

Next Meeting:

- **Program: Slides by members 11 November, 2006.**
- **West Carrollton Civic Center. West Carrollton, Ohio**
- **Meeting time, 7:30 PM.**

November Program....

The November meeting will be slides by members. I hope ya'll have had a chance to get out and shoot your favorite railroads.

November also starts another year of membership with the MVR. Be sure to send your dues to the address on the back of the newsletter. If you have any news worthy articles you can also send them to my address or VIA email at sdcabin@aol.com, please note that the old address of sdcabin@sbcglobal.net is no longer valid.

Local News....

Indy Line Radio Changes.

The following radio changes will be used for the CSX Indianapolis Line Sub. soon. No word yet on the other Indy desk for the Toledo Line or Cols/ Greenwich/ Erie West Line subs in Ohio.

160.800 Road
160.560 Dispatch (former CR PD-1 channel)

CSX I-70 Overpass Project.

During the 2nd half of October, CSX placed the new through plate girder bridge into service. Cut-in was performed as part of a multi-week maintenance curfew on the Toledo sub. The CSX railroad overpass replacement, really a small part of the greater effort to expand I-70, began in earnest in the spring of 2005, with grading and preparations for placement of a temporary "shoo-fly" bridge on the east side. Construction was largely performed by Kokosing, presumably under contract to the State. During Summer 2005 the temporary bridge was built, and during Fall 2005 the main and siding were severed and traffic routed over the temporary bridge. Demolition proceeded on the 1957 steel & concrete bridge complete with its inset "B&O" emblem, and by early

2006 construction of the concrete foundations for the new bridge proceeded. Steel beams for new bridge were placed during Summer and the roadbed was built up. This was a multi-step process involving welded steel plate, paint, damping material, preparations of the abutting earthen fill, and ultimately ballast and track. With the cut-over, demolition of the temporary bridge is imminent. It appears the new bridge will be painted a medium blue, though only part of the inside surfaces and the outside ends of the bridge had been fully painted as of October. Throughout the project, most of the heavy demolition and lifting have been performed at night using rolling closures of the freeway of about 15-minute duration. CSX has maintained a flagmaster at the site during work hours, and trains have generally rolled through without any restriction from timetable speed.

Interestingly, while the I-70 project proceeded, a similar bridge was placed in service by this Fall on the CSX Northern sub, near KN just North (RR West) of Chillicothe. That project involved a permanent track realignment, made possible by the presence of a nearby curve, and was also related to improvements in a highway interchange - in that instance, with US 23.

NS Has F-units.

Rail Cruise American F9PH 102 rests at St. Louis station on March 23, 2005. The unit was purchased by Norfolk Southern in October 2006. (Steve Glischinski) NORFOLK, Va. Norfolk Southern today confirmed for Trains News Wire that it has purchased an A-B-B-A set of streamlined F units from Kansas City Southern for business train use. The four units are in operating condition, but NS spokesman Rick Harris said they are en route to the railroads Juniata Shops in Altoona, Pa., where they will be given a complete mechanical review and receive any needed repairs. The units are slated to be painted in a version of Southern Railway's classic "tuxedo" scheme of black and white with gold striping and lettering. Harris said the units would likely make their debut in spring 2007, depending on the type of mechanical work needed.

The four locomotives were acquired by KCS last February, when it purchased the locomotives and rolling stock of special train operator Rail Cruise America, based out of St. Louis Union Station. While KCS has retained the eight Rail Cruise America passenger cars it got in the deal, the Fs were never placed in service before their sale to NS.

The four units, two F9As and two F7Bs, have varied histories:

Rail Cruise America (RPCX) F9PH 1010 was built for the Baltimore & Ohio as B&O F7A 937 and was later renumbered to B&O 4580. It was sold to Morrison-Knudsen in 1975 and was one of six B&O F7 units rebuilt by M-K into F9PHs in 1980 for the Maryland Department of Transportation. It was numbered 7181 for MDOT, which used it in commuter train service on former B&O lines out of Washington, D.C. to Baltimore and Martinsburg, W.Va. When the Maryland Rail Commuter Service (MARC) was created the unit was renumbered to MARC 81. When MARC retired its cab units the locomotive was acquired by Rail Cruise America and numbered 101. RCPX F9PH 1020 followed a similar route; it was built as B&O F7A 947, later 4590, 4557, MDOT 7185, MARC 85 and RPCX 102.

The two F7B units were originally built for the Chicago Great Western. RPCX 2010 was built as CGW 113D in October 1950. CGW merged into Chicago & North Western in 1968, and it carried the same number on the C&NW until September 1971 when it was renumbered Chicago & North Western 317. In 1985 it became part of Chicago & North Western's business train fleet and was numbered C&NW 410. When Union Pacific acquired C&NW in 1995, it subsequently sold off the North Western's F units and the locomotive went to Rail Cruise America in 1998 becoming RPCX 201. F7B 2020 was built in December 1950 as CGW 114B, was renumbered in August 1971 to C&NW 318, became C&NW 411 in 1985, and RPCX 202 in 1998.

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 \$10.00 per Calendar Year
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