



A Publication of the Railroad Model and Historical Society of Southeastern Ohio, Inc.

PO Box 1, Albany, Ohio, 45710

April 2015

**Upcoming Events:**

**April 11, 2015**

Bucyrus Model Railroad Assoc.  
 Train Show & Swap Meet  
 Bucyrus, Ohio  
 Admission: \$4  
All Scales, Swap Meet and Flea Market, Operating Layout, Memorabilia, Model Train Parts

**April 14, 2015**

Club Meeting  
 7:00pm  
 Ohio State Highway Patrol Post  
 13600 Della Drive, Athens  
Bring something for show and tell!

**April 18, 2015**

57th Buckeye Model Train & Railroad Artifacts Show & Sale  
 Columbus, Ohio  
 Admission: \$7  
Ohio's Largest Show, Memorabilia, Toy Trains, Collectibles, Buy/Sell/Trade, Operating Layouts

**April 18, 2015**

Firelands Society of Model Railroaders "Extravaganza Train Show"  
 Mansfield, Ohio  
 Admission: \$5  
New/Old Trains, Buy/Sell/Trade, Parts, Books, All Scales, 200+ Tables, Operating Layouts

**May 2, 2015**

Lake Erie Chapter "Spring Train Show"  
 Parma, Ohio  
 Admission: \$6  
New/Old Trains, Buy/Sell/Trade, Parts, Books, All Scales, 200+ Tables, Operating Layouts

## Growing Up With Trains

By: Josh Pack

At the age of 12 I was introduced to the world of model trains. A hobby that I would become very interested in. Its at this time that I met Kirk and Jason DePeel through the model railroad club. They invited me on a few trips to Deshler, Ohio one of the busiest railfanning areas in the state. It was at this time I started taking photos of trains and as I got older, my photography skills improved (although nothing compared to Jasons!) My first favorite railroad to model was the C&O having seen and ridden in the HVSRy 5833

numerous times on the Hocking Valley. However, in 2014, I decided to model modern times and I began modeling Norfolk Southern. I have since gathered numerous current era locomotives and rolling stock. Over my 28 years of life and 3 layouts later, my interest in Railroading has always been enjoyable and exciting. Over the years, I experienced what it was like to volunteer and work on real trains and fire real steam locomotives. I plan on visiting Altoona, Pennsylvania this year.

# Era may end as CSX considers closing Fostoria switch tower

By: David Patch; Blade Staff Writer

A vestige of railroading history at this hub of railroad activity may soon come to an end.

CSX Transportation, which operates what once were the Baltimore & Ohio and Chesapeake & Ohio rail lines through town, is studying the closing of “F” tower, whose workers control the track switches and signals at three railroad intersections used by well over 100 trains per day.

The feasibility study will “determine the impacts of streamlining operations, which includes the potential for dispatching trains directly from our central location in Indianapolis,” Kristin Seay, a railroad spokesman, said in an email interview.

“The study assesses impacts to train movements through the local community and broader CSX rail system.”

The study should be completed, and any operational changes made, by year’s end, Ms. Seay said.

In bygone days, men in towers like “F” directed train traffic at railroad junctions in Ohio and across North America. Toledo alone had well over a dozen of them, eight of which remained in operation as recently as the mid 1990s.

But advances in telecommunications and computer technology have automated many of the tasks once assigned to tower operators, and over the years CSX and other railroads have transferred the remaining functions to regional — and in some cases systemwide — dispatching centers.

“F” tower is one of just a few local towers still in service on CSX; its only other in the lower Great Lakes region is at a junction in Detroit, and

Ms. Seay was not sure if any others still exist in other places on its network.

A tower belonging to the Ann Arbor Railroad is now the last of its kind operating in Toledo. Its future is relatively safe because its operators already work as dispatchers for the rest of the Ann Arbor line along with controlling the North Toledo junction at their tower.

Dispatchers in Indianapolis, Chicago, and Huntington, W.Va., already direct CSX’s traffic on its tracks that lead into Fostoria. Ms. Seay said “F” tower has outlasted similar facilities elsewhere “because it supports train operations for three of CSX’s operating divisions that converge in the region.”

But closing it would save the railroad the cost of five-full-time workers, who “will

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## “You know you’re a Railfan if...”

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You’re scanner is on 24 hours a day, 7 days a week.

## “Hobo Speak”

<http://www.hobonickels.org/terms.htm>

**Adam and Eve on a raft** - Two fried eggs on toast. “Wreck 'em” if they are scrambled. “With their eyes open,” if not.

# Era may end as CSX considers closing Fostoria switch tower

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have opportunities to take other operational positions in the area,” Ms. Seay said.

“In many cases, remote dispatching improves efficiency and fluidity by allowing train crews to communicate directly with the dispatch center,” she said.

Dispatchers, however, also cover much larger working territories than tower operators do. The Indianapolis dispatcher who would be given control of “F” tower’s work if CSX closes it also directs train traffic on about 75 miles of busy main line — from Greenwich, in southern Huron County, to Deshler, Ohio in southeastern Henry County. That territory includes a major freight-car sorting yard in Willard and CSX’s booming

intermodal terminal in North Baltimore.

When dispatchers are preoccupied with managing one part of their jurisdiction, train crews and maintenance workers in other areas often have to wait their turn.

Intersecting railroad lines belonging to competing companies are typically lowest on dispatchers’ priority lists. In Fostoria, Norfolk Southern operates the third leg of the triangle of railroad mainlines through town.

Its trains typically have to wait if there are CSX trains ready — or close to ready — to pass because, like at most railroad junctions, the company that controls the track normally gives preference to

its own trains.

David Pidgeon, a Norfolk Southern spokesman, declined to speculate on whether eliminating the local tower operators would result in longer waits for Norfolk Southern trains.

“We don’t typically comment about measures taken by other railroads,” Mr. Pidgeon said.

Fostoria city officials did not return calls seeking comment about how closing “F” tower might affect train operations and congestion in Fostoria, nor did the Transportation Communications Union, which represents tower operators and train dispatchers, respond to an inquiry.

## Interested in Membership?

Interested in becoming a member? Join today! Membership dues are as follows:

- \$40 for a single membership for 1 year
- \$60 for a family membership for 1 year

Benefits of becoming a member:

- Voting
- Several great trips throughout the year
- Friends who share a common hobby and interests

# NS Launches Energy Project at Pennsylvania Locomotive Shop

www.railresource.com

State and local elected officials joined Norfolk Southern representatives as the company launched a \$53-million energy conversion project at its Juniata Locomotive Shop in Pennsylvania. The project will reduce carbon emissions and water usage by replacing the shop's coal boilers with natural gas heaters and installing a 1.2-megawatt capacity combined heat and power generator that will produce electricity for the 16-building complex.

"This project showcases Norfolk Southern's commitment to sustainability and innovation," said Norfolk Southern CEO Wick Moorman. "The Juniata Locomotive Shop has a 125-year legacy of leading the rail industry in locomotive

technology, and with our energy conversion project, this shop and its employees will remain an industry front-runner in the 21st century."

The project also includes adding insulation, energy-efficient windows at key locations, high-speed roll-up doors on locomotive bays, and replacing roofing to ensure full sustainability benefits of the investment.

When the project is completed in late 2017, Norfolk Southern expects to save approximately \$4 million in electricity costs, reduce water usage by 49.4 million gallons from steam-water recovery, and eliminate more than 29,000 tons of carbon emissions in Pennsylvania on an annual basis.

"This is an important

announcement by Norfolk Southern in many respects," said Senator Eichelberger (R-Pa.) who attended the ceremony. "They are again demonstrating their long-term commitment to the Juniata shops, which is a vital part of our region's economy, and by converting to cleaner-burning natural gas, they are helping our Commonwealth's burgeoning drilling industry."

The Juniata Locomotive Shop is the largest locomotive repair shop in North America. The 70-acre facility is also the headquarters for Norfolk Southern's locomotive rebuild program. The facility has approximately 1,050 employees who specialize in heavy repairs and engine overhauls.

## Our Mission

*To Teach...*

*Those who want to know more.*

*To Educate...*

*Those who want to learn the history.*

*To Promote...*

*The hobby with enthusiasm.*

*And to share and enjoy the pleasure of all that is Railroading.*



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