



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

PO Box 1, Albany, Ohio, 45710

February 2017

**Upcoming Events:**

**February 14, 2017**

Club Meeting  
7:00pm

Ohio State Highway Patrol Post  
13600 Della Drive, Athens

Bring something for  
show and tell!

**March 5, 2017**

Model Train Swap Meet  
Greenville, Ohio

Admission: \$5  
80+ Tables, Railroad Collectibles,

Operating Layout

**March 12, 2017**

Greater Toledo Train & Toy  
Show

Perrysburg, Ohio

Admission: \$6

Operating Exhibits, Vendors, All  
Scales, Operating LEGO Action

City layout, Modular Layouts

**March 18-19, 2017**

Railfest 2017

Kirtland, Ohio

Admission: \$7

NMRA Div 5, All Scales, 13+  
Operating Layouts, Buy/Sell/Trade,

New/Used, 110+ Dealers, 400+

Tables

**March 26, 2017**

Massillon Train and Toy Show  
Massillon, Ohio

Admission: \$5

All Scales, Operating Layouts, Buy/  
Sell/Trade, 150+ Dealers

**April 8, 2017**

Bucyrus Model Railroad  
Association Train Show and

Swap Meet

Bucyrus, Ohio

Admission: \$5

Swap Meet, Flea Market, All Scales,

Club Layout, Memorabilia

## CSX Board To Consider Possible Takeover

*John Burr, WJCT News*

This week, the board of the Jacksonville-based CSX railroad will consider a company takeover.

CSX is the largest publicly owned company in town and North America's third-largest railroad, valued at \$43 billion. About 3,500 employees work for the company in Northeast Florida.

Former Canadian Pacific railroad CEO Hunter Harrison and his affiliated hedge fund, Mantle Ridge, are targeting CSX.

Harrison approached CSX twice in recent years with an offer to merge with Canadian Pacific but was rebuffed. Now, according to the Wall Street Journal, he's meeting with CSX board members to negotiate the terms of a takeover. It's reported Harrison wants to name at least three new board members at a meeting set for Friday, Feb. 10, and effectively take control of the company and become the CEO, replacing current CEO Michael Ward. Don Capener, the dean of Jacksonville University's Davis

College of Business, says although he's not super familiar with the terms of the deal, based on the history of other takeovers, Jacksonville should be wary.

"It's a real concern because any time there's a new CEO, there's always talk about staff cuts, relocating certain divisions or parts of the business—heaven forbid there'd be talk of moving the headquarters," he said. "So there's always concern for good reason because it wouldn't be the first time when a new CEO came in that there were drastic changes."

One of the interesting things here is Ward is generally acknowledged as a strong leader who brought CSX into increased prominence and profitability over his tenure.

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# CSX Board To Consider Possible Takeover

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But the company has suffered a decrease in coal shipments because fewer electric utilities are burning coal. At the same time, Hunter Harrison is given credit for making Canadian Pacific a much more efficient, and therefore profitable, railroad, and he's making the case he can do the same at CSX.

Capener says there could be another factor in play: the departure in 2015 of former CSX Financial

Officer Oscar Munoz, who left to become CEO of United Airlines. Munoz was widely considered to be the heir apparent to Michael Ward, but he's not available anymore.

"There's a lot of

speculation about what this would mean in terms of the other executives who would be left there to work with the new CEO, and would he bring in an entirely new team and clean house? All

there's a good degree of support on the board to hear out Harrison's proposal. The board could vote Friday to extend the deadline to name new board members, or it could accept or reject the



takeover plan on the spot.

People think it's significant we are not hearing many of the usual steps that are taken when a corporation is hostile to a takeover, such as adopting "poison pill" measures that would make a

takeover financially unappealing. From that perspective, this deal may be a go.

kinds of speculation happens during these scenarios," he said.

It has been noted by stock analysts that CSX was expected to put up more of a fight than it seems to be doing, which could mean

## "You know you're a Railfan if..."

[http://www.mswphoto.com/IdiotRailfan/you\\_know.html](http://www.mswphoto.com/IdiotRailfan/you_know.html)

You have a web site set up on railfanning.

You have slipped or fallen in mud or snow and have successfully saved the camera from the fall (disregard the thirty stitches in your arm to save it).

## "Hobo Speak"

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

**Banjo** - A short-handled shovel; a small portable frying pan

**Barnacle** - A fellow who sticks to one job a year or more

# What's Next for Wick Moorman and Amtrak?

*Julie Sneider, Senior Associate Editor, Progressive Railroading*

## To Start, Some Big Projects and High-Speed Trains

When Amtrak Chairman Anthony Coscia learned last year that Joseph Boardman planned to retire as the railroad's president and chief executive officer this fall, one of the first people Coscia thought of as a potential successor was Charles "Wick" Moorman.

Coscia was well aware of Moorman's reputation as a rail industry leader during his tenure at Norfolk Southern Corp., where Moorman was chairman, president and CEO until his retirement last year. But also, their paths had crossed a few times during Coscia's eight-year term as chairman of the Port Authority of New

York and New Jersey, which is served by NS.

Coscia believed early on in the search process that Moorman would be the "ideal" choice to guide the national intercity passenger railroad into the future. The board believed that Amtrak was already a "great company" with a lot of potential, given its longtime status as an undercapitalized institution.

Rather than simply "sharpening our lobbying effort" to hit up Congress for a larger appropriation, Coscia says, the board thought it would be better to spend more time convincing stakeholders that the railroad serves the public well with the limited resources that it has.

"No one invests in a company that isn't well run," Coscia says. "And our feeling was that a lot of progress had been made at Amtrak under Joe Boardman's tenure, and [his retirement] was an opportunity to build on that and create a very, very well-run company."

Coscia thought Moorman would be the executive to guide Amtrak to that next level of performance.

"He was one of the first people I talked to because he encountered very similar challenges in the freight-rail

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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

# What's Next for Wick Moorman and Amtrak?

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industry, went through the transition and navigated that extraordinarily well," Coscia explains. "We thought that same kind of 'best-in-class' mentality brought to passenger rail would make us as strong as possible."

Moorman retired after serving NS and its predecessor Southern Railway for more than 40 years, rising from management trainee to the company's top post. In 2006, he was named NS chairman, president and CEO. He's a graduate of Georgia Institute of Technology, where he majored in civil engineering, and Harvard Business School, where he earned an MBA.

In 2013, Moorman received Progressive Railroading's "Railroad Innovator Award" in recognition of his achievements in the rail industry, which included

emphasizes positive reinforcement to promote proper practices at NS. He also found ways to diversify the railroad business and remain profitable in a post-coal era.



When NS named its largest classification yard — a Bellevue, Ohio, yard — after Moorman last year, current NS President and CEO James Squires described him as a "railroader who thinks big, who thinks long term,

and who does the right things in the right ways."

overseeing the rapid infusion of new technology in railroad operations, major investment in strategic rail corridors and intermodal business, and development of a safety culture that

and who does the right things in the right ways."

**To Be Continued  
in March 2017  
Edition!**

## 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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