



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

PO Box 1, Albany, Ohio, 45710

September 2016

**Upcoming Events:**

**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**

Extraganza 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

**November 5, 2016**

Cleveland 2-Rail "O" Scale Meet  
Kirkland, Ohio  
Admission: \$7

Exclusively 2-Rail O Scale, 150+  
Dealer tables, Diecast/Brass

**November 5-6, 2016**

The Dayton Train Show at the  
Upper Valley Mall  
Springfield, Ohio  
Admission: \$7

Operating Layouts, Memorabilia,  
Vendors, All Scales, Warther's  
Museum display

**November 13, 2016**

Fremont Model Train  
Show & Swap Meet  
Fremont, Ohio  
Admission: \$5

Operating Layouts, Displays, All  
Scales, Model Railroad Supplies

## Amtrak Names Industry Veteran Wick Moorman President and CEO

Christina Leeds | *Amtrak Press Release*

Amtrak announced that it has named Charles W. "Wick" Moorman as its next president and chief executive officer. Moorman, retired chairman, CEO, and president of Norfolk Southern Corp. (NS), will lead the company, effective September 1, 2016, in the next fiscal year.

Anthony Coscia, chairman of the Board of Directors of Amtrak said, "We are very pleased that someone with Wick's experience and vision will lead Amtrak during this critical period as the company charts a course for future growth and improvement. Under CEO Joe Boardman, and with the support of the Administration and Congress, Amtrak has achieved record levels of performance and investment. The Board believes Wick can build upon this success in the coming year by launching initiatives to further enhance safety and customer service, modernize our operations, and guide our

implementation of the FAST Act."

"It is an honor and privilege to take on the role of CEO at Amtrak and I look forward to working with its dedicated employees to find ways to provide even better service to our passengers and the nation," said Moorman. "At Norfolk Southern, our team fostered change by placing a solid emphasis on performance across all aspects of our business which helped develop a stronger safety and service culture throughout the company. I look forward to advancing those same goals at Amtrak and helping to build a plan for future growth."

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# Amtrak Names Industry Veteran Wick Moorman President and CEO

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Moorman, a native of Hattiesburg, Miss., comes to Amtrak after more than 40 years at NS where he rose from management trainee to CEO and chairman of the Board of Directors. Having worked with NS from the ground up, Moorman gained an appreciation for the many facets of railroad operations and used this knowledge to modernize the way NS conducted business, served customers and worked with communities. A graduate of Georgia Tech and Harvard Business School, Moorman serves on the boards of Duke Energy Corporation, Chevron Corporation, the Virginia chapter of the Nature Conservancy, and the Georgia Tech Foundation.

“Wick’s deep operational background and track record of building teams and driving innovation is exactly what we need to provide unparalleled service to the

more than 500 communities we serve,” said Vice Chairman of the Board of Directors Jeffrey Moreland. “We are confident that, working together with the Board, Wick can formulate a strong plan to take Amtrak to the next level and assemble the management team and expertise to carry it forward.”

Moorman succeeds current CEO Joe Boardman, who announced his intention to retire last fall. “I have been humbled to lead this extraordinary organization over the past eight years,” said Boardman. “I look forward to spending time with my family and wish Wick all the best as he brings his excellent experience to Amtrak.”

“The Board and I thank Joe for his dedicated service to Amtrak and its customers and for his long career in public service. Under his

leadership, Amtrak delivered record ridership, introduced a series of safety initiatives and modernized its fleet. For this, he should be proud,” Coscia said.

Moorman currently holds securities of a rail carrier. Amtrak will ensure that any conflict will be avoided as is required by federal law.

## “You know you’re a Railfan if...”

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

You speak softly, but carry a BIG TRIPOD!

You have faithfully written down the shutter speed and f-stop of every shot you've taken for the past zillion years, yet you've really never used that data afterwards.

## “Hobo Speak”

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

**Bale of Straw** - A blonde woman.

**Balloon** - A bedroll. A roll of bedding carried on the back, a bundle.

## Researchers: Light-rail Flywheel System Could Save Energy, Money

*Progressive Railroading*

Using flywheel technology to reuse the braking energy of light-rail trains in Edmonton, Alberta, could result in a 31 percent increase in energy savings, according to researchers at the University of Alberta.

Mechanical engineering professors Pierre Mertiny and Marc Secanell examined the possibility of using flywheel technology to store energy created when light-rail trains in Edmonton decelerate and stop. The trains feature dynamic braking, which uses traction motors on the vehicles' wheels.

Flywheels are disks that rotate and increase rotational speed as they're fed electricity. The rotational energy can then

be turned back into electrical energy when needed.

Conventional systems send the braking electric power to resistors on the train, which convert the electrical energy to heat that's released into the air. A flywheel system would take that electrical energy and store it as mechanical energy, which could then be converted back to electrical energy when the train is ready to move again, according to a press release issued by the University of Alberta.

Mertiny and Secanell also found that using flywheel technology would result in an 11 percent reduction in costs.

"The flywheel is an old

technology, but that's partly what makes it so sensible," Mertiny said.

"Fundamentally, it's a really simple technology. We already have everything we need."

The city of Hannover, Germany, currently is testing flywheel technology for its light-rail system, Mertiny said. The city has banks of flywheels at each station to capture and reuse the electricity generated as trains pull into the station.

## 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

# Canadian Pacific fined \$1.2 million for violating FCC rules

*Progressive Railroading*

Canadian Pacific will pay a \$1.2 million fine to resolve an investigation of the Class I's operation of more than 100 wireless radio facilities in the United States without the Federal Communications Commission's (FCC) approval.

CP also failed to obtain FCC authorizations for the transfer of control of 30 wireless radio licenses, FCC officials said Monday in a press release.

The FCC fine and investigation stems from a CP internal audit conducted last year of its Soo Line Corp. subsidiary. CP's audit uncovered "extensive noncompliance" with FCC licensing regulations, which CP disclosed to the commission.

In addition to paying the fine, CP will implement a three-year plan to ensure compliance with FCC requirements, and will continue to maintain an internal compliance plan that the railroad implemented prior to discovering the violations.

The three-year plan requires CP to designate a senior corporate manager as a compliance officer; institute employee training; maintain a compliance checklist; establish a compliance manual; and report additional violations to the FCC within 15 days of discovering them.

CP's internal audit revealed no evidence of complaints about interference stemming from the noncompliant towers, said CP spokesman Andy

Cummings in an emailed statement.

The Class I regrets that the regulatory oversights occurred, and the company now is in full compliance, he said.

"As part of the agreement, CP has implemented processes that will ensure the company acquires all required permits prior to commencing operation of FCC-regulated communications infrastructure going forward," said Cummings.

## 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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**[www.ironheadsofseo.org](http://www.ironheadsofseo.org)**

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Want to see them in a future edition of the Ironhead Gazette?

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