



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

PO Box 1, Albany, Ohio, 45710

June 2016

Upcoming Events:

June 14, 2016

Club Meeting
7:00pm

Ohio State Highway Patrol Post
13600 Della Drive, Athens

Bring something for show and tell!

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

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

Trains may not be as sexy as solar panels and wind turbines, but their capacity to reduce the environmental footprint of humanity is substantial by comparison. In 2014, U.S. freight railroad volume was twice what it was in 1980, but railroads' fuel consumption was lower, according to an April 2016 white paper issued by the Association of American Railroads. Other changes over the past 25 years have helped rail become an even more logical transportation choice for energy efficiency and environmental sustainability. Railroads have:

- **Acquired energy-efficient locomotives** with several independent engines that turn on and off, depending on power needs and installation of idling-reduction technologies that shut off a locomotive when not in use, resulting in fuel-use savings of about 8,000 gallons per locomotive. Over the past decade, BNSF Railway Co. alone has replaced about 40 percent of its locomotive fleet with more energy-efficient models, resulting in a 12 percent improvement in fuel efficiency.
- **Used redesigned rail cars** to boost

the weight a freight car can carry from 2,222 tons in 1980 to 3,606 tons in 2014.

- **Turned to information technology to help calculate the most fuel-efficient speed** for runs over a particular route, as well as the most efficient spacing and timing of trains on given routes. Railroads also are training engineers and providing incentives to encourage them to

operate trains efficiently.

- **Implemented distributed power** to reduce locomotive horsepower usage.
- **Applied rail lubrication** as a way to reduce wheel-rail interface friction and aerodynamic drag-reducing devices applied at the front of double-stacked intermodal trains.



Since the Crescent Corridor's 2012 completion, it has had a considerable impact on Norfolk Southern Railway's intermodal traffic. "We believe all our growth on Crescent has been truck traffic," NS VP of Intermodal and Automotive Jeff Heller says.

Credit: Norfolk Southern Railway.

Continued on Page 2

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

Continued from Page 1 | To be Continued in July 2016 edition

Railroads also have invested in infrastructure capacity as they've prepared for the truck-to-rail growth they know is coming, even if the traffic numbers aren't much to write home about these days. It certainly was part of the impetus for Norfolk Southern Railway's development of its Crescent Corridor. Completed in 2012, the \$2.5 billion initiative opened 30 new lanes of traffic across 2,500 miles and 11 states.

"Crescent was one of four corridor projects undertaken in the last several years," says Jeff Heller, NS vice president, intermodal and automotive. "It was the biggest in terms of distance and was part of a long-term strategy focused on growing our intermodal business."

The route, which runs from New Orleans to Trenton, N.J., was financed through a public-private partnership among NS, the U.S. Department of Transportation, and the commonwealths of Virginia and Pennsylvania. The public-versus-private cost share for the project was about a 50/50 split, according to NS.

A fleet of 28 trains runs along the Crescent Corridor. The project also included development of new terminal facilities at Birmingham,

Ala.; Memphis, Tenn.; Charlotte, N.C.; and Greencastle, Penn. At the time of its completion, the corridor would save more than \$575 million annually in highway traffic congestion costs, reduce carbon dioxide emissions by 1.9 million tons each year, save more than 169 million gallons of fuel annually, and remove over 1.3 million long-haul trucks from the roads each year, according to NS officials.

Since the Crescent Corridor's 2012 completion, it has had measurable impacts on NS' intermodal traffic, Heller says. Crescent traffic grew by 13 percent in 2013, another 10 percent in 2014 and 4 percent year-over-year in 2015, even though overall domestic intermodal remained flat last year, as it did industry-wide.

"We believe all our growth on Crescent has been truck traffic," Heller says.

And there is potential for more growth through Greencastle, Penn., Hagerstown, Md., Washington, D.C., and Baltimore, he says, noting that NS continues to expand its domestic shipment offerings.

"Prior to the Recession, most of our growth was international," Heller says. "Domestic business now makes up 60 percent of our portfolio."

And as trucking companies and their drivers face increasing regulation, the potential for moving freight off the highways and onto rail lines continues to grow. For railroads, the challenge in part is to match the delivery commitments and flexibility that trucks offer.

"The key is predictable, on-time service," says Heller.

Continued in July 2016 Edition

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

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

You sit in a high school auditorium for hours on a cold winter day, watching thousands of slides and attempting to out-BS the railfan next to you.

You've ever bargained for a cab ride with a warm pizza and a six-pack of Coke.

"Hobo Speak"

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

Baby - A person, can be said to either a man or woman.

Baby Lifter - A Brakeman.

Railroad investments spur economy and improve safety

By Michael Rush

A new study from Towson University's Regional Economic Studies Institute recently released by the Association of American Railroads confirms that railroads significantly benefit the U.S. economy. The Towson report found that in 2014, the seven largest freight railroads directly or indirectly accounted for 1.5 million U.S. jobs, \$274 billion in economic output, \$88 billion in wages and \$33 billion in tax revenues.

The railroads' economic impact is so large because railroads move so much freight. In 2015, America's Class I railroads delivered 31.5 million carloads of freight to customers nationwide, serving nearly every industrial, wholesale,

retail, and resource-based sector of our economy. Historically, railroads have accounted for approximately 40 percent of intercity ton miles.

The railroads have been able to provide their customers and the public at large with efficient transportation services because they have been investing more and more in their networks. In recent decades, railroads spent more than 40 cents out of every revenue dollar on infrastructure and equipment and spending levels in recent years have reached record levels.

Not surprisingly, railroad investments have also correlated with a safe industry becoming even

safer. Federal Railroad Administration statistics show a continuously improving safety record over the last several decades, by all important safety measures. For example, since 2000 the train accident rate has decreased 39 percent and the employee injury rate 48 percent. Recent years have been the safest in railroad history.

Railroads are not resting on their laurels though.

Take for example the transportation of hazardous materials. In 2014, 99.999 percent of hazardous

**Continued on
Page 4**

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

Railroad investments spur economy and improve safety

Continued from Page 3

materials carloads were delivered without a release caused by a train accident. Nevertheless, railroads have been pushing for enhanced tank car standards for the transportation of chlorine, anhydrous ammonia, crude oil, ethanol, and similar hazardous materials, to further reduce the possibility that a release will occur.

Furthermore, railroads are working closely with communities to prepare for an accident should one occur. Railroads train tens of thousands of emergency responders annually. Railroads have also developed an app through which emergency responders can input the identification number of a rail car and immediately obtain information on the hazardous materials in the train.

Technology continues to be a big factor as well. For instance, railroads are researching the use of drones to inspect their tracks; advanced ultrasonic technology to detect hidden track defects; and automated wayside detectors to find defective freight car components. The industry is also investing more than 10 billion dollars in positive train control, an automated system that will automatically stop a train before certain types of serious accidents attributable to human error occur.

Another important initiative focuses on data analysis, compiling industry-wide data on equipment defects to avoid accidents. These analyses can spot problems on individual freight cars or more systemic problems. The data is collected by the

Association of American Railroads' information technology subsidiary, Railinc. This collective effort can detect issues that should be addressed to a much greater extent than analyses by individual railroads.

The new Towson report shows that America's nearly 140,000-mile freight rail network is critical to the American economy. Just as important, the railroads' economic success has been accompanied by the safest railroad record in the country's history and continuous railroad efforts to make the industry even safer. The railroads look forward to reaching unparalleled levels of safety while contributing to the economic success of the nation in the years to come.

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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