WWW.THECROSSTIE.COM

THE CROSS-TIE

INSIDE THIS ISSUE:

Wreck Roundup	3
Trackside Profile	3
Casey Jones	4
Casey Jones	5
NS & Profits	6
News Briefs	7
LIRR Wreck	8

Railroad Quick Hits

- *The Cross-Tie* has launched an e-mail based subscription. To receive future issues of *The Cross-Tie*, drop a line to subscriptions@thecrosstie.com or log onto http://www.thecrosstie.com/subscribe. There is no cost to subscribe and e-mail addresses are not sold to third party vendors.
- OMAHA, Neb. — Union Pacific Railroad is basing its first low-emissions diesel-hybrid locomotive, which is powered by large banks of storage batteries, in California. The "Green Goat" will be used in light switching service in the Fresno yard area and it is expected the hybrid will cut air emissions by 80 to 90 percent. Union Pacific tested the experimental Green Goat, built by Railpower Technologies, of Vancouver, British Columbia, in its Roseville, California, and Chicago yards during the second half of 2002 and the first half of 2003.

Inside, Page 4-5: Casey Jones, 105 Years Later
Inside, Page 6: Norfolk Southern Reports Record Revenues

Volume 3, Number 5
May 2005

More Problems

Todd DeFeo | The Cross-Tie

Amtrak in April said problems forced its popular high-speed trains off line. The Acelas are expected to be gone until this summer.

AMTRAK: PROBLEMS FORCE ACELAS OFF TRACKS, METROLINERS RIDE AGAIN

WASHINGTON — Amtrak suffered yet another blow in April, when its high-speed trains in the Northeast were taken off line, forcing the railroad's management to add more Metroliners to the schedule.

Starting April 25, Metroliner trains were added in most Washington-New York Acela weekday time slots between 6:00 a.m. and 6:00 p.m. All 13 hourly departures will be covered by Metroliners starting May 2.

"We are going to do everything we can to satisfy our passengers, running a reliable schedule that they can count on," said Amtrak's Senior Vice

(Continued on page 2)

DEADLY WRECK ROCKS JAPAN

AMAGASAKI, Japan — At least 105 people were killed when a commuter train derailed April 25.

Investigators were probing the cause of the wreck, but, according to published and wire reports, driver inexperience and speed may be to blame. The speed limit was set at 43 mph on the stretch of track where the train derailed.

"There are very few train accidents in Japan in which a train has flipped just because it was going too fast," *The Associated Press* quoted train expert Kazuhiko Nagase as saying. "There might have been several conditions at work — speed, winds, poor train maintenance or aging rails."

Some reports indicated rocks were on the track, but that claim could not immediately be verified.

In addition to the 90 deaths, hundreds were injured when the train derailed, struck a car and then rammed a building.

— *The Cross-Tie*

NOT OUT OF THE WOODS YET

Amtrak's Problems Mount, but House Committee proposes Funding Measure

ACELA PROBLEMS SINGAL YET ANOTHER BLOW FOR AMTRAK

(Continued from page 1)

President of Operations, William Crosbie.

"We are going to provide as many trains on the schedule as we can to meet demand, but no train — Acela or otherwise — is going to be put into service unless it is safe."

Amtrak, Crosbie said, is working with the Acela manufacturer's consortium of Bombardier and Alstom to produce a plan to return the trains to service that includes inspection of the discs with a revised and approved inspection procedure, agreement on the life-cycle of the brake discs that meets Amtrak's approval, and a steady and reliable supply chain of replacement discs.

"The trains are under warranty, and it is the responsibility of the manufacturer consortium to come up with a plan for service restoration," Crosbie said. "We will work with the consortium and federal rail safety officials to be certain the Acela trains can be safely and reliably operated."

If these issues are resolved, a gradual return to service may occur, Crosbie said.

"Based on what we know at this point, it is our hope that the manufacturer will be able to resolve these issues and that the Acelas will gradually return to service this summer. But it will depend on these things happening — and nothing else happening to delay this process."

In late April, a House committee approved $6 billion in funding for Amtrak over three years — or $2 billion annually for the period. Congress did not approve similar legislation last year, *The Associated Press* reported.

On April 21, Amtrak Chairman David Laney and President and CEO David L. Gunn announced what the railroad called a series of bold and comprehensive strategic reform initiatives the railroad is undertaking.

The initiatives seek to transform the funding and development of passenger rail service, and introduce competition, efficiency and cost-savings, railroad officials contend.

"These are dynamic measures to strengthen passenger rail service at a time when our nation needs it most," Laney said.

"Despite the record number of passengers being served by the railroad today, Amtrak cannot continue business as usual, nor can the snail pace of passenger rail development continue to lag behind the growing need in high-demand regions of the country," Laney said. "These initiatives will both continue fundamental reform at Amtrak and help spur a rational and much-needed growth of the passenger rail network.

"It is Amtrak's belief that the leadership of such development is the role of states and the federal government — not Amtrak," Laney added. "Instead, Amtrak must in the long run transform itself to a competitive provider of passenger rail services, with the recognition that in the near term it will remain the steward of the national passenger rail system as it is today."

— *The Cross-Tie*

WRECK ROUNDUP

Here is a list of some of the railroad wrecks and derailments reported in the last month:

More than 20 cars from a Norfolk Southern freight train derailed April 26 in North Carolina, snarling rail traffic and delaying Amtrak trains. In all, 21 of the train's 112 cars derailed. The train was traveling from Asheville, N.C., en route to Linwood, N.C., when it derailed about 40 miles north of Charlotte, N.C. No one was injured in the derailment.

A dozen cars derailed April 22 in a CSX rail yard in Waycross, Ga., a Jackson, Fla., television station reported. The 12 cars, which were carrying primarily logs, and two engines derailed in the east end of Rice Yard, *WJXT* reported. About 2,000 gallons of diesel fuel leaked during the derailment, the television station reported.

Homes were evacuated April 14 when a Union Pacific freight train derailed near Solon Springs, Wis. A Union Pacific train hauling mixed goods, including grain and lumber, derailed around 3:20 p.m. The homes were evacuated because of fears that a tank car might explode, authorities said. A fire caused by the derailment was extinguished quickly, *The Associated Press* reported. The tracks are owned by Canadian National Railway. No one was injured in the derailment.

No one was killed April 3 when an Amtrak train derailed in the Columbia River Gorge near Home Valley, Wash., *KATU* reported. Train No. 27 derailed around 9:30 a.m., the television station reported. At least 10 people were injured when four of the train's cars left the tracks. Investigators were probing the condition of the tracks, which were owned by Burlington Northern Santa Fe. According to published reports, BNSF received warnings about the conditions of the tracks.

Trackside Profile

JACKSON, TENN.: THE HOME OF CASEY JONES

Todd DeFeo | The Cross-Tie

A train depot serves as a reminder of the city's railroading past. Built in 1907, the Nashville, Chattanooga and St. Louis Railroad depot was restored in the 1990s and is today a museum dedicated to the city's rail history.

JACKSON, Tenn. – Standing at the railroad crossing on South Royal Street, a faint, almost distant whistle from a freight train breaks the day's silence.

Will the afternoon freight soon be passing, an anxious railfan wonders, camera poised and ready to catch any action?

Not today. Instead, the lonesome whistle serves as an eerie reminder of the city's history, long delegated to history books and oral history.

Railroads came to Jackson in the latter half of the 1850s and within a few years of their arrival, the city would become a regional railroad hub. Judge Milton Brown is often attributed with helping draw the railroad to Madison County and Jackson.

During its heyday, several railroads served Jackson, including the Nashville, Chattanooga and St. Louis, Illinois Central and the Gulf, Mobile and Ohio railroads. Today three railroads – Norfolk Southern, CSX and the West Tennessee Railroad – still serve the western Tennessee city of Jackson.

Federal troops, acknowledging the Jackson's importance as a railroad hub, occupied the city for much of the Civil War.

A train depot serves as a reminder of the city's railroading past. Built in 1907, the Nashville, Chattanooga and St. Louis Railroad depot was restored in the 1990s and is today a museum dedicated to the city's rail history.

Gracing the museum's grounds include three rail cars – a pair of cabooses and an Amtrak dining car. Inside the depot is a model railroad exhibit, built and maintained by the Jackson Model Railroad Club.

The depot also houses a vast collection of railroad-related relics with photographs and artifacts.

But Jackson is perhaps best known for its most famous former resident — Casey Jones.

Jones lived in Jackson at the time of his death in an April 30 train crash in Vaughn, Miss.

I.B. Tigrett, a president of the Gulf, Mobile and Ohio Railroad, also called Jackson home.

— Todd DeFeo

Each month, *The Cross-Tie* will feature a trackside location. For more information about these locations, log onto Railfanning.org and click on Trackside.

Casey Jones: 105 Years Later

JACKSON, Tenn. — Casey Jones is as much myth as he is historic figure.

Jones was catapulted into American folklore and became a railroad legend shortly before 4 a.m. on April 30, 1900.

Born John Luther Jones on March 14, 1863, in Southeast Missouri, he grew up in Cayce, Ky., the town which ultimately provided him a nickname. When he was 15-years-old, Jones became an apprentice telegraph operator on the Mobile & Ohio Railroad. In March 1888, he took a job with the Illinois Central Railroad, pulling mostly freight trains for his first 11 years.

In 1899, Jones was offered a job engineering on the railroad's Cannonball, connecting Chicago and New Orleans. He accepted the position and started engineering on the run in February 1900.

In the early morning hours of April 30, 1900, Jones, filling in for a sick engineer, sat behind the throttle of engine No. 382, pulling the Cannonball Express.

The Cannonball pulled out of the Memphis train station at 12:50 a.m., about 90 minutes behind schedule. By the time Jones reached Durant, Miss., he had made up almost all of the train's lost time.

"Telegraph poles whizzed past like the pickets of a fence," Fred J. Lee wrote in his 1940 biography of Jones.

"But to Casey Jones, every cattle guard, every mile post, every dim landmark was as the page of an open book," Lee wrote. "His hands left the throttle and air-brake lever only when it was necessary to bear down on the whistle chord. Folks along the right of way, snug in their beds and only drowsily conscious, shot broad awake when No. 382's whistle sent the mournful chime of the whippoorwill call echoing across the countryside."

At Vaughan, Miss., two freight trains – a northbound and a southbound – shared a siding, but were too long and blocked the main line. Historians estimate Jones was traveling about 75 m.p.h. when he hit a warning torpedo on the train tracks and tried to stop the train.

Realizing he would be unable to avoid a collision, he told his fireman, Sim Webb, to jump from the train and save his life. The move secured Jones' place in not only railroad history, but American folklore.

Jones, who lived in Jackson at the time of his death, is immortalized in song and folklore.

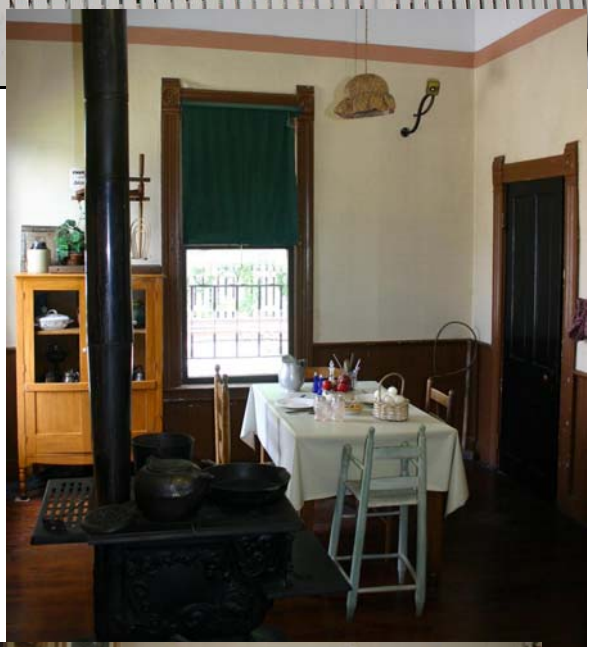
Today, his house is a museum. Although it has been moved from its original location, it is open to the public and features a wide array of exhibits, including railroad memorabilia and Jones' personal effects.

A life-sized replica of Illinois Central engine No. 382 – the locomotive Jones was engineering on his last trip – sits behind Jones' house. The actual locomotive was repaired after the wreck and ran for 35 years before being scrapped.

The museum's replica formerly ran on the Clinchfield Railroad as engine No. 99. The locomotive was restored and moved to the museum.

— Todd DeFeo

Views From Casey Jones' House in Jackson, Tenn.



BOMBARDIER TO SUPPLY 100 LOCOS IN ITALY

MONTRÉAL — Bombardier Transportation will supply 100 E464 electric locomotives to Trenitalia (Italian Railways), the company announced in early April.

The contract, for $323 million, comes after an initial order for 50 units placed in 1996 followed by three additional options for 90, 100 and 48 units received in 1999, 2001 and 2003.

Deliveries of this new set of 100 locomotives are scheduled to take place between September and November 2007. Production of the new locomotives will overlap with the delivery schedule of the previous contract, scheduled to end by September 2006.

To make all the delivery schedules possible, the manufacturing rate will increase to a level of six locomotives per month. To date, Bombardier Transportation has delivered 240 of 388 E464-type locomotives to Trenitalia.

The railroad will use the E464 locomotives to reinforce and partially substitute the present fleet of locomotives providing passenger regional transportation, Bombardier said. With a maximum power of 3.5 MW and a top-speed of 160 km/h, the E464 product represents state-of-the-art technology for medium-power 3kV DC locomotives.

"This new contract, which highlights the good contract execution capacity of our company, stages the first-class performance of the E464 locomotives already in service," said Roberto Tazzioli, Chief Country Representative, Italy, Bombardier Transportation. "This additional order further reinforces Bombardier's already strong leadership in the Italian electric locomotives market" he added.

The production of the locomotives will be undertaken at Bombardier's site in Vado Ligure, Italy. Propulsion and electric equipment are to be supplied respectively by Bombardier's sites in Mannheim, Germany and Trapaga, Spain.

Bombardier Transportation has an industrial site in Vado Ligure, which has been manufacturing rail equipment since 1871. The Vado Ligure site is the oldest electromechanical facility in Italy.

— Special to The Cross-Tie

Photo Courtesy Bombardier Transportation

Bombardier Transportation will supply 100 E464 electric locomotives to Trenitalia (Italian Railways), the company announced in early April. The $323 million contract , comes after an initial order for 50 units placed in 1996 followed by three additional options for 90, 100 and 48 units received in 1999, 2001 and 2003.

NORFOLK SOUTHERN REPORTS RECORD REVENUES

NORFOLK, Va. – For the first quarter of 2005, Norfolk Southern Corporation reported net income of $194 million, up 23 percent compared with $158 million for first-quarter 2004.

First-quarter results included approximately $35 million for pretax expenses related to the Jan. 6 train derailment in Graniteville, S.C.

"Our solid first-quarter results reflect robust volumes and revenues and along with our improving operating ratio demonstrate the focus of Norfolk Southern people on safety and service," said David R. Goode, the company's chairman and chief executive officer. "We continue to show strong momentum on volume and revenue growth."

First-quarter railway operating revenues of $1.96 billion were the highest of any quarter in Norfolk Southern's history and improved 16 percent compared with $1.7 billion in the first quarter of 2004, while traffic volume was up approximately 106,000 units, or 6 percent. General merchandise revenues for the first quarter reached a record $1.1 billion, an increase of 12 percent over the same period last year.

All marketing groups, except automotive, reported strong revenue gains during the period. Metals and construction revenues led the growth with a 22 percent increase, followed by paper, up 19 percent, and chemicals, up 14 percent.

Intermodal revenues set a first-quarter record of $408 million, up 24 percent, compared with first-quarter 2004. This was the fifth consecutive quarter during which intermodal showed double-digit revenue growth. Coal revenues increased 17 percent to $467 million in the first quarter compared with the same quarter last year.

The export and utility coal markets benefited from increased traffic volumes. Export traffic climbed 19 percent in the first quarter compared with the same period of 2004.

First-quarter railway operating expenses were $1.6 billion, up 16 percent over the same period in 2004. This primarily was due to costs associated with increased traffic volume, higher diesel fuel prices and expenses related to the Graniteville derailment.

For the quarter, the railroad operating ratio improved to 79.4, including expenses for Graniteville, which added 1.7 points. That is compared with 79.6 a year earlier.

— Special to The Cross-Tie

NEWS FROM THE RAILS

QUICK HITS FROM AROUND THE RAILROAD INDUSTRY

SEPTA Celebrates R1 Airport Line's 20th Anniversary

PHILADELPHIA — SEPTA on April 26 announced that it will celebrate the R1 Airport Line's 20 years of service with discounted fares and a special event at the airport.

The R1 line is a direct rail route from Center City to the Philadelphia International Airport. The R1 Airport Line embarked on its first trip in April 1985, and has since carried about 20 million passengers to and from Philadelphia International Airport.

"SEPTA created this route as a quick, easy and affordable connection between the airport and destinations throughout the region," said SEPTA General Manager, Faye Moore. "At only $5.50 per ride, it's a smart way for airline travelers to get where they need to go."

R1 Airport Line trains operate to and from Center City transportation hubs at 30th Street Station, Suburban Station and Market East Station, as well as from each terminal at Philadelphia International Airport.

"SEPTA's R1 Airport Line is a true testament to how public transportation helps link residents and visitors to everything the Greater Philadelphia area has to offer," said Charles J. Isdell, the city's Director of Aviation. "We're proud to join SEPTA in celebrating this milestone of service."

To commemorate the anniversary, SEPTA is offering discounted rides on the R1 Airport Line for only $1 between the Airport and Center City during the week of May 1 - 7, 2005. In addition, SEPTA and the Philadelphia International Airport hosted an event on April 27.

— PRNewswire

CPR showcases success in greenhouse gas reductions

CALGARY, Alberta — Showcasing its commitment to the environment during Earth Day 2005, Canadian Pacific Railway on April 22 outlined measures it has taken to address climate change and greenhouse gas emissions as part of day-to-day operations.

"As a company that operates through about 900 communities in Canada and the United States, we have a commitment to take care of past practices, take aggressive steps to minimize present-day activities and to implement leading-edge technology and practices to protect the environment for the future," said Neal Foot, CPR's Senior Vice-President of Operations.

"Railways are part of the solution to societal issues associated with traffic congestion, pollution and the desire for continued economic growth. One train with two or three locomotives can pull enough freight to take 300 trucks off the highway."

Notable CPR air emission reduction measures include the addition of new high-powered, energy-efficient AC traction road locomotives to its fleet of more than 1,600 locomotives, one of the youngest fleets in North America and increased use of distributed power, which involves putting locomotive units in the middle or rear of a train.

The result has been more fuel-efficient trains operated when distributed power is used.

Other measures taken by the railway to increase fuel efficiency include operational changes and network restructuring, track lubrication to reduce friction between wheels and rail, and co-production/ directional running agreements with other railways.

According to the Association of American Railroads (AAR), railroads move one ton of freight an average of 405 miles on a single gallon of diesel fuel — a 72 per cent improvement in fuel efficiency over the past 25 years.

"The transportation sector produces one-quarter of all greenhouse gas emissions in Canada, but rail itself produces less than four per cent of the transportation sector's environmental air emissions, while hauling more than 60 per cent of Canada's goods," Foot said.

One area, Foot said, that could help the railway take more aggressive steps to reduce air emissions even further would be the elimination of fuel taxes on the rail industry by federal and provincial governments.

"Right now, governments in Canada collect fuel tax from the railways and place it into general revenues that can then be poured into highway infrastructure improvements and expansion," Foot said. "Since governments don't fund railway infrastructure, none of the railway fuel tax is put back into our network. This policy has the effect of skewing shipper choice to a transportation mode that is less fuel-efficient. Eliminating railway fuel taxes would result in more shippers choosing rail to move their goods, resulting in even further reductions in greenhouse gases."

— PRNewswire-FirstCall

NLR Leases St. Cloud Minnesota Rail Lines From BNSF

CHICAGO — Northern Lines Railway (NLR), an affiliate of Anacostia & Pacific Company, Chicago, and BNSF Railway Company (BNSF) on April 25 announced that NLR has entered into a lease agreement for more than 22 route miles of track from BNSF in the St. Cloud, Minnesota area.

The rail lines that have been leased and will be operated by NLR are between the 33rd Street crossing approximately one-half mile west of the St. Cloud Yard and the end of track in St. Joseph, Minn., about five miles, and the rail line between Rice Junction in St. Cloud and the end of track west of Cold Spring, Minn., about 17 miles.

NLR began operations on the leased lines on April 23. Dan Rickel, who has 25 years of rail experience, has been appointed president of NLR and is based at the railway's headquarters in St. Cloud.

NLR is the ninth new railroad developed by Anacostia since 1985.

— PRNewswire-FirstCall

THE CROSS-TIE
PUBLISHED MONTHLY BY
RAILFANNING.ORG

Publisher & Editor:
Todd DeFeo

The Cross-Tie is a monthly e-zine dedicated to railroad news, general features and railfanning information.

Questions, comments, concerns, fears, trepidations?

We want your feedback. For more information, general feedback or to submit a press release, please e-mail us at:
news@thecrosstie.com

The deadline for submitting news is the 12th of each month. Items submitted after the 12th may have to wait before being published. All press releases are subject to editor's approval and may be edited for content and length.

Check us out online at:
http://thecrosstie.com/
http://railfanning.org/

To receive *The Cross-Tie* via e-mail, that is, drop a line to subscriptions@thecrosstie.com with "SUBSCRIBE" in the subject line.

For information about the Railfanning.org News Wire, a carrier of *Cross-Tie* articles, please e-mail wire@harpblaster.net.

To advertise, e-mail advertising@thecrosstie.com.

All original content © 2005 Railfanning.org, a HarpBlaster.com site. Articles may not be reproduced without expressed written consent. For reprint information, please e-mail reprints@thecrosstie.com.

Your name could be here. And *The Cross-Tie* could be at your doorstep or in your mail box.

We're evaluating mailing options. Please send us feedback at feedback@thecrosstie.com.

NTSB: EMPLOYEE FAILURE LED TO LIRR WRECK

WASHINGTON — A March 2004 multiple highway/railroad grade crossing collisions in Queens was the failure of the Long Island Rail Road (LIRR) conductor and assistant conductor/brakeman to secure the locomotive when they left it unattended on a descending grade, the National Transportation Safety Board found.

At about 2:18 p.m. on March 10, 2004, the crew of a LIRR train, assigned to reposition equipment in various locations, left locomotive No. 160 unattended with only its air brakes applied.

The locomotive, left on a descending grade in the Fresh Pond yard of the New York & Atlantic Railway (NYAR) in Queens, New York, rolled away and traveled through the yard and onto the Bushwick Branch of the NYAR. When LIRR No. 160 rolled away, it traveled about 2.2 miles, traversing seven highway/railroad grade crossings on the Bushwick Branch, none of which had active warning devices.

The locomotive struck numerous vehicles before coming to a stop.

Four occupants of three struck vehicles were seriously injured. A fire occurred when the locomotive came to a stop, after its collision with the last two vehicles.

The LIRR estimated equipment damages of $83,000, while the NYAR estimated minimal damages, according to the NTSB. The LIRR locomotive did not derail, but its front end was damaged in the fire.

Although the crossings did not have warning devices at the time of the runaway, the crossings previously had such devices, but by March 1990, the devices were removed, according to the NTSB.

The representatives for the New York State Department of Transportation (NYSDOT), the LIRR, and the NYAR could not provide any reason for the removal of the active devices, according to the NTSB.

After the active devices at the seven crossings had been removed, both the LIRR and the NYAR required that train movements over the highway/railroad grade crossings be made at 5 mph, be preceded by the sounding of the locomotive's bell and horn and at the train crew's discretion, be preceded by a flagman providing a visible warning to vehicular traffic.

Numerous deficiencies and/or irregularities were found in the passive warning devices, the pavement markings, and the advance warning signs at the seven crossings.

Results of employee drug tests were negative.

— *The Cross-Tie*