 making frequent appearances in our area. The units were loaned to CSX for two weeks in exchange for two CSX AC440CWs, or CW44ACs as CSX refers to them. The units are numbers 380 and 497. The INRD units were placed in Indianapolis – Cincinnati service on Q360/Q361.

Appeals Court Rules In Favor of CSX

D.C. Council member Kathy Patterson is unhappy with the U.S. Court of Appeals ruling backing CSX in its lawsuit against the District's ban on hazardous train shipments.

The three-judge panel ruled that the city can't enforce the law while CSX moves forward with its lawsuit seeking to have the law overturned.

Patterson says it's "infuriating" that the court agreed with CSX's argument that regulating rail shipment in the nation's capital is a federal responsibility, but the court is doing nothing to make that happen.

Patterson says she hopes that the city will appeal to the Circuit Court of Appeals or the Supreme Court. She also says that city lawmakers are considering strict liability standards that would discourage carriers like CSX from bringing hazardous materials into the city.

NS News...

NS Plans Locomotive Fleet Expansion to Meet Customer Needs

Due to continuing increases in traffic levels, Norfolk Southern Corporation said it will acquire 50 more new locomotives than initially planned in 2005.

“Record volume growth over the past 18 months and continuing strong demand for rail transportation of freight make this a great investment for

NS and our customers,” said Stephen C. Tobias, vice chairman and chief operating officer. “The new locomotives will help us continue to ensure high service levels while increasing the reliability and fuel efficiency of our fleet.”

The six-axle, 4,000-horsepower high-adhesion locomotives, built by General Electric Transportation-Rail, meet all new reduced air-emission standards. Delivery is scheduled for the fourth quarter of this year.



The 50 new locomotives will be in addition to the purchase of 52 Electro Motive six-axle, 4,000 horsepower high-adhesion locomotives announced in the 2005 capital spending budget. With a total of 102 new locomotives, Norfolk Southern’s fleet will increase to nearly 4,000 units.

Norfolk Southern Corporation is one of the nation's premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 21,300 route miles in 22 states, the District of Columbia and Ontario, Canada, serving every major container port in the eastern United States and providing superior connections to western rail carriers. NS operates the most extensive intermodal network in the East and is North America’s largest rail carrier of automotive parts and finished vehicles.

CN and Norfolk Southern Announce Routing Protocol to Streamline Interchange Traffic

CN and Norfolk Southern Railway a subsidiary of Norfolk Southern Corporation, announced today a structured routing protocol to streamline their exchange of rail traffic at major gateways.

Under their latest agreement -- the product of a comprehensive examination of all inter-line traffic and service schedules -- CN and Norfolk Southern will direct rail traffic through the most efficient interchange locations. The objective is to improve network capacity, transit times and asset utilization for through rail car movements. The agreement will be implemented over the next three months.

James Foote, CN’s executive vice-president, sales and marketing, said: “This agreement will improve our inter-line coordination and equipment cycles and focus our organizations on improving the service product that we

offer to our joint customers.”

Donald Seale, Norfolk Southern's executive vice president, sales and marketing, said: "With the demand for freight rail service increasing at historic levels throughout North America, this is a creative way of expanding network capacity and enhancing the service options available to our joint customers."

The major interchange points for traffic moving between CN and NSR are Rouses Point and Buffalo, N.Y., Detroit, Toledo, Ohio, Chicago, Memphis, New Orleans, and Mobile, Ala.

The routing protocol will result in a number of changes:

- Traffic between the Louisiana gulf and the Northeast United States will be interchanged directly at New Orleans or Memphis, benefiting from a more direct route and fewer intermediate handlings;
- Western Canada traffic to and from the south-central U.S. will be interchanged at Memphis, avoiding the congestion and additional handling in Chicago.
- The parties will expand the use of the new Rouses Point gateway agreement announced in November 2004 to further handle traffic between Eastern Canada and the southeastern U.S.

Other News....

Extensive Track Work in Elkhart Yard Through May 15

April 21, 2005

Commencing April 25, 2005, and continuing through May 15, 2005, an extensive track work program is scheduled to take place in Elkhart Yard, Elkhart, IN. Traffic that is normally handled at this location may incur delays as a result of this project. Some rerouting of trains may be required to minimize the volume of traffic impacted by the track work.

CN orders 75 locomotives from two builders, secures options to acquire 75 more

CN announced today orders for 75 high-horsepower locomotives from two builders.

CN will take delivery of 50 ES44DC locomotives from

GE Transportation Rail, a unit of General Electric Company, and 25 SD70M-2 locomotives from Electro-Motive Diesel, starting in the fourth quarter of 2005, with completion by mid-2006.

The ES44DCs are rated at 4,400 horsepower, and the SD70M-2s at 4,300 horsepower.

CN has also negotiated options, effective through the end of 2008, to acquire a further 25 ES44DC and an additional 50 SD70M-2 locomotives.

E. Hunter Harrison, president and chief executive officer of CN, said: "Our orders for 75 new locomotives will upgrade CN's motive-power fleet at a time of continued growth in all of our businesses across the network, including import/export of both bulk shipments and inter-modal traffic.

"These new units are the most reliable, most fuel-efficient ever, and comply fully with the latest regulatory requirements for reduced locomotive exhaust emissions. They will strengthen our ability to deliver improved service.

"The options to acquire a further 75 locomotives, if exercised, would permit CN to accommodate potential traffic in excess of current expectations."

The firm orders for 75 new locomotives will allow CN to replace 100 older 3,000-3,600 horsepower road locomo-

tives. The new units are almost 20 per cent more fuel-efficient than the ones they will replace.

At the end of 2004, CN had 1,343 main line road locomotives and 718 yard-switching locomotives.

RJ Corman rehabs ex-Nickel Plate line

RJ Corman's Western Ohio Lines short line operation has been rehabilitating their ex- NKP line from Lima, OH, to the Indiana border. This rehab project, which also includes the Minster Branch from St. Marys, OH, to Minster, OH, has the line seeing new ballast along with tie and track work. RJ Corman began operating this line in 1993. The line was acquired from Norfolk Southern with portions being purchased and portions being leased. Aside from operating the line from Lima to the Indiana border, Corman has trackage rights from the border to Portland, IN.

IORY to evaluate GE tier-II locomotives

During the first couple of weeks of May, Indiana and Ohio Railway is scheduled to test two General Electric Transportation Services ES44DC locomotives. These locomotives, from the GE "Evolution Series" (GEVO), are EPA Tier II compliant. They are 4400 horsepower, six-axle, 12 cylinder locomotives. Speculation is that they will be used on trains 204 and 209 in pig iron service. The evaluation is scheduled to last two weeks.



Amtrak engine 711 at Harpers Ferry, West Virginia. 11 September 1976. Photo By Aubrey "Ace" Flock

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

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