

Next Meeting:

November 6, 2004

The next meeting will be slide by members. November 13, 2004

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

November 2004 Meeting....

For the 13 Nov meeting, Dan Finfrock will present a feature show about the history of rail lines entering Cincinnati. The slides are selected to show why the rail lines are located where they are now. The basic program was designed for the PRR Historical Society's convention when they were in Cincy last summer.

The remainder of November's program will be devoted to slides by members, with the usual limit of 80 slides maximum (1 standard carousel or 2 film boxes).

As a look ahead, Dan Maners and Trey Kunz are tentatively scheduled to return in December with their tower photo collection. The program will be confirmed in the December newsletter.

CSX News...

Railroad's For Sale Or Rent ...

CSX received bids from nine potential companies to lease 530 miles of the cluster of former B&O routes in north central West Virginia. Lines to be sold include the Cowan, Mountain, Fairmont, Bridgeport, and Brooklyn Junctions Subdivisions. The yards at Grafton, the operational heart of this cluster, is included in the deal.

A CSX spokesperson said that it's possible that none of the bids will be accepted, at which point CSX would continue to operate the railroad. About 250 CSX employees in the area may be affected by the lease.

On August 13, CSX announced its intent to lease the Midland Subdivision between Cincinnati and Columbus to Rail America's Indiana and Ohio subsidiary, Indiana &

Ohio Central Railroad (IOCR). This 107 mile long former B&O line links Cincinnati, Wilmington, Washington Court House and Columbus. About 18,000 carloads are transported over the line annually. The takeover date has not been announced.

IOCR will likely receive trackage rights over NS and CSX between CP-139 in Columbus (located just west of Scioto interlocking) and CSX's Parsons yard on the former C&O just south of downtown Columbus.

13.6 miles of the abandoned Rupert Subdivision, which links Rupert Junction WV with Clearco, WV, will not be removed but instead may be sold to a local coal company for future operation. The Rupert Sub was part of the former Nichols, Fayette and Greenbrier (NF&G), which was built as a joint C&O-NYC operation to serve coal mines in central West Virginia. As the coal mines have played out, traffic has decline to just four or five trains a week.

CSX will sale 12.8 miles of branch line to KWT Railway between McKenzie and Dresden, TN. The transaction also includes incidental trackage rights over 23 miles of the Bruceton Subdivision between McKenzie and Bruceton yard, where KWT will interchange with CSX.

New Train Symbol Format ...

CSX has begun assigning trains a new alpha code symbol as part of the ONE Plan implementation. While the railroad plans to continue the traditional letter – number combination they have been using, the new alpha-symbols may be used when the next generation dispatching system is brought online in 2005. An example of the new designation system is train Q420, alpha-symbol is MSELBOS1 (Manifest – Selkirk, New York

to Boston, Massachusetts, train 1). Another example is Q201, alpha symbol ALOUBIR1 (Automotive – Louisville, Kentucky to Birmingham, Alabama, train 1).

A Route With Nine Lives ...

The ghost of the Chessie cat must still be prowling the former B&O Indiana and Illinois Subdivisions between Cincinnati and East St. Louis. Despite efforts to abandon at least a portion of the line between Cincinnati and North Vernon IN, the route continues to dodge the bullet. Eastbound train Q560 began operating between Cincinnati and Alton & Southern's Gateway Yard in E. St. Louis. CSX cites excessive volumes and improving velocity as the rationale for continuing to operate trains over a route they seem to really want to axe but can't afford to let go. Q560 is scheduled to depart Queensgate yard at 0600 arrive in E. St. Louis at 1800. Keep in mind that the Indiana and Illinois Subs are beset with slow orders, as of this writing.

If that's not enough, the revival of the Indiana Subdivision is enhanced with the rerouting of two multi-level trains off the LCL Subdivision between Cincinnati and Louisville. Q217 (Philadelphia/Twin Oaks to Louisville) and Q245 (Detroit to Louisville) also began operating over the Indiana Subdivision to Seymour, IN, then utilized trackage rights over the Louisville and Indiana (LIRC) between Seymour and Louisville. The routing of these two multi-level trains frees up capacity on the LCL Subdivision.

Q245 is scheduled to depart Cincinnati at 0655 and arrive in Louisville at 15:00 while Q217 is scheduled for a 1005 departure from Queensgate and an 1800 arrival in Osborn.

Two other automotive network trains, Q204 west and Q247 east between Louisville and E. St. Louis/A&S Gateway yard, as using the west end of the Indiana Sub and the Illinois Sub between E. St. Louis and Seymour, IN. These trains use the Monon Subdivision between Seymour and Louisville.

New Indiana Siding ...

CSX has constructed a new 8700 foot siding at Rushville, Indiana on the Indianapolis Subdivision. This route, which links Hamilton, Ohio and Indianapolis, has few sidings long enough to facilitate meets between today's longer trains. Despite what would appear to be a relatively low traffic density with two daily manifests between Indianapolis and Cincinnati (Q360/Q361), Amtrak's "Cardinal," which operates every other day, a

pair of locals and online grain traffic, the line can quickly become congested.

A typical scenario on the line is a train leaves it's rear-end at one siding, then proceeds to the next siding to perform the meet. This is a costly and time consuming procedure and the new Rushville siding will help eliminate this practice.

Motive Power Shorts ...

EMD SD70ACes 4836-4840 experienced electrical problems upon release from GMDD's London manufacturing plant. They operated on the Goderich & Exeter Railroad between Stratford and Toronto while being evaluated prior to delivery to CSX in September. CSX has also received GMDD SD70Ace demonstrators GMDX 70, 71, and 73 as compensation for the delay in delivery of the SD70Ace's being constructed for CSX. CSX will test a pair of General Electric "Evolution" series locomotives between September and December. Union Pacific GEVOs 5695 and 5696 have been borrowed for testing purposes.

NS News...

Youngstown Line Project ...

NS is currently installing Traffic Control on the south end of its Youngstown Line, which extends from the junction with the Fort Wayne Line at Rochester, PA north to the Lake Erie docks at Ashtabula, OH. When NS picked up this route from Conrail, the southern 21 miles from CP-Rochester (mile YG-97.2) to CP-75 (YG-75.7 north of Moravia) were double-track and un-signalled. Effective September 7, the #1 main track was retired from service between CP-81 and CP-Rochester, and the #2 main was converted to single-track operation. This leaves a short segment of double-track in service between CP-81 and CP-75. A new "CP-91" control point is planned near milepost YG-91 to allow a stretch of double track between there and CP-Rochester.

As part of the change, CP-81 is a new control point that replaces the manual crossovers at "Wamp" (Wampum Junction), where the Koppel Secondary splits off south towards CP-Wood on the Fort Wayne Line. Both the south end of double-track and the switch to the Koppel Secondary are now powered and controlled by the Youngstown Line Dispatcher. Traffic Control has also been installed between CP-75 and CP-81, and will eventually be extended south to CP-Rochester. In another Youngstown Line project, the bridge over the Beaver River in Youngstown, OH is being replaced,

and the new bridge will be single track instead of double-track.

Operations ...

NS has established train #289 to operate daily between Chicago and the automotive mixing center at Shelbyville, KY. The train is routed via Fort Wayne and Cincinnati. Also, automotive train #286 is now a Bellevue to Fostoria, OH turn and connects with #133 (Cleveland, OH-Doraville, GA).

During September, NS abolished trains 35Q and 36Q. These trains had been operating between Hagerstown, MD and Linwood, NC to help reduce tonnage from other merchandise trains routed via Hagerstown.

On the Pittsburgh Division, NS has changed its interchange operation with the Southwest Pennsylvania RR at CP-Rade in Greensburg. In the past, #10A (Conway-Reading, PA) would set off cars at the interchange every night. Now #10A is back running via the Conemaugh Line and Conway local C38 is taking the SWP cars to Island Avenue Yard. The C46 local out of Pitcairn then forwards the cars to the SWP. This has been causing some delays since the C46 also switches the busy Pitcairn Intermodal Terminal.

At Pitcairn, inbound cars off #24M (Chicago-Baltimore) are now coming east on the #24K from Chicago, which terminates at Pitcairn. Chicago traffic that was normally picked up by #21E and #21W at Pitcairn is now being concentrated on Pitcairn-Chicago train #21J.

With the "S-Line" through Asheville, NC being out service several times during September due to floods and rockslides, NS established a pair of detour schedules to relieve traffic from the route. Train #35Z (Linwood, NC-Knoxville, TN) and counterpart #36Z operated as needed via Altavista, Roanoke and Bristol, TN. The Linwood-Asheville-Knoxville route normally handles two merchandise trains in each direction.

UTCS Tests ...

NS recently used the Georgia Division dispatching center in Atlanta for tests with its Unified Train Control System (UTCS) computer-aided dispatching system. Trials were conducted September 28 and again on October 6 during the first shift for ten districts that are dispatched with Track Warrant Control. These were the Savannah, Madison, Camak, Augusta, Moores, Eatonton, Dublin, Columbus, Albany and Dothan districts. During the tests, a temporary Form 200 (Track Authority) was used for

both movement authorities and to establish working limits. Currently, track warrants are used for train movements, and "track and time" Form 23A is used for work limits.

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.

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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