



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

PO Box 1, Albany, Ohio, 45710

May 2016

Upcoming Events:

May 10, 2016

Club Meeting
7:00pm

Ohio State Highway Patrol Post
13600 Della Drive, Athens

Bring something for
show and tell!

June 4, 2016

Bradford Railroad Heritage
Festival

Bradford, Ohio
Admission: \$5

Celebrate 130 Years of Railroad
History, Museum and Tower
Tours, Telegraph School, Signal
Demonstration, Operating
Layout

June 25-26, 2016

Miami Valley Rail Festival
Dayton, Ohio

Admission: \$8

Model Train Displays, Historical
Displays, Vendors, Flea Market

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

Summerrail
Marion, Ohio
Admission: \$25

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

**Norfolk Southern Rolls Out New Safety Train
and Website to Educate First Responders**

Norfolk Southern Press Release

In keeping with a strong tradition of safety, Norfolk Southern today rolled out a new educational train and website to help first responders across its network respond to potential rail-related incidents.

The train and website are part of Norfolk Southern's Operation Awareness & Response (OAR) program. OAR was launched in 2015 to cultivate and strengthen relationships with local first responders by providing classroom, web-based, and field training on hazardous materials transportation, as well as information about rail operations.

The NS hazmat safety train is comprised of:

- A 2,000-horsepower, 273-ton locomotive painted in honor of emergency responders with insignia recognizing police, fire, and emergency services
- Two boxcars converted into classrooms, each capable of holding 30 people
- Four styles of tank cars,

including DOT-105, DOT-111, DOT-112, and DOT-117, to illustrate a variety of car valves and fittings

- Two 89-foot flatcars designed to transport intermodal containers

"The NS hazmat safety train is like a rolling classroom, delivering hands-on training directly to emergency responders in communities along our rail lines," said John Irwin, Norfolk Southern assistant vice president safety and environmental. "We are committed to moving these materials as safely and efficiently as possible, and building partnerships with emergency first responders across our network is a vital part of operating a safe rail network."

**Continued on
Page 2**

Norfolk Southern Rolls Out New Safety Train and Website to Educate First Responders

Continued from Page 1

Norfolk Southern also launched its new JoinNSOAR.com website today to provide the public with information about transporting hazardous materials and the economic benefits of moving hazardous materials by rail.

Following today's kickoff, the NS hazmat safety train will travel to 14 states across the railroad's network. Upcoming training sessions, which are by invitation, will include Harrisburg, Pa.; Baltimore; Chicago; Alexandria, Va.; and Columbia, S.C. The train's schedule and contact information can be found at JoinNSOAR.com.

Attending today's kickoff were U.S. Rep. Bill Shuster; Richard Flinn Jr., director of Pennsylvania Emergency Management Agency; John

O'Neill, founder, president and CEO of the Firefighters Education and Training Foundation; Roger Wynkoop, vice president of Trinity Rail Group; and Frank Reiner, president of the Chlorine Institute and a member of TRANSCAER's governing task group.

During the ceremony,



Norfolk Southern announced that it won its 16th National TRANSCAER Achievement Award. The TRANSCAER award recognizes exceptional achievement in support of

voluntary efforts by companies to help communities prepare for and safely respond to incidents involving transport of hazardous materials.

Last year, Norfolk Southern provided training for 4,792 emergency responders, government officials, members of the media, and others in 18 states. The training included classroom seminars, hands-on sessions with rolling stock, table-top simulations, full-scale drills, and exercises at training centers operated by NS and the Association of American Railroads. Norfolk

Southern also was instrumental in developing the [AskRail](http://AskRail.com)TM mobile app, which provides real time rail information to first responders.

“You know you’re a Railfan if...”

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

You can tell the difference between a U23B and a B23-7.

If a dispatcher loses track of a locomotive consist, he usually call you at home for help.

“Hobo Speak”

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

Ash Cat - A locomotive fireman.

Axle Grease - Butter. Sometimes called plaster.

In Aftermath of Derailment, D.C. Officials Turn Focus to CSX and its Cargo

By Luz Lazo & Faiz Siddiqui | The Washington Post

A day after a CSX train derailed in Northeast Washington, leaking hazardous substances along a busy rail corridor, local officials and activists turned their attention to the transportation company responsible, while emergency personnel continued to work clearing the wreckage.

By early Monday afternoon, CSX Transportation was in the process of removing the damaged cars from the site, and all the tank cars had been offloaded, D.C. fire emergency officials said. Officials said all of the leaks had been contained but provided no clues into the cause of the wreck.

The Federal Railroad

Administration is investigating the early-Sunday derailment of the 175-car train, which kept some residents away from their homes for hours, forced the closure of a Metro station and snarled traffic for much of the day. The wreck also disrupted MARC and Amtrak service, which use the tracks.

Officials had said Sunday that 14 cars derailed but upped the number to 16 Monday. Three of the tank cars were found to be leaking, including 750 gallons of the liquid content of a tanker containing sodium hydroxide. CSX described sodium hydroxide — also known as lye — as a chemical “used to produce various household products, including paper, soap and

detergents.”

Officials said there was no threat to the air or water supply.

One scrap-metal hopper car is too damaged and will be cut up on site and removed using industrial equipment, officials said. After the train cars are removed from the site, CSX will begin soil remediation in the area affected by the sodium hydroxide spill, the company said. Following that process, track will be laid to begin the process of restoring service.

**Continued on
Page 4**

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

In Aftermath of Derailment, D.C. Officials Turn Focus to CSX and its Cargo

Continued from Page 3 | To be Continued in June 2016 edition

“This will be done at walking speed, under the direction of FRA and with air monitoring in place,” D.C. Fire Department officials said in a statement.

Rob Doolittle, chief spokesman for CSX, declined to provide a time estimate for restoring rail service.

“We know many people are relying on Amtrak and MARC, and we want to let them know what’s going on, but we don’t have enough information to give a hard deadline for when service will be restored,” Doolittle said.

Maryland transportation officials said MARC riders on the Brunswick Line can expect the service disruptions to continue Tuesday.

In addition to the inconvenience to those who depend on the rail corridor for travel, the derailment also revived long-standing concerns about freight trains carrying hazardous materials through the nation’s capital.

Del. Eleanor Holmes Norton (D-D.C.), who visited the site Monday, said she was worried about a possible chemical spill in the Rhode Island Avenue NE neighborhood where the wreck occurred. She also sought answers about whether hazardous materials will be prohibited from being transported through the Virginia Avenue Tunnel, which CSX is rebuilding and enlarging.

D.C. Council member Mary M. Cheh (D-Ward 3), who chairs the panel’s committee on transportation

and the environment, said the derailment is a wake-up call that the city needs to boost its oversight of freight rail.

Cheh said she’s resuming efforts to create a rail-safety office that tracks what materials are moved through the city, conduct inspections, and coordinate vulnerability assessments and safety response plans. Maryland and Virginia have similar rail-safety oversight, but District EMS personnel acknowledged two years ago that the city doesn’t inspect freight rail shipments or the city’s rail infrastructure.

“We need to do something about it,” said Cheh, who introduced legislation to create the office a year ago, but it has remained stuck in committee. She plans to include the proposal as part of budget negotiations.

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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