

**THE INSTITUTE OF ELECTRICAL/ELECTRONICS ENGINEERS
AND
THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS
National Capital Land Transportation Committee
Invite You To Our Monthly Luncheon Meeting
Tuesday September 9, 2008, 11:30 am**



Speaker: John T. Rhodes
Transportation Analyst
R. L. Banks & Associates
Arlington, VA

Topic: Coal as a Locomotive Fuel

Place: American Public Transportation Association
Conference Room - 11th Floor
1666 K Street, NW, Washington, DC
Red Line: Farragut North (K Street Exit)
Orange/Blue Lines: Farragut West (17th Street Exit)

Date/Time Tuesday September 9, 2008, 11:30 am

Lunch: \$15 cash at the door.

Reservations: Ken Briers ken.briers@parsons.com 202-775-3397
Karl Berger karl.berger@dcm-va.com 703-803-7917

(Reservations by 4:00 PM Friday September 5)



ABOUT THE SPEAKER:

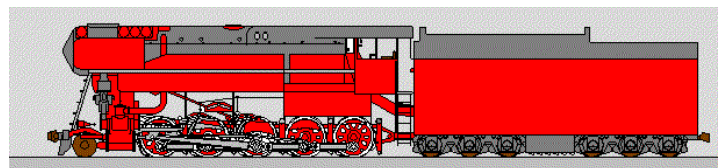
Mr. Rhodes is a transportation analyst for R. L. Banks & Associates in Arlington, VA. Before joining RLBA in April 2007 he was a transportation aide for the Fairfax Connector Bus Systems. He supported the service planning function with ridership data and schedule adherence analysis.

John travelled extensively by rail with his parents in his youth. This developed into a lifelong interest in trains and transportation. He received a Bachelor of Professional Studies from the Culinary Institute in 2003. He is now pursuing a Masters Degree in Transportation Policy, Operations, and Logistics at George Mason University. His presentation is based on his thesis topic.

ABOUT THE TOPIC:

A modern coal burning steam locomotive could reduce US Class I railroad fuel cost by over 65%. In 2006, US Class I railroads burned 4.2 billion gallons of diesel fuel, costing \$8.1 billion. The dollar value of coal that would accomplish the same amount of "work" is less \$3.0 billion. This is a cost savings of more than \$5 billion per year. If the US Class I railroads converted to steam locomotives the cost savings would pay for the locomotives and servicing facilities in as little as 5 years.

The modern steam locomotive would be a reciprocating steam locomotive but would be vastly different and improved from the types of steam locomotives used by the railroads in years past. The presentation will focus on the changes in technology, the use characteristics of the new type of locomotives, and the economics.



A proposed design for a modern 2-10-0 by L. Porta.

NEED MORE INFORMATION? CALL AN OFFICER!

Chairman: Karl Berger, P.E. Karl.berger@dcm-va.com 703-803-7917
Vice Chairman: Martin Schroeder, P.E. mschroeder@apta.com 202-496-4885
Secretary-Treasurer: Ken Briers ken.briers@parsons.com 202-775-3397



IEEE/ASME National Capital Land Transportation Committee MAILING LIST

- Please check the mailing label and provide any necessary corrections.
- If you would like to receive your notice by e-mail, contact Karl Berger at karl.berger@dcm-va.com.



Locomotive #3450 with Porta modifications by David Wardale on test in South Africa, 1983

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FUTURE MEETINGS:

All Dates are **Second Tuesday!**
September 9—John Rhodes—Coal as a Locomotive Fuel
October 14—Michael Smith—Positive Train Control
November 11—Tom Engle—Electrically Controlled Pneumatic Brakes
December 9—Jerry Arnold—Ceramic Railroad Wheels
See more about the Land Transportation Committee at our website:
<http://www.ieee.org/dc-ltc>

IEEE/ASME National Capital Land Transportation Committee SPECIAL NOTES:

- **Membership in the ASME or IEEE is not required. There are no dues.**
- Guests are always welcome; bring an associate !
- Tell us of other associates to be placed on the meeting announcement list! Give us their names and e-mail

IEEE/ASME
Land Transportation Committee
5667 Stone Road #465
Centreville, VA 20120



FIRST CLASS