



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

PO Box 1, Albany, Ohio, 45710

July 2016

Upcoming Events:

NO JULY MEETING!

July 16, 2016

Railroad Rendezvous
 Bainbridge, Ohio
 Admission: Free
[Pike Lake State Park Nature Center, N/HO/S/O/G Scales, Antiques/Collectables, Railroad Historians, Antique Trucks/ Tractors](#)

July 30-31, 2016

Model Railroad Show & Swap
 Van Wert, Ohio
 Admission: \$3
[100+ Vendor Tables, Operating Layouts](#)

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](#)

August 13, 2016

Summerail
 Marion, Ohio
 Admission: \$25
 (\$5 for flea market only)
[Multi-Media Presentations, Railroad Show & Sale, Visit to Marion Union Station/AC Tower](#)

September 17, 2016

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

Sustainable Growth: Railroad aim to pull more freight off the highway

By Deborah R Huso | Continued from June 2016 Edition

Meanwhile, BNSF has spent about \$3.5 billion in the past two years to expand its Northern Corridor, which runs from Chicago to Seattle.

“In just a few years, we have transformed our Northern Corridor into a more efficient trade route,” says BNSF Group Vice President of Consumer Products Katie Farmer.

The route moves agricultural products to export facilities in the Pacific Northwest, coal to domestic power plants, petroleum products destined for geographically dispersed refinery facilities, materials that support the production of crude oil in the Bakken shale formation, and consumer products.

The expansion has enabled BNSF to offer intermodal service schedules that provide the fastest expedited service to and from Chicago and St. Paul, Minn., to the Pacific Northwest, as well as the only expedited service to and from Seattle, Farmer says.

The Class I also has expanded capacity at eight of its intermodal facilities, which included additional production

and support track, cranes, and parking as well as expansion of the Logistics Park - Chicago and new wide-span cranes at Logistics Park Kansas City, which opened in October 2015.

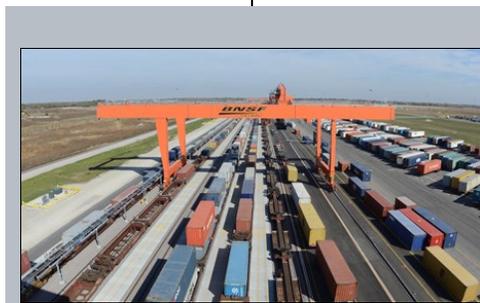
In 2014 and 2015, BNSF invested \$11 billion in its network to improve train flows and efficiency by adding about 190 miles of double-track, about 1,000 miles of centralized traffic control to

help manage rail traffic, 16 new sidings and 24 extended sidings.

The investments have helped BNSF better serve customers, Farmer believes.

“Through March of this year, BNSF intermodal velocity, measured in miles per hour, was 17 percent faster than the average for the

U.S. Class I railroad industry, and our on-time performance is nearly 90 percent vs. 77 percent during the same time period in 2015,” she says.



BNSF Railway Co. recently added three more cranes and additional production track at Logistics Park Kansas City.

Credit: BNSF Railway Co.

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This year's challenge?

“Continuing to find growth opportunities and making investments in our network that align with the current overall economic climate,” Farmer says.

In first-quarter 2016, the Class I's intermodal volume rose 6 percent — thanks to increases in domestic intermodal — compared with the total for the same 2015 period, as Robert W. Baird & Co. Inc.'s Ben Hartford told *Progressive Railroading* Managing Editor Jeff Stagl, who wrote the magazine's May cover story on BNSF's domestic intermodal push.

And the Class I's "emphasis on intermodal transportation is a vital part of keeping the economy running in a more environmentally friendly way,” says John Lovenburg, BNSF's vice president of environmental.

“Transportation is typically anywhere from 5 to 20 percent of a product's carbon footprint,” he notes, adding that customers can realize carbon emissions reductions of 50 percent to 75 percent per shipment using intermodal vs. all-truck transport.

On average, BNSF moves one ton of freight almost 500 miles on a

single gallon of diesel fuel — that reduces carbon dioxide emissions by more than two-thirds when compared with trucks on a ton-mile basis. And it means that rail, which carries more than 40 percent of U.S. freight by volume, only accounts for 2.3 percent of all transportation-related greenhouse gas emissions based on data from the U.S. Environmental Protection Agency.



In Q1 2016, BNSF Railway Co.'s intermodal volume rose 6 percent — thanks to increases in domestic intermodal — compared with the total for the same 2015 period.

Credit: BNSF Railway Co.

BNSF also has focused efforts on reducing emissions at facilities. BNSF was the first U.S. rail carrier to use wide-span electric cranes, Lovenburg says. These cranes, which are used at intermodal facilities in Seattle,

Memphis, and Kansas City, produce zero emissions on-site and significantly reduce the number of trucks needed to move containers in the rail yard. They also generate electricity while they work, which recharges internal batteries and conserves electricity.

Additional initiatives include the use of automated gates at 10 of BNSF's busiest intermodal facilities to reduce entrance delays and minimize truck idling, and the use of RailPass to allow trucking partners to check in and check out of rail hubs more quickly while also providing drivers easier access to container information.

In addition, BNSF's Intermodal Advisor tool helps customers identify the best intermodal shipping options and builds a custom report that details how partnering with rail can save time, money and positively impact the environment.

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“You know you're a Railfan if...”

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

You refuse to go to Horseshoe Curve any more since they started charging admission.

You hike up the side of the mountain and along dirtbike paths to gain access to Horseshoe Curve now.

“Hobo Speak”

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

Back door bumming - To seek food at the back door to limit embarrassment.

Backslider - A weak person.

Sustainable Growth: Railroad aim to pull more freight off the highway

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“Our customers also have access to a carbon estimator tool that allows them to quickly calculate their carbon emissions savings and find out how converting to intermodal can reduce their carbon footprint versus all over the road options,” Lovenburg says.

In 2015, BNSF customers reduced their total carbon emissions by more than 34 million metric tons in moving freight by rail instead of road, according to the Class I. That’s a 2 million metric ton of carbon emissions reduction over the previous year, and the equivalent of removing seven million vehicles off the road.

“We believe it is good business and good citizenship to minimize our impact on the planet and to contribute to the long-term sustainability of the communities we serve,” Lovenburg says.

Short lines also play a role in making rail an environmentally sustainable alternative to trucks by providing customers access to tens of thousands of miles of rail lines running from coast to coast. And it’s a role the leadership team at Denver-based OmniTRAX Inc. takes very

seriously with its new “Rail Made Easy” marketing campaign. OmniTRAX owns 20 short lines that operate in 12 states and three Canadian provinces.

“We want OmniTRAX to provide door-to-door logistics,” says Peter Touesnard, chief marketing officer.

In creating new transload facilities, the short-line holding company aims to give prospective customers not located on a rail line the opportunity to use rail while also leaving the details-handling to OmniTRAX.

“It’s an aspirational goal,” Touesnard says.

Two years ago, OmniTRAX purchased the Sand Springs Railway in Tulsa, Ok., and started looking at what commodities were moving via truck into the city that could be shipped by rail. So far, OmniTRAX has identified 45,000 potential carload moves in the Tulsa market, Touesnard says.

For rail, identifying new markets is crucial.

“Coal has been a major foundation of commodities shipped by rail, but it’s

obviously going to shrink over time,” Touesnard says.

Domestic intermodal, certainly, is a potential growth market for many roads. OmniTRAX officials also are exploring “foodstuffs” — Touesnard cites Union Pacific Railroad’s recently launched California-to-New York “food train” in partnership with CSX as an example. Such initiatives often require support from short lines. Meanwhile, OmniTRAX is already transloading packaged tomatoes from California and from Colorado. Soon, it’ll have a MillerCoors contract with CSX out of Atlanta, as well.

Expect the truck conversions to continue, rail marketing execs say. Despite the economic sluggishness that’ll linger throughout 2016, domestic intermodal growth is key to railroads’ longer-term growth.

“Rail is, by far, the most sustainable means of long-distance surface transportation, and we are proud of the role we play in safely and efficiently moving millions of tons of goods across our country every day.” BNSF’s Lovenburg says.

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Benefits of becoming a member:

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

Moonville Bridge, Trail Projects Underway

By Tyler Buchanan | The Vinton County Courier

Travelers to Vinton County will now have a much easier time finding the Moonville Tunnel, thanks to designated markers placed throughout the Lake Hope area.

As the county hopes to boost local tourism, that's a good sign.

The new signs are just one part of an ongoing Moonville-area improvement effort, which will feature a brand-new bridge spanning Raccoon Creek to help visitors reach the tunnel. A railroad trestle used to lie there (between the tunnel and where visitors now park), but when the rail lines were pulled, so too was the trestle. Now for the first time in decades, a bridge will provide much easier access for hikers, bikers and horseback riders.

This bridge project is funded by two large grants — \$50,000 from the Ohio capital budget and another \$62,000 from the Ohio Department of Natural Resources. No county money is being used to finance these

Moonville restoration efforts.

A road bridge was donated toward the project many years ago, but there was no money to actually install it. Workers with the U.S. Bridge Company were in Moonville earlier this month to take this bridge back to Cambridge to prepare it for installation work slated for later this summer.

Brian Blair, president of the Moonville Rail Trail Association, said the plan is to have the bridge ready for fall. Once the U.S. Bridge Company's work is complete, the MRTA and other volunteers will help complete the side railing and decking.

Blair said the Moonville signs will be a big help for visitors, who often ask local businesses and park officials at nearby Lake Hope State Park for directions. The signs were paid for by local donations; plaques of donors will soon be placed on each one.

Blair also made note of a 4-mile

hiking trail between the village of Zaleski and the Hope School. The school is located on Wheelabout Road off of Route 278, where visitors to the tunnel first turn en route to Moonville.

A separate hiking path from the school to the tunnel needs additional work, Blair said, including the installation of a few more bridges. As of now, visitors can reach Moonville from Zaleski by using that first path to the school then taking Hope-Moonville Road the rest of the way.

For more information on Moonville and the trail/bridge projects, visit www.moonvillerrailtrail.com. The Moonville Rail Trail Association meets the third Tuesday of each month at 6:30 p.m. at the Hope School.

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To Educate...

Those who want to learn the history.

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