

# QUARTERLY CROSS-TIE

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**Railroad Quick Hits**

- Welcome to the inaugural issue of the quarterly cross-tie, a publication of railfanning.org. We hope you enjoy, please send any comments to [trains@railfanning.org](mailto:trains@railfanning.org).
- “Acela Express is the most comfortable and enjoyable way to travel in the Northeast, and we’re delighted to launch our third year of service with this exciting offer,” said Barbara J. Richardson, Vice President of Marketing and Sales.
- CSX reached an agreement in December 2002 to convey its domestic container shipping unit, CSX Lines, LLC, to a venture formed with The Carlyle Group for approximately \$300 million in cash and securities. The transaction is subject to customary conditions, and regulatory approvals. Closing is expected to take place in the first quarter of 2003.

## FEB. 6, 2003: 135TH ANNIVERSARY OF THE M,C & L RAILROAD STRIKE

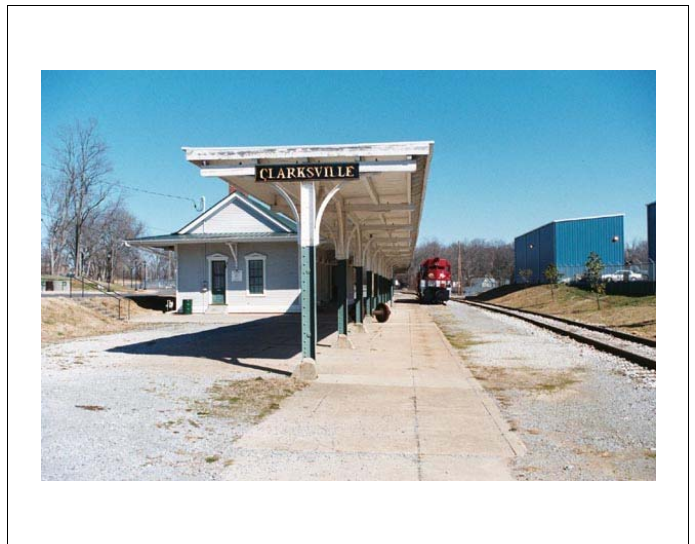
By TODD DEFEO  
The Cross-Tie

CLARKSVILLE, Tenn. — When the money ran out on the Memphis, Clarksville & Louisville Railroad, employees refused to work and a two-week strike began 135 years ago today.

The railroad, which was chartered on Jan. 28, 1852, ran from Paris, Tenn., to Guthrie, Ky., and connected with two other routes – the Memphis & Ohio Railroad and the Louisville & Nashville Railroad – to provide rail service from Memphis to Louisville. The tracks were laid on the eve of the civil war and the first train rolled down the line from Clarksville to the Tennessee-Kentucky state line on Oct. 1, 1859, according to newspaper accounts of the time.

Laying tracks between Clarksville and Paris began on Oct. 24, 1860 and construction was completed on March 21, 1861. However, a bridge crossing the Tennessee River, west of Dover, wasn’t yet finished. By early April, trains ran from Memphis to Guthrie. But by that time, the Civil War was under way.

Post-war train service resumed Aug. 13,



The Clarksville Depot as it looks today. The line is still operated by the Nicholasville, Ky., -based R.J. Corman. (Todd DeFeo/The Cross-Tie)

1866. However, by 1867 both the Memphis & Ohio Railroad and the Memphis, Clarksville & Louisville Railroad were on the verge of bankruptcy after they defaulted on their state bonds. Salaries and bills went unpaid, eventually leaving the railroads unable to operate.

On Feb. 6, 1868, trains on the Memphis, Clarksville & Louisville stopped operating “due to an unwillingness on the part of its employees to work without being paid,” historian Kincaid Herr noted in his 1960 chronicle of The Louisville & Nashville Railroad.

For 11 days, the Memphis, Clarksville &

Louisville Railroad was dormant and trains were re-routed via the Nashville & McKenzie on the Nashville & Northwesters Railroad. The Clarksville Chronicle on Feb. 21, 1868, printed a statement from then-Tennessee Governor William G. Brownlow, who opposed the railroad’s strike.

“I regard to the whole affair as a regular conspiracy against the State authorities and the road,” the Governor said. “I do not propose to yield to the mob spirit of any combination, monstrating to these men that the State can do as well

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— Lee Jebb

“Some Memphis merchants continued to fear that L&N domination would result in commercial discrimination against their city.”

— Maury Klein

## North Transcona Rail Deal Paves Way For Future Growth

WINNIPEG, Manitoba — Cando Contracting Ltd. and Canadian Pacific Railway have reached a multi-faceted agreement that will centralize the operations of Cando’s wholly owned subsidiary, the Central Manitoba Railway, in the city’s northeast and provide future growth opportunities for rail-related business.

The deal includes the sale and lease of 32 acres of CPR’s North Trans-

cona property to Cando to centralize and expand CEMR operations, as well as construction of new facilities and an agreement for CEMR to haul CPR traffic between Bird’s Hill and North Transcona.

The new CEMR site, next to CPR’s North Transcona Yard west of Day St., will include an office complex, locomotive refueling depot, engine storage and repair building and a road/rail

transfer facility. Cando has also acquired 7,000 meters of CPR storage and switching tracks in the yard and built a 600-meter rail line connecting its Pine Falls subdivision to the yard.

“This innovative deal with Canadian Pacific Railway not only complements our current operations, it allows our company to greatly expand the range of services we provide shippers,” said Lee Jebb, Cando’s Regional GM.

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## FROM THE FRONT: 135TH ANNIVERSARY OF RAILROAD STRIKE IN CLARKSVILLE, TENN.

without the advantages of the road, as the employees can without the employment, or the citizens without the active operations of the road through its disloyal territory.”

The newspaper condemned the governor, whom it referred to as the “imp of darkness,” for his remarks, calling them a “slander against the men who are superiors in his everything.”

“(The governor) professes to see it in a huge rebellion against the State and his imperial power and scruples not to charge said strike upon our citizens and the rebellious district through which the road runs,” the paper said. “The charge is grossly false and as malicious as it false. – Petty tyrants see rebellion in every manifestation of private or public virtue; it is the result conscious guilt which makes cowards of the boldest.”

Instead of selling the road outright to the Louisville & Nashville Rail-

road, the Memphis, Clarksville & Louisville Railroad sought to lease the company. That action essentially extended the life of the road by about three years.

Historian Maury Klein contended in his 1972 history that the Louisville & Nashville’s purchase was fair and generous.

“Some Memphis merchants continued to fear that L&N domination would result in commercial discrimination against their city,” he wrote. “Goaded mainly by public clamor over this anxiety, the Clarksville rejected every L&N overture and vowed to operate the road free of outside control. While this stance met with popular approval, it led to financial disaster. The Clarksville lacked any resources to rehabilitate its line, and earnings failed to pay even operating expenses.”

When the Louisville & Nashville took control of the Memphis, Clarksville & Louisville Railroad, it improved it not only sup-

ported it financially, it helped improve its infrastructure – including its 86 miles of track. Despite the improvements, however, the Memphis, Clarksville & Louisville Railroad wasn’t able to operate self-sufficiently.

The Louisville & Nashville Railroad purchased the Memphis, Clarksville & Louisville Railroad on Sept. 30, 1871, thus ending the railroad’s history.

The Louisville & Nashville Railroad later merged with the Nashville, Chattanooga & St. Louis Railway on Aug. 30, 1957. In 1972, the railroad was incorporated into the Family Lines, which ultimately folded into CSX on July 1, 1986.

CSX today operates the former Louisville & Nashville Railroad, which runs through Guthrie, Ky. R. J. Corman, a short line based in Nicholasville, Ky., operates a section – from Cumberland City, Tenn., to Guthrie, Ky. – of the Memphis, Clarksville & Louisville Railroad’s former main line.

## NS CORP. TO SPEND \$798M IN 2003

NORFOLK, Va. — Norfolk Southern Corporation plans to spend \$798 million for capital improvements in 2003.

“We are continuing our solid commitment to safety and service during challenging economic times with spending levels designed to keep our system strong and our service steadily improving,” said David R. Goode, chairman, president and chief executive officer.

“At the same time, we are improving the utilization of the assets we already have, which will allow us to handle increased levels of business in the future,” he added.

The anticipated spending includes \$499 million for roadway projects and \$246 million for equip-

ment.

In roadway improvements, the largest expenditure will be \$383 million for rail, crosstie, ballast and bridge programs. In addition, there is \$29 million provided for communications, signal and electrical projects and \$20 million for environmental projects and public improvements such as grade crossing separations and crossing signal upgrades.

Other roadway projects include \$36 million for marketing and industrial development initiatives, including increasing track capacity and access to coal receivers and vehicle production and distribution facilities, and continuing investments in intermodal infrastructure.



A southbound Norfolk Southern freight passes through Norcross, Ga. in August 2002. (Todd DeFeo/The Cross-Tie)

Equipment spending includes \$183 million to purchase 100 six-axle locomotives, upgrade existing locomotives and certify and rebuild multi-level automobile racks.

Equipment spending also includes \$47 million for projects related to computers and information technology, including allocations for additional security and backup systems.

“We are continuing our solid commitment to safety and service during challenging economic times with spending levels designed to keep our system strong and our service steadily improving.”

— David R. Goode

### Ray Griffith Jr. named CSX Assistant Vice President

RICHMOND, Va. — Ray Griffith, Jr. has been appointed assistant vice president-coal operations, effective Dec. 30, 2002, CSX Executive Vice President of Transportation AI Crown announced.

Griffith has more than two decades of railroad service, much of it in coal operations. In his new position, he will be closely aligned with Chris Jenkins, senior vice president-coal service group and Frank Pursley, senior vice president-service design. Griffith will serve as a coordinating link between operations and sales and marketing to oversee the allocation of resources, crews and locomotives to more efficiently serve CSXT customers.

“Coal is a major commodity for CSXT and crucial to our country,” Griffith said. “I look forward to the opportunity to drive improvement in the operation of our coal network for our customers, producers and our company.”

### UP and NS Expand “Blue Streak” Intermodal Service

OMAHA, Neb. — Union Pacific and Norfolk Southern are expanding their “Blue Streak” intermodal service to link Northern California with the northeastern United States. Blue Streak’s expedited service offers a competitive transportation alternative to truck in this major corridor.

Customers can select from Blue Streak’s three service levels. The highest level, called the SuperFlyer, offers guaranteed equipment availability and guaranteed on-time delivery.

The new service connects intermodal terminals in Lathrop and Oakland, Calif., to Harrisburg, Pa., and ERail in New Jersey. The Northern California-Northeast trains will provide sixth morning availability eastbound, five days per week, and fifth morning availability westbound, seven days per week.

The UP-NS interchange occurs in Chicago. UP’s and NS’s Blue Streak service was launched in the fall of 2001.

“Coal is a major commodity for CSXT and crucial to our country.”

— Ray Griffith, Jr.

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*Catch the Train.*



## Train Kept A-Rollin'

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## BNSF and Swift Transportation Company Offer Seamless Transportation Service for Perishable Shipments

FORT WORTH, Texas — The Burlington Northern and Santa Fe Railway Company and Swift Transportation Co., Inc. started offering seamless transportation services for perishable commodities in December 2002.

The two companies will initially provide seamless service for temperature-controlled commodities moving between the West Coast, the Midwest and the Southeastern United States. BNSF will provide boxcar transportation services for long-haul moves, while SWIFT will provide over-the-road transportation for short-haul moves.

Both companies will coordinate any trans-load and cross-dock moves that may be necessary.

“BNSF is proud to work with SWIFT in an effort to make temperature-controlled shipping easier for our new and existing customers,” says Chuck Schultz, BNSF executive vice president and chief marketing officer.

“Many shippers are hesitant to use a rail/truck transportation package because of the complexity of having to coordinate with multiple parties,” Schultz added. “We hope to make the transportation process seamless by providing one point of contact to make bi-modal shipping easier and more economical. As a result of the opportunity in this market segment, we will be evaluating possibilities for expanding our service offerings.”

Jerry Moyes, SWIFT chairman and chief executive officer, said his company is looking forward to working with BNSF.

“We see a significant opportunity in this market segment,” he said. “By working together, we can create service packages which will build on the strengths of both truck and rail transportation.”

The new service will not require additional capital expenditures on SWIFT’s part, Moyes said.

SWIFT plans on drawing on its current fleet of 530 refrigerated trailers.

This operation will provide additional loads for our regional and temperature-controlled fleets operating in the Midwest and Southeast,” Moyes said.