



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

PO Box 1, Albany, Ohio, 45710

August 2016

Upcoming Events:

August 6, 2016

Club Picnic
5:00pm

John Tysko's Residence
Tour John Tysko's Garden Railroad.
Club will provide Chicken, Members
will bring a Covered Dish

**NO PLANNED AUGUST
BUSINESS MEETING**

August 13, 2016

Summerrail
Marion, Ohio
Admission: \$25

(\$5 for flea market only)
Multi-Media Presentations, Railroad
Show & Sale, Visit to Marion Union
Station/AC Tower

August 20, 2016

Everet's Train Show and Swap Meet
Marion, Ohio
Admission: Free
All Scales, Memorabilia, Visit to
Marion Union Station/AC Tower,
NS/CSX mainlines

September 13, 2016

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

September 17, 2016

Extravaganza Train Show
Mansfield, Ohio
Admission: \$5
Operating Layouts, New and Old,
Buy/Sell/Trade, All Gauge

September 24, 2016

15th Fostoria Rail Festival
Fostoria, Ohio
Admission: \$4
Operating Layouts, Rail Photo
Contest, Memorabilia, Historic Bus
Tour, Model Train Merchandise

**Revived Freight Rail Line Reconnects
Columbus, West Virginia**

By Kelsey Husnick | *The Columbus Dispatch*

Five months after Norfolk Southern idled service on a portion of its tracks from Columbus to West Virginia, the railroad is back up and running.

A new short-line route, Kanawha River Railroad, began operations Sunday between Columbus and Mullens, West Virginia. The railroad is being leased from Norfolk Southern and operated by Watco Companies, a Kansas-based transportation company that runs 36 short-line railroads in 17 states.

“Our growth in Ohio and West Virginia will provide us the opportunity to serve new customers and build lasting relationships with local communities along the lines,”

Rob Thrall, vice president of business development for Watco Companies, said in a news release.

The short-line railroad is essential to businesses, both large and small, said James Schimmer, director of economic development and planning for Franklin County.

“It’s like an artery and vein system in the human body,” he said. “And when

a short-haul line goes down, the demand has to be met.”

Trucking might have picked up some of the slack while the railroad was dormant, but Schimmer said businesses need as many transportation options as possible so they can choose the option that makes the most sense. The line is important to central Ohio companies working with chemical manufacturing companies in the Kanawha Valley, he said.



The 309-mile stretch of track will be used daily by multiple trains carrying mixed freight, while coal will be shipped a few days each week.

The line was attractive to

Watco because of its connection to major transportation hubs, Watco spokeswoman Tracie VanBecelaere said. Watco Companies also operates terminals in Euclid and Sandusky.

Norfolk Southern suspended the portion of railroad previously named the West Virginia Secondary line in February as a part of cost-cutting efforts that included layoffs and the consolidation of business units.

Rule Change Could Help Ease Boxcar Supply Problem

Commentary by Richard Kloster | Senior VP & CCO AllTranstek LLC | *Progressive Railroading*

Those who know me have heard me say this before: "There's a reason they call it a carload — if you don't have the car, you won't get the load." Back in my railroad days, a marketing VP told me: "Car supply = market share." Lessors understand that leasing rail cars is an availability game. "He who has the car gets the deal," they say.

Well, certain rail markets struggling with adequate car supply are missing out on opportunities. Parts of the North American rail-car fleet have been overlooked from an investment perspective for so long that there's a very real risk that some traditional rail traffic segments could disappear due to car supply issues. There are excessively overbuilt fleets, fleets that lack investment and fleets that were significantly retired after the Great Recession.

Going forward, more prudent investment decisions will be needed to protect car supply. Efforts to increase car life expectancy could help relieve

the near-term car supply pressure.

The Association of American Railroads' (AAR) Rule 88 originally allowed for a maximum 40-year car life, but grants an additional 10 years through Extended Service Status (EXS). Today, all cars operating in interchange service are 50-year cars, either because they were built on or after July 1, 1974, or received rebuilt status of EXS under Rule 88.

Paper industry aims to protect the fleet

The most recent option for rail-car life extensions — Increased Life Status (ILS) — allows for a process to increase a car's life to 65 years from the date it was built. So far, two factors have limited the application of ILS: (1) It can only be applied for within three years of the mandatory retirement age, i.e., 50 years; and (2) there's a 50-year life limitation for castings on an ILS candidate car. Casting life and car life are considered independently, and

extending a car's life will likely require costly new castings.

However, a coordinated effort within the paper industry to stem the dramatic decline of the box-car fleet could increase the use of ILS. As the predominant user of box cars, the paper industry is extremely concerned about the fleet's future. Since 2007, about 110,000 box cars have been retired and only 8,500 cars have been built. New box cars are problematically expensive, and the modal-competitive nature of this freight makes new-car investment difficult to justify.

Continued on Page 3

“You know you're a Railfan if...”

http://www.mswphoto.com/IdiotRailfan/you_know.html

You go around imitating dragging equipment detectors.

You believe that your status as a railfan is proportional to the number of cameras around your neck.

“Hobo Speak”

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

Bad Road - A railroad line that would rather kill a hobo than to allow him to obtain a “free” ride.

Baldy - Generally an old man “with a high forehead.”

Rule Change Could Help Ease Boxcar Supply Problem

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Regardless, the paper industry's desire to preserve the box-car fleet is strong. In 2015, the Paper and Forest Industry Transportation Committee convinced the AAR board to consider changes in the ILS rules. The AAR Equipment Engineering Committee (EEC) is sympathetic, but a review likely will take several years. Changing the casting rules from an age-based life limit to a conditioned-based life limit would be a big hurdle for the committee, given that casting life is subject to both AAR and Federal Railroad Administration rules. Lowering the ILS application from age 47 also is critical in order to provide car owners a larger window of opportunity in which to consider ILS.

If the proposed changes are enacted, would ILS remain exception-based or a one-off

solution, or could it become a broader equipment solution that offers economic and competitive value? The answer is probably in the middle. It would depend on the type of car and the market it serves, as well as the car owners' strategic view; but ultimately, economics will rule. ILS might make economic sense in fleet segments with a combination of high comparative new-car costs, low mileage, lighter loading weights and single-car manifest shipments. Less likely would be the inverse, especially for fleets that are highly utilized in their first 50 years.

As always, safety is paramount and ILS rules will not be adopted unless the AAR's EEC ensures the practice is safe. That said, the rail community cannot afford to overlook any opportunity to reduce its cost curve in this day and age of

challenged and modal competitive freight markets. New-car build prices remain near all-time highs, and as the new-car market moves from an energy-driven growth to a more broad-based replacement cycle, many segments may not be able to stomach these inflated prices.

ILS may provide an additional option to resolve car-supply problems. Remember: "Rail car supply = rail freight market share."

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- \$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

Railroad Workers, Companies at Odds Over Crew Size Rules

By Heather Richards | *Casper Star-Tribune*

Railroad companies and their workers disagree on the minimum crew size to keep the rails safe, but the issue may be out of both of their hands soon.

Businesses say there is no evidence to support the Federal Railroad Administration's proposed mandatory minimum of a two-man crew, the current industry standard. The issue should be left to companies and their workers, they say. However, many workers argue that the industry shouldn't be making that decision and that federal regulation will keep railroad workers and communities safer.

On major rail lines, an engineer runs the train, and a conductor acts as a co-pilot. A fraction of smaller lines operate with one-man crews.

To allow companies to man large trains with one person is ludicrous, said Ron Kaminkow, general secretary for Railroad Workers United. The unofficial union supports the change and has lobbied in favor of it.

No one questions that a plane would have a pilot and a co-pilot, Kaminkow said. A long train can stretch 1 to 2 miles in length, carry hundreds of passengers or ferry hazardous materials, he said.

However, companies such as Union Pacific, which employed about 1,200 people in Wyoming in late 2015, oppose the rule. For their part,

companies say they are not in opposition to two-man crews but to the source of the regulation itself.

"Though we have no current plans to implement single-person crews, Union Pacific believes the determination for appropriate crew size decisions is best placed in the collective bargaining process with labor, while recognizing advancements in technology and operating practices," said Calli Hite, spokesman for the company, in an email.

For the industry, crew size is currently a non-issue, said Ed Greenberg, spokesman for the American Association of Railroads.

"Major freight railroads currently operate with two-person crews on their mainline operations," he said. "Crew size cannot be done unilaterally, and it requires discussion with rail labor."

Historically, crew size has been treated as a labor issue, he said.

However, bargaining with railroad unions is complex, Kaminkow said. There are 13 unions representing the jobs involved in railroads, from engineers to track workers, he said.

"This is a fatal flaw of labor on the railroads, because how do you have a union with 13 different pieces?" he said. "We are going up against some of the most powerful companies on the planet."

Fighting to keep two workers on a crew is one of the Railroad Workers United's main campaigns, Kaminkow said.

Companies say they have no intention of cutting back their crews, but workers are not convinced, he said. The issue has been proposed before and defeated by local unions, he said.

"When the railroad industry says 'trust us, we have your safety interests at heart,' the community needs to be up in arms," he said. "These trains run right through our back yards ... We don't want the fox to guard the hen house."

The discussion of crew size comes during a historic downturn in the coal market, which has put increasing strain on railroad companies. Coal production has taken a hit from low natural gas prices, which along with looming federal regulations have decreased the amount of coal being carted out of Wyoming, the top coal-producing state in the U.S.

BNSF Railway, which employs about 1,200 people in the state, has furloughed 2,900 transportation workers nationwide, a spokesman said.

Union Pacific, which employed about 1,200 employees in Wyoming late last year, is facing the same constraints. The company has 3,900 employees on furlough and 1,700 locomotives in storage, Hite said.

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 Railroadng.



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