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**Railroad Quick Hits**

- News updates and special reports are available online at [Railfanning.org](http://Railfanning.org).
- *The Cross-Tie* is launching a new e-mail based subscription. To receive future issues of *The Cross-Tie*, drop a line to [subscriptions@thecrosstie.com](mailto:subscriptions@thecrosstie.com) or log onto <http://www.thecrosstie.com/subscribe>. There is no cost to subscribe.
- Due to outside circumstances, [Railfanning.org](http://Railfanning.org) and [thecrosstie.com](http://thecrosstie.com) have been experiencing technical difficulties and may not have been loading properly recently. [Railfanning.org](http://Railfanning.org) is currently being overhauled and is expected to be completed in the next month.
- Canadian Pacific Railway says it is enhancing its website with the addition of weekly carload and key performance measure reports. The reports were available starting Aug. 20. — *Canada News Wire*
- Norfolk Southern on July 4 celebrated Horseshoe Curve's 150th anniversary with a light and fireworks show. Perhaps the most recognizable railroad landmark in North America, it was opened in 1854 by the Pennsylvania RR.

# DEFUSED

## OFFICIALS: TWO MEN PLANNED SUBWAY ATTACK



Photo © 2004 MTA

A photo included in a New York MTA advertisement urges passengers to report any suspicious to authorities (The full ad can be seen on page 2). In late August, authorities said two men were arrested on suspicion they wanted to detonate a bomb in the subway.

**The Cross-Tie**

NEW YORK — Two men — a U.S. citizen and a Pakistani — were arrested in late August, authorities charging them with plotting to detonate a bomb in the New York subway.

“They had the intention to cause damage, to kill people,” *The New York Post* quoted Police Commissioner Ray Kelly as saying. However, the men “did not immediately have the

means to do it.”

Authorities say the two men planned to use bombs in backpacks to blow up the Herald Square subway station, *The Associated Press* reported. The man also planned on placing explosives at stations located at 42nd and 59th streets, the news agency quoted Kelly as saying.

In recent months, the NTA unveiled a new public service

*(Continued on page 2)*

## SUBWAY PLOT DEFUSED EARLY

(Continued from page 1)

advertisement urging anyone who sees a suspicious item or person to notify authorities. A picture in one of the ads shows a backpack under an empty bench with a train in the distance.

The two men, authorities say, went to the Herald Square station on Aug. 21, and after their visit they drew plans of the station. The men later gave the drawings to a police informant.

One of the men told the informant he was "ready for jihad," *The Associated Press*

reported. However, authorities say the two men were not linked to any major international terrorist organization.

The men appeared in a Brooklyn court on Aug. 27, where a federal judge ordered them remanded.

"These two men conspired to commit an extremely violent act, but they never had explosives and never got anywhere close to planting them," *The New York Post* quoted U.S. Attorney Roslyn Mauskopf as saying.

Preparing for a possible terrorist attack, the MTA has

stepped up its security efforts.

Since April 2001, the MTA has increased its police force by 39 percent, or 200 people. And since March 2004, the MTA has received more calls, and its bomb-sniffing K-9 units, which respond to calls of suspicious packages in Metro-North Railroad and Long Island Rail Road stations, Grand Central Terminal, and Penn Station, have been increasingly busy.

In January, they responded to 71 calls, 104 in March and 124 in April.

*"These two men conspired to commit an extremely violent act, but they never had explosives and never got anywhere close to planting them."*

— U.S. Attorney  
Roslyn Mauskopf

## AD URGES RIDERS TO REPORT SUSPICIOUS ACTIVITY, ITEMS

Building on the success of its widely recognized "See Something, Say Something" security awareness advertising campaign, the MTA has unveiled a new series of posters that reinforce the effort to enlist customers to join the police

and MTA employees as the eyes and ears of the system.

The new in-system posters present photographs that show bags left in various transit locations on subways, trains, buses, and platforms and add a new element: *Be Suspicious of*

*Anything Unattended.*

Their goal is to raise customer awareness of the types of potential threats and to report such items to an MTA employee, a police officer, or the anti-terrorism hotline, 888-NYC-SAFE.

The posters draw on the lessons transportation officials have learned in the past two years, especially from meetings with transportation officials from Madrid after the March 11 railroad bombings, said MTA Executive Director Katherine N. Lapp.

According to William A. Morange, the MTA's director of security, officials in Madrid said that several passengers interviewed after the bombings remembered seeing the unattended knapsacks that turned out to contain the bombs, but did not alert anyone.

The MTA expects that the new campaign will lead to more reports, a result officials can accept.



Photos © 2004 MTA

A new MTA advertisement urges passengers to report any suspicious to authorities (A portion of this ad was used on Page 1).

## WHERE THE TRACKS NO LONGER RUN

By Todd DeFeo

ROSWELL, Ga. — Today, not a foot of railroad track lies in this Atlanta suburb.

And surrounding communities, such as Dunwoody, offer a similar fate, unless modern-day subway tracks count. But, less than 100 years ago, a narrow-gauge short line railroad once served this community, connecting it to a major thoroughfare between Charlotte and Atlanta.

Beginning in 1881, trains operated from Roswell Junction — modern day Chamblee — to just before Roswell, on the banks of the Chattahoochee River.

The history of the railroad, however, dates back to 1853, when Roswell King, then president of the Roswell Manufacturing Company, envisioned a railroad. The company, which operated on the western bank of the Chattahoochee River, saw potential economic benefits to a railroad.

“King asked his shareholders for authority to build a narrow-gauge railroad without specifying in which direction the road would be built,” Les R. Winn writes in his 1995 book *Ghost Trains & Depots of Georgia*. “The authorization was quickly given.”

Once authorized, King had to decide which direction to build the line. Winn notes there were two possible directions to reach a main line — 12 miles to the Western & Atlantic Railroad in Marietta or 18 miles to Atlanta.

“Indecision, because of the high cost of construction caused the prudent King and his company to delay building any track,” Winn wrote.

“With the start of the Civil War, there was a high demand for the textiles made by the Roswell Manufacturing Company.”

Despite the war, King’s company obtained a charter on April 10, 1863. The intent was to build a narrow-gauge railroad to carry both passengers and freight. However, a depleted stock of steel in the Confederacy dashed any hopes of building a line. Thus, the waiting game began.

A year later, in 1864, the Roswell Manufacturing Company was destroyed in Gen. William T. Sherman’s famous “March to the Sea.” It would not be until six years later, in 1870, that construction of a railroad to Roswell would even be considered.

It was that year that the Atlanta & Richmond Air-Line announced its intentions to build a road between Atlanta and Richmond. In 1877, the company “went into receivership and was sold to the Clyde family and their Richmond & West Point Terminal (Railway) & Warehouse Company,” Winn notes.

It would be another four years, until the Roswell Railroad would finish construction between Roswell and Roswell Junction. And even then, tracks stopped at the Chattahoochee River, though original plans called for the railroad to terminate in the town’s square. Costs, however, stalled and ultimately killed the planned construction of a bridge over the river.

When the railroad opened



Todd DeFeo/The Cross-Tie  
A railroad house in Dunwoody, Ga., is the only reminder that the Roswell Railroad once ran in the vicinity.

on Sept. 1, 1881, it was controlled by the Atlanta & Charlotte Air-Line Railroad Company. The Richmond & Danville Railroad leased the Atlanta and Charlotte Air-Line Railroad Company. The Richmond & Danville Railroad became a part of Southern Railways in 1894.

In 1903, Southern Railways converted Roswell Railroad’s track to standard gauge, matching its systems tracks. At that time, the railroad also built a spur line, known as the Bull Sluice Railroad. The 2.7-mile of tracks joined the Roswell Railroad just north of the Dunwoody station.

In 1908, the town of Chamblee was incorporated, essentially in a circle around Southern Railways’ depot.

At the railroad’s heyday, between 1903 and 1920, two trains operated over the tracks each day. However, as the 1920s approached, the rising cost of operating trains became too great and in 1921, the tracks were removed.

Today, much of the railroad’s roadbed has been built over, roads and buildings covering the old path.

*“With the start of the Civil War, there was a high demand for the textiles made by the Roswell Manufacturing Company.”*

— Les R. Winn in his 1995 book *Ghost Trains & Depots of Georgia*.

## TSA BEGINS THIRD STAGE OF PASSENGER SCREENING

### U.S. Newswire

NEW HAVEN, Conn. — Beginning July 19, passengers may be screened for explosives while traveling on Connecticut's Shoreline East commuter rail as part of the third stage of a pilot program exploring new measures for rail security. Passengers boarding from one of the eight Shoreline East stations may pass through a specialized railcar equipped with on-board screening technology as the train is in motion.

The goal of the Transit and Rail Inspection Pilot (TRIP) — Phase III is to evaluate the use of existing technologies to screen passengers and their baggage for explosives while the train car is in motion. The pilot will mark the first-ever attempt to screen passengers while in motion.

"The TRIP pilot tests have been successful thus far and screening passengers for explosives while on a moving train will allow us to learn even more about the tools we have at our disposal to enhance rail security," said Asa

Hutchinson, Under Secretary for Border and Transportation Security at DHS. "This is another step in the process of identifying potential tools to improve security for the millions of Americans who travel by rail everyday."

Screeners from the Transportation Security Administration (TSA) will normally conduct the screening of passengers Monday through Friday between 5:30 a.m. and 11 a.m.

Passengers will have their tickets or other document placed in a machine that will do an analysis to determine if traces of explosives are present. TSA screeners will also conduct an X-ray examination of carry-on bags and if necessary, a passenger or his carry-on may receive additional screening.

Because the pilot program focuses on explosives, passengers will be able to carry many items through the screening checkpoint that are prohibited on aircraft, such as scissors and pocket-

knives. Also unlike airport screening, passengers will not need to divest themselves of cell phones, keys, change and other metal objects before being screened.

"I appreciate the enthusiasm of passengers, the contributions of the Connecticut Department of Transportation and the hard work of the screeners and staff that have made TRIP a success," said retired Rear Adm. David M. Stone, U.S. Navy, TSA's Acting Administrator. "We have already learned a great deal about this technology and its impact on the traveler and will use these lessons to further improve rail security."

Phase I of TRIP was completed at the end of May and consisted of screening passengers and their carry-on baggage for explosives at the Amtrak/MARC rail station at New Carrollton, Md. Phase II tested checked baggage screening at Amtrak's Union Station in Washington, D.C., and was completed in early July.

*"The TRIP pilot tests have been successful thus far and screening passengers for explosives while on a moving train will allow us to learn even more about the tools we have at our disposal to enhance rail security."*

— Hutchinson, Under Secretary for Border and Transportation Security at DHS

## FRA: W&LE TO BE OVERHAULED

AKRON, Ohio — The Wheeling & Lake Erie (W&LE) Railway will get a face lift thanks to a new loan from the U.S. Department of Transportation.

U.S. Assistant Secretary for Transportation Policy Emil Frankel was on hand at the railroad's Brittain Yard in Akron in late July to announce a \$25 million loan to the W&LE for rehabilitation. In all, 315 miles of track will be rehabilitated and 168,000

rail ties will be replaced.

"Along the aging Wheeling and Lake Erie system, jointed rail will be replaced by continuous welded rail on key portions of track, leading to fewer derailments and faster shipping times," Frankel said. "More efficient trains equal shorter waits at rail crossings for drivers, and fewer trucks on the roads in local communities."

The loan is provided

through the Department's Railroad Rehabilitation and Improvement Financing (RRIF) program. The infrastructure improvements will enhance the ability of the W&LE to move freight using 286,000 pound rail cars, now the industry standard, and continue providing its approximately 170 customers competitive shipping rates and a cost-effective alternative to commercial truck service.



## NEWS FROM THE

## RAILS

QUICK HITS FROM AROUND  
THE RAILROAD INDUSTRY**Railroads Alter Florida Service Because of Storms**

As Tropical Storm Bonnie and Hurricane Charley moved towards Florida, railroads began altering their services to avoid the storm.

CSX said it had no plans to alter service "at any location other than the area directly affected by the storm," the statement continued. "Once the storm passes, tracks will be inspected and necessary repairs made before restarting rail traffic."

Tropical Storm Bonnie and Hurricane Charley pummeled Florida between Panama City, Fla., and Tallahassee, Fla., on Aug. 12 and Aug. 13.

"All precautions will be taken to ensure the safety of our employees, our customers and the public with minimum delay to shipments as we continue to monitor the progress of this storm," CSX said.

Amtrak also cancelled some of its passenger trains into Florida.

— Todd DeFeo

**Tax Conversion Proposal Paves the Way for a Lower Manhattan-JFK Rail Link**

NEW YORK — President Bush's approval of a request to redirect up to \$2 billion in Liberty Zone tax benefits toward other key components of the rebuilding effort in Lower Manhattan likely paves the way for a rail link between Lower Manhattan and JFK Airport, Mayor Michael R. Bloomberg and Gov. George E. Pataki say.

"By improving regional access to Lower Manhattan, we can continue the area's dramatic rebirth from the attacks of September 11th, and ensure its future as an economic engine for the entire City," Bloomberg said. "This is just the latest example of how we have worked with the President and the Governor to find creative solutions for New York City's most serious challenges."

The \$2 billion possibly generated by this reallocation, in addition to \$560 million put forward by the Port Authority of New York and New Jersey and an expected \$400 million contribution from the Metropolitan Transportation Authority, would represent a significant down payment towards the project's completion, which is expected to cost a total of \$6 billion.

**Bombardier Awarded Contract for South Korean Rapid Transit System**

MONTREAL — The Yong-In LRT Consortium has been awarded a 35-year Build-Transfer-Operate (BTO) concession contract by the City of Yong-In, Republic of Korea, for a fully automated 11.5-mile rapid transit system.

The contract for the 5-year design-build portion of the concession contract is valued at approximately \$600 million. Bombardier's share of the design-build contract is approximately \$200 million.

The Yong-In LRT Consor-

tium comprises Bombardier and Korean civil works contractors Daelim Industrial Co., Ltd., Hanil Engineering and Construction Co., Ltd., and Korea Development Co., as well as Korean electrical and mechanical system contractors Hanjin Heavy Industries Co. and Iljin Electric Co.

The separate Operations and Maintenance (O&M) contract, awarded solely to Bombardier, carries a value of approximately \$120 million for the first 10 years. Should all four 5-year options for operations and maintenance services be realized, the value of the O&M contract would increase by approximately \$294 million.

**NTSB: Operator Failure and Safety Oversight to Blame for Collision**

Operator failure and "inadequate operational safety oversight" by the Chicago Transit Authority are to blame for a Feb. 2, 2004, collision of two CTA trains, the National Transportation Safety Board determined.

No one was killed in the wreck, but 42 people were injured when Purple Line train 509 collided with the rear car of standing Brown Line train 419. The trains collided about two miles from the Merchandise Mart transit station.

A third train also ran the red light and almost collided with the other two, but stopped before doing so.

— Todd DeFeo

*"By improving regional access to Lower Manhattan, we can continue the area's dramatic rebirth from the attacks of September 11th, and ensure its future as an economic engine for the entire City."*

— New York City Mayor Michael R.

Bloomberg

## The Cross-Tie

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## N.J. TRANSIT AVOIDS FARE HIKE

NEWARK, N.J. – N.J. Transit Board of Directors on July 15 adopted a \$1.34 billion Operating Budget and a \$1.19 billion Capital Program for Fiscal Year 2005 (FY05), and avoided increasing the system's fares, officials said.

"Thanks to Governor McGreevey's commitment to transportation, transit commuters will benefit from improved service on buses and trains, additional parking at stations, and refurbished facilities," said NJ DOT Commissioner and N.J. Transit Board Chairman Jack Lettiere. "This investment will address the Governor's goals of improving the quality of life for commuters and reducing choking traffic congestion on our roadways."

To keep fares level, the Corporation has identified continuing administrative efficiencies in addition to the

\$27 million in savings from the FY04 Operating Budget. N.J. Transit has contained expenditure growth to less than 3 percent, or less than 2 percent excluding new-service initiatives.

"Thanks to internal efficiencies and increased state support, we can keep our capital dollars focused on state of good repair investments that expand and improve service quality," N.J. Transit Executive Director George D. Warrington. "This budget begins to reverse the historic reliance on capital dollars for operating support."

The FY05 Operating Budget:

- Avoids a fare increase for the 13<sup>th</sup> time in 14 years. N.J. Transit fares have increased 10 percent during that time period while the Con-

sumer Price Index has increased about 40 percent.

- Virtually freezes the level of capital program funds that are transferred to cover operating costs at \$356 million, an important step toward reversing the Corporation's reliance on the State Transportation Trust Fund and Federal capital grants to support operating costs.
- Provides more funding for new services such as the annualization of the Frank R. Lautenberg Rail Station at Secaucus Junction and the River Line, which were opened in FY04, as well as the Hudson-Bergen Light Rail extension north of Hoboken, set to open this summer.