

CSR/SBD

CINCINNATI TERMINAL

COORDINATION PROJECT

**RICHMOND, VIRGINIA
JUNE 21, 1983**

OBJECTIVES

IDENTIFY OPPORTUNITIES FOR FURTHER COORDINATIONS WITHIN THE CINCINNATI TERMINAL.

SHORT/MEDIUM TERM - IDENTIFY AND IMPLEMENT OPERATING CHANGES TO REDUCE COSTS WHILE MAINTAINING OR IMPROVING SERVICE LEVELS.

LONG TERM - DEVELOP COORDINATED CINCINNATI TERMINAL PLAN THAT WILL REDUCE COSTS AND IMPROVE SERVICE WITH IMPROVED EFFICIENCY.

SHORT/MEDIUM TERM PROJECTS

- CSR ABSORB SWITCHING AT C.U.T. INTERMODAL FACILITY
- CSR ABSORB INDUSTRIAL SWITCHING AT PLUM STREET
- SBD TOFC TRAIN ON/OFF DUTY AT QUEENSGATE
- IMPROVE TRAIN SERVICE BETWEEN OHIO/MICHIGAN/CANADA AND ATLANTA/WAYCROSS/FLORIDA

**COMPLETE COORDINATION OF THE
CINCINNATI TERMINAL**

COMPLETE COORDINATION OF CINCINNATI TERMINAL

- **SEABOARD TRAFFIC**

- **MERCHANDISE TRAFFIC AT QUEENSGATE**
- **COAL & EMPTY HOPPERS AT DECOURSEY**

- **MECHANICAL**

- **LOCOMOTIVES**
- **CARS**

- **PERSONNEL**

- **SUPERVISION**
- **CONTRACT**

SEABOARD MERCHANDISE TRAFFIC TO QUEENSGATE

BASE CASE

- QUEENSGATE - RECEIVE ADDITIONAL 417 CARS PER DAY
- QUEENSGATE - MAKE 8 ADDITIONAL BLOCKS
 - FLORIDA TOFC/AUTO
 - WAYCROSS
 - ATLANTA
 - NASHVILLE
 - O'BANNON (FORD)
 - LOUISVILLE (FORD)
 - BOWLING GREEN (GM)
 - DT&I
- QUEENSGATE - ORIGINATE 2 ADDITIONAL TRAINS
 - FCIAT (143)
 - FCILO (275)
- QUEENSGATE - TERMINATE 2 ADDITIONAL TRAINS
 - FWXCI (144)
 - GLOCI (272) CR SHARONVILLE
- INTERMODAL TRAINS (ACIJA, AJACI) WILL CONTINUE TO ORIGINATE & TERMINATE AT THE C.U.T. INTERMODAL FACILITY.

CONSOLIDATED INTERCHANGE

- CONRAIL

- ADDITIONAL CARS TO BE HANDLED AT QUEENSGATE

DELIVERED 63 CARS PER DAY
RECEIVED 152 CARS PER DAY

- COMBINED VOLUME REQUIRES ADDITIONAL TRIP TO CR (SHARONVILLE)
- SBD - CONTINUE TO OPERATE GLOCI (272) DIRECT TO SHARONVILLE FROM LOUISVILLE
- NEGOTIATE CR FOR TWO-WAY HAUL

- N&W/SOU

- ADDITIONAL CARS TO BE HANDLED AT QUEENSGATE

DELIVERED 36 CARS PER DAY
RECEIVED 35 CARS PER DAY

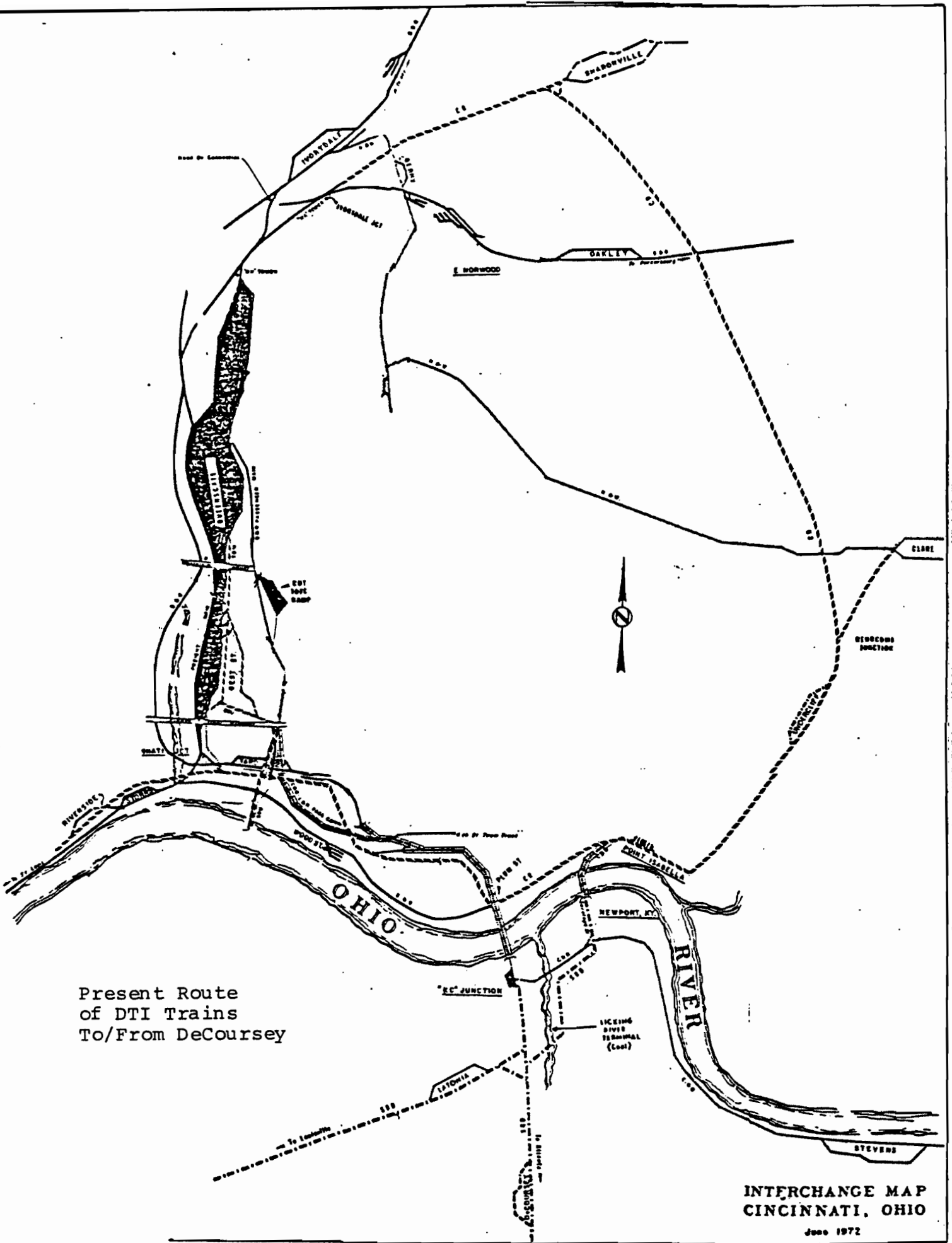
- INTERCHANGES AT GEST STREET/QUEENSGATE

- DT&I

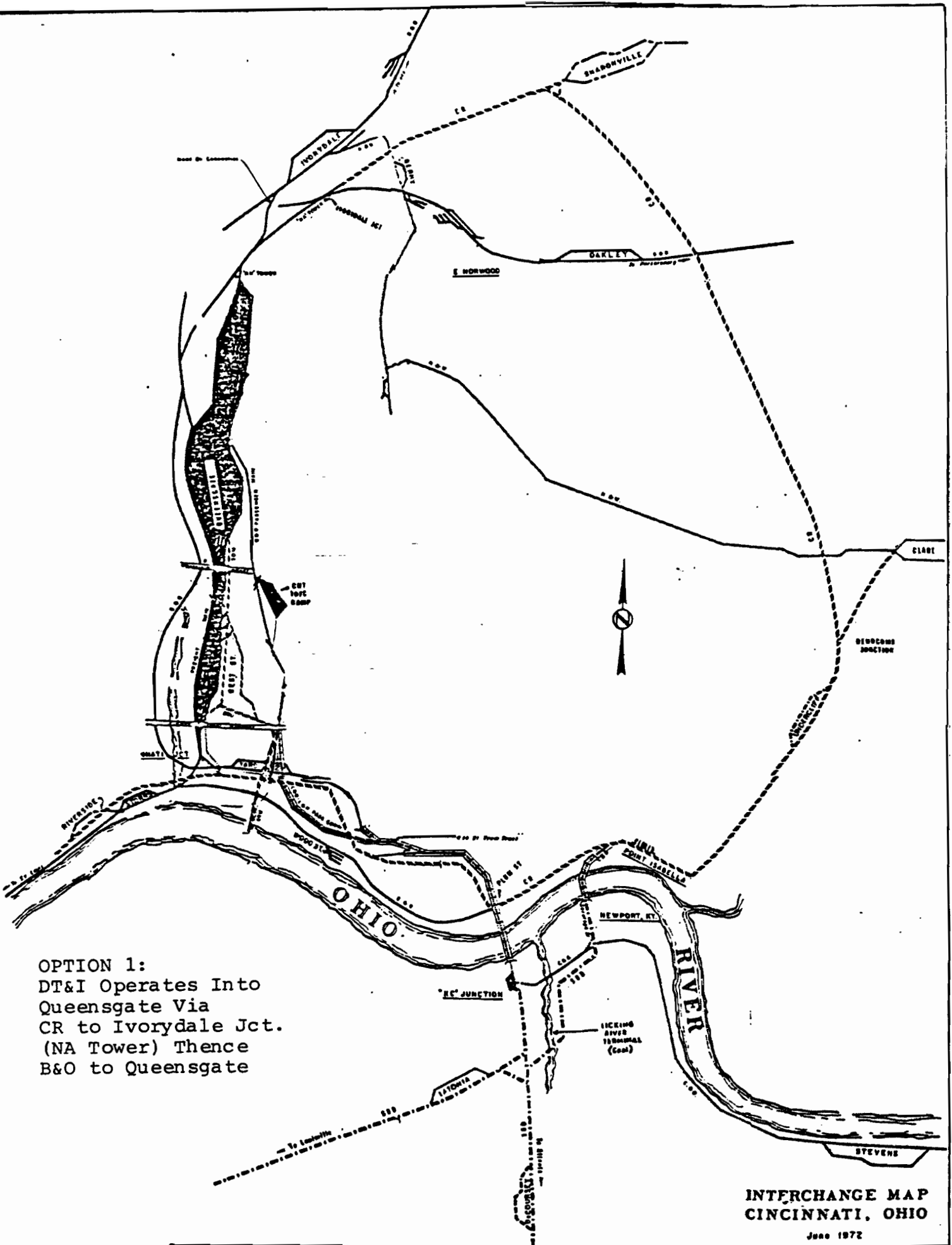
- ADDITIONAL CARS TO BE HANDLED AT QUEENSGATE

DELIVERED 62 CARS PER DAY
RECEIVED 53 CARS PER DAY

- OPTIONS FOR HANDLING DT&I TRAFFIC



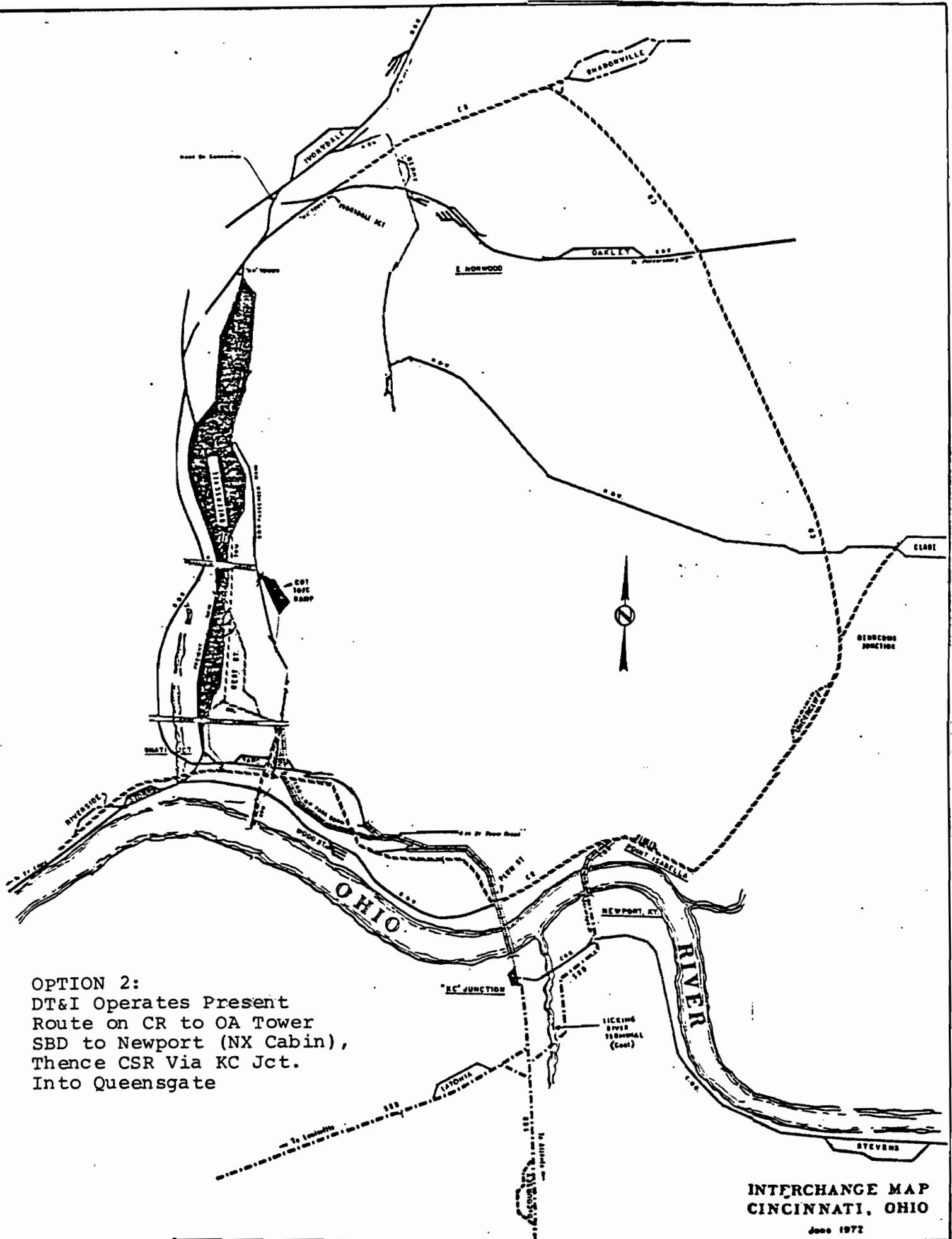
Present Route
of DTI Trains
To/From DeCoursey



OPTION 1:
 DT&I Operates Into
 Queensgate Via
 CR to Ivorydale Jct.
 (NA Tower) Thence
 B&O to Queensgate

**INTERCHANGE MAP
 CINCINNATI, OHIO**

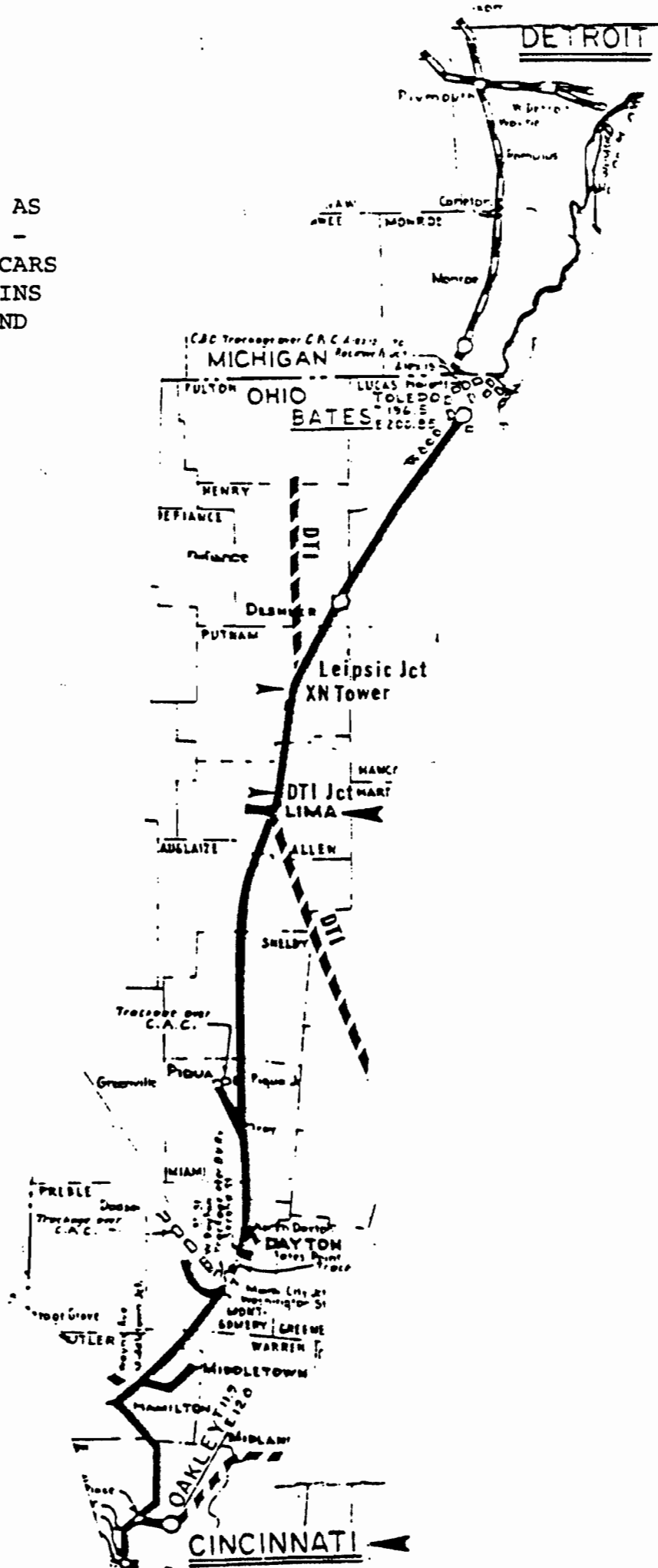
June 1972



OPTION 2:
 DT&I Operates Present
 Route on CR to OA Tower
 SBD to Newport (NX Cabin),
 Thence CSR Via KC Jct.
 Into Queensgate

DT&I-OPTION 3

CHESSE TO ACT AS
CONTRACT AGENT -
HANDLING DT&I CARS
IN CHESSEIE TRAINS
BETWEEN LIMA AND
CINCINNATI



FUTURE VOLUMES

- BASED ON 5-YEAR MERCHANDISE FORECASTS, 1986 IS THE PEAK YEAR REFLECTING A 15% INCREASE OVER 1982.
- BASED ON THE DESIGN CAPACITY OF QUEENSGATE, THE TRAFFIC INCREASE CAN BE HANDLED.

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|--|-------|
| DESIGN CAPACITY AT QUEENSGATE | 3,200 |
| BASE CASE QUEENSGATE HUMMING LEVEL | 1,836 |
| QUEENSGATE WITH SBD MERCHANDISE | 2,336 |
| QUEENSGATE WITH SBD MERCHANDISE PLUS 15% INCREASE | 2,686 |

- ALTERNATIVES HAVE BEEN DEVELOPED TO REDUCE QUEENSGATE'S VOLUME IN THE EVENT THAT MERCHANDISE TRAFFIC INCREASES SIGNIFICANTLY TO A LEVEL APPROACHING THE CAPACITY.

FUTURE VOLUMES (Continued)

- **SOME EXAMPLES ARE:**

- **BUILD TOLEDO DIVISION TRAIN AT OSBORN YARD TO BYPASS QUEENSGATE**
- **BUILD QUEENSGATE BYPASS AT ST. LOUIS**
- **BUILD SEABOARD TRAIN AT TOLEDO TO BYPASS QUEENSGATE**
- **PRE-CLASSIFY SOUTHERN TRAFFIC ON TOLEDO DIVISION**
- **REVISE PREFERRED ROUTING TO DIVERT TRAFFIC FROM CINCINNATI TO ELKHORN CITY GATEWAY**
- **REVISE PREFERRED ROUTING ON CHICAGO GATEWAY TRAFFIC MOVING VIA CINCINNATI**

COAL & EMPTY HOPPERS AT DECOURSEY

DECOURSEY CONTINUE TO HANDLE:

- **COAL & EMPTY HOPPER TRAINS INCLUDING LICKING RIVER TERMINAL AND CLEAN COAL**
- **LOCAL INDUSTRY CARS SOUTH OF THE RIVER**
- **EAST SIDE LOCAL CARS**

MECHANICAL

LOCOMOTIVE SERVICING

- QUEENSGATE HAS THE CAPACITY TO HANDLE COMBINED LOCOMOTIVE SERVICING.

| | |
|-----------------------------|-----------------|
| - QUEENSGATE CAPACITY | 100 UNITS DAILY |
| - QUEENSGATE PRESENT VOLUME | 58 UNITS DAILY |
| - DECOURSEY PRESENT VOLUME | 30 UNITS DAILY |

- TO THE EXTENT PRACTICABLE, SEABOARD LOCOMOTIVE SERVICING WILL BE HANDLED AT QUEENSGATE
- THE IMPLEMENTATION COMMITTEE WILL DETERMINE THE LOCOMOTIVE MANPOWER AND FACILITY REQUIREMENTS TO SUPPORT THE CONSOLIDATED OPERATION

CAR INSPECTION AND REPAIR

- QUEENSGATE WILL HANDLE THE CAR REPAIR OF SEABOARD MERCHANDISE TRAFFIC
- DECOURSEY WILL RETAIN CAR REPAIR OF COAL HOPPER CARS
- THE IMPLEMENTATION COMMITTEE WILL DETERMINE THE CAR INSPECTION AND REPAIR MANPOWER AND FACILITY REQUIREMENTS TO SUPPORT THE CONSOLIDATED OPERATION.

PERSONNEL

- **SUPERVISION (NON-CONTRACT) BE CONSOLIDATED FOR THE CINCINNATI TERMINAL.**

- **IT IS RECOMMENDED THAT ALL CONTRACT EMPLOYEES PERTINENT TO THE CINCINNATI TERMINAL OPERATION BE CONSOLIDATED. THE EXTENT OF CONSOLIDATIONS WILL BE CONTINGENT UPON THE OUTCOME OF LABOR NEGOTIATIONS.**
 - **TRAIN AND ENGINE**

 - **NON-OPERATING**

 - **MECHANICAL**

IMPLEMENTATION

- **SUB-COMMITTEES ARE IN THE PROCESS OF DETERMINING MANPOWER AND FACILITY REQUIREMENTS TO BE USED IN LABOR NEGOTIATIONS.**
 - **TRAIN AND ENGINE**
 - **NON-OPERATING**
 - **MECHANICAL**

- **TARGET DATE IS OCTOBER 1, 1983, FOR PRESENTATION TO LABOR RELATIONS**

- **TARGET DATE FOR IMPLEMENTATION IS JULY 1, 1984.**