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Railroad Quick Hits

- News updates and special reports are available online at 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 or log onto <http://www.thecrosstie.com/subscribe>. There is no cost to subscribe.
- Two CSX freight trains collided Nov. 29, leaving one crewmember dead, various news agencies reported. One of the trains was heading from Waycross, Ga., to Tampa, Fla., and the second train from Miami to Wildwood, Fla., *The Associated Press* reported. CSX spokeswoman Jane Covington told the *Jacksonville (Fla.) Business Journal* "there will be a thorough investigation." Four locomotives and about 15 cars derailed, the newspaper reported. A conductor on the northbound train was killed in the collision.

A RAIL-CAR FACILITY TURNED MUSEUM

STORY AND PHOTOS BY TODD DEFEO

SOUTHEASTERN RAILWAY MUSEUM OFFERS UNIQUE INSIGHT INTO SOUTHERN, GEORGIA RAILROADING HISTORY

DULUTH, Ga. —
John Marbury sat behind
the throttle of Hartwell
No. 2.

Pulling back on the
handle, the engine began
to pick up speed. With a
pair of cabooses, filled
mostly with schoolchil-
dren, in tow, the train
navigated the rail yard at
the Southeastern Rail-
way Museum.

Since 1970, the South-
eastern Railway Museum
has been dedicated to the
preservation of Georgia
Railroad's History.

(Continued on page 2)



AROUND THE YARD



Southern Railway No. 1501 was built in 1941 by Pullman, for the *Tennessean* passenger train. The car was donated to the museum in 1970.



U.S. Army No. 200 was built in 1944 by American Car and Foundry. It was used to prepare and serve food on troop trains. It was donated to the museum in 1966.



L&N No. 40605 was donated to the museum in 1993. While being restored, the museum found a "H.P. Hood and Sons" logo and the car will be repainted in its original scheme



Western & Atlantis No. 20 was built in 1929 by Industrial BrownHoist. The exhibit also includes No. 7001, a Boom Car.

SOUTHEASTERN RAILWAY MUSEUM

(Continued from page 1)

Today, the museum is designated "Georgia's Official Transportation History Museum." And more than railroad artifacts and exhibits grace the museum's 30 acre site, located in Duluth, an Atlanta suburb.

The museum traces its roots to October 1958 when a museum located near Lakewood Park in Atlanta opened.

On March 8, 1966, Southern Railway donated a 12-acre site in Duluth.

In 1969, the museum began grading the site. On July 11, 1970, the first pieces of rolling stock arrived at the site.

The museum remained at that location until 1997, when it moved to its present location.

That year, the museum accepted a donation of nearly 30 acres of land from Frank M. Ewing of Chevy Chase, Md. The site, previously used by J. J. Finnigan Railcar Company for metal fabrication and repairs for pressure vessels and railcars, was about one mile from the museum's then-current home.

With some help from Norfolk Southern, the museum "ferried" 79 pieces of rolling stock on Sept. 26 and Sept. 27, 1998. Norfolk Southern closed its double track mainline for several hours on both days to allow the move.



Todd DeFeo/The Cross-Tie

Campbell Limestone No. 9 was built by Heisler in 1924 for Kentucky Lumber Company. The locomotive is coal-burning and is a two-truck geared engine.

Over the years, the museum has been the beneficiary of dozens of pieces of rolling stock and locomotives. When open, the museum offers trips around its grounds and information for self-guided tours of its buildings.

The museum's "oldest and most prized" car is Seaboard Coast Line No. 301, better known as the "Superb." The car, built by Pullman in 1911, is the second-oldest steel private car in existence.

At times, President Woodrow Wilson used the car. In 1923, President Warren G. Harding used the car for a cross-country tour.

Later, the car was used in a funeral train and carried his casket from San Francisco to Washington.

The museum's collection of steam locomotives includes Savannah & Atlanta No. 750. The 4-6-2 locomotive was built in 1910 by American Locomotive Company for the Key West expansion of the Florida East Coast Railroad.

In the 1920s, the locomo-

tive was wrecked and later rebuilt.

The locomotive, which operated in the early days of Southern Railway's steam program, last saw action pulling excursion trains on the New Georgia Railroad in the 1980s.

An 0-6-0 oil burning side tank steam engine built by Porter for the U.S. Army Corps of Engineers in 1943 remains in service at the museum and at timed pulls trains around the grounds.

Among the diesel locomotives housed at the museum is Southern Railway No. 6901

The engine was built in 1951 by the Electro-Motive Division of General Motors and was originally numbered 2924. In 1979, this engine powered the final running of Southern's *Crescent*.

Hartwell Railroad No. 2, built in 1950 by General Electric, is routinely used to pull trains around the museum. A sister engine — No. 5 — is also housed at the museum.

The museum's railroad exhibits also include passenger cars, maintenance-of-way equipment, cabooses and freight cars.



Todd DeFeo/The Cross-Tie

Savannah & Atlanta was built in 1910 by American Locomotive Company for the Key West extension of Florida East Coast Railway. It was donated to the museum in 1962.

For more, including a virtual cab ride and a peek into some interesting cars, log onto www.thecrosstie.com. The museum's site is: srmduluth.org.

TOY TRAINS OR REAL TRAINS?

LOCOMOTIVES POWER UP FOR HOLIDAYS

PRNewswire-First Call

OMAHA, Neb. — As the “engineer” on your toy railroad, have you ever wondered what it would be like sitting in the cab of a 200-ton real-life locomotive? What it would be like to push the throttle forward and hear the powerful engine strain to pull a hundred rail cars down the track? Have you ever wondered how that locomotive works?

As the holiday season begins to rev up, so do millions of toy train sets circling just as many Christmas trees. Whether they're cherished hand-me-downs or just-opened gifts, the miniature trains take make-believe freight and passengers for rides extending as far as their engineers' imaginations.

Toy trains and modern locomotives both need electricity to operate. For a toy train, it is as simple as plugging a transformer into an electric outlet and moving the “throttle” to supply electricity to the motor.

Powering a diesel-electric locomotive motor is a bit more complicated. Behind the engineer's cab is a 16-

cylinder engine, as big as a mini-van, which burns diesel fuel. The locomotive engine produces up to 6,000 horsepower, enough to pull up to 6,000 tons of freight.

A shaft connects the engine to an electric generator, the size of a compact car. When the engine is running, the shaft turns the inner workings of the generator, creating electricity. The electricity moves through wires to electric motors driving the locomotive's axles and wheels.

Smaller locomotives that switch rail cars from one track to another in rail yards have four electric motors, while larger, high-speed locomotives are used to pull freight trains from one city to the next have six.

Like the transformer connected to the track on a toy train set, the engineer's throttle has positions — eight of them, with the last being “wide open,” or top speed. Each position runs the diesel engine faster, which turns the electric generator more quickly and provides additional electricity to the motors. The more

electricity fed to the motors, the faster the locomotive goes.

Also like a toy train transformer, a lever, or switch, determines the locomotive's direction. Located in the engineer's cab, the lever's three positions are forward, neutral and reverse.

Union Pacific Railroad's fleet of 7,800 locomotives, daily moves thousands of freight cars in rail yards and more than 2,500 trains across the company's 33,000-mile rail network. Just a couple of locomotives can pull more than 100 rail cars, filled with clothing, computers, lumber for homes, parts for automobiles and grain for bread.

Union Pacific has ordered 315 diesel-electric locomotives for 2005 delivery that are designed to significantly decrease air emissions and meet tougher emission standards. Currently, about 35 percent of UP's fleet is certified under existing regulations which govern air emissions. That gives Union Pacific the most environmentally friendly locomotive fleet in the nation.

Toy trains and modern locomotives both need electricity to operate. For a toy train, it is as simple as plugging a transformer into an electric outlet and moving the “throttle” to supply electricity to the motor.

SANTA CLAUS MAKING HIS WAY TO APPALACHIA

PRNewswire-First Call

KINGSPORT, Tenn. — Santa Claus is delegating his North Pole duties to a team of elves so that he may make his annual railroad trip through Appalachia.

The jolly old elf launched the holiday season Nov. 20 by riding the Santa Special, a CSX train that reaches children in the remote areas of

Kentucky, Virginia and Tennessee.

Santa's special guest on this year's train will be Grammy award-winning country star and Arista Nashville recording artist Rebecca Lynn Howard. The Kentucky native was nominated for the 2003 Academy of Country Music's “Song of the Year” award for “Forgive,” which

she co-wrote, and for the “Top New Female Vocalist” of the year award. Born and raised in Salyersville, Ky., Howard will help Santa and his elves distribute gifts to thousands of children.

“Having grown up in the hills of Kentucky, I understand just how meaningful this Christmas tradition is,” Howard said.

HUNDREDS INJURED IN WRECK

BUNDABERG, Australia – Upwards of 160 people were injured Nov. 16 when a high speed train derailed, taking out trees in its path.

“Thank God no one was killed. When you look at the site it is in fact a miracle that no one was,” news agency AFP quoted Queensland state Premier Peter Beattie as saying as he toured the wreck hours just after the crash.

Authorities were unsure what might have caused the train, known as the “City of

Townsville” express to derail. The Australian Transport Safety Bureau (ATSB) sent investigators to the scene to investigate.

“I was thrown against the window and the awareness of my face smashing against the window pane was the first thing I knew,” *The Associated Press* quoted Patricia Ponting, 67, as saying. “It felt as if we were going along a corrugated surface, then a couple of the kids screamed and then it

just came to an abrupt halt.”

The train is known as a “tilt train,” because it tilts on curves, allowing it to reach higher speeds. The train could reach speeds of about 100 mph, according to various news reports.

It is unclear how fast the train was traveling when it derailed. However, the section of track where the derailment occurred was inspected a short time earlier, *The Associated Press* reported.

“Thank God no one was killed. When you look at the site it is in fact a miracle that no one was.”

— *Queensland state Premier Peter Beattie, quoted by AFP*

UP A MILITARY FRIENDLY EMPLOYER

PRNewswire-First Call

OMAHA, Neb. – G.I. Jobs magazine has named Union Pacific Railroad one of the nation’s top 25 Military Friendly Employers for 2004. Union Pacific ranked sixth on the list, drawn from a sample of Fortune 500 companies and based on criteria that includes the strength of company military recruiting efforts, the percentage of new hires with prior military service and company policies toward National Guard and reserve service.

About 450 Union Pacific employees indicated on their employment applications that they have reservist or National Guard affiliations. About 125 currently are in active military service; nearly 150 have served and returned. Some of them might be recalled, along with retired military members now working at the railroad.

Union Pacific job recruiters actively seek military personnel by attending military job fairs and transitional assistance programs, and regularly visiting major military installations, the company said.

Union Pacific spends about 10 percent of its hiring advertising budget in national military publications and local base newspapers.

Union Pacific says it targets military personnel for several reasons. Many of the railroad’s technical jobs – such as diesel locomotive mechanics and electricians, and railcar mechanics – are well suited for military members who have developed similar skills working with Armed Forces large equipment.

Lifestyles and working conditions also make military personnel a great fit for the railroad. Many positions at Union Pacific involve outdoor work with non-traditional working hours. Military personnel tend to be flexible when it comes to relocation, enabling the railroad to maintain service when business volumes shift geographically.

Union Pacific says it is dedicated to its reservists and National Guard members. Immediately following the Sept. 11, 2001, terrorist attacks, UP Chairman Dick

Davidson reaffirmed the company’s long-standing policy of making up any difference in pay or benefits between what Union Pacific employees receive while serving in the military, and what they would have received on the job. Davidson expressed his belief that Union Pacific employees called to service should be free to focus on their military tasks without having to worry about their financial or medical situation at home.

Union Pacific’s history of hiring military personnel dates back to its very beginnings, the company said. At the end of the Civil War, many soldiers were hired by Union Pacific to help build the transcontinental railroad.

G.I. Jobs is a national monthly magazine that helps transitioning military members and veterans search for civilian employment.

The Top 25 recognition is Union Pacific’s third such workplace honor this year. Working Mother magazine named the railroad as one of the nation’s 100 Best Companies for Working Mothers.



NEWS FROM THE

RAILS

QUICK HITS FROM AROUND
THE RAILROAD INDUSTRY**Five People Killed by
Freight Train in S.C.**

GRANITEVILLE, S.C. — Five people were killed Nov. 10 when their car was struck by a Norfolk Southern freight train, various news outlets reported.

The train, consisting of a locomotive and two cars was traveling 45 mph in a 49 mph zone, when it struck a Buick at the Ascauga Lake Road grade crossing in Graniteville, *The Associated Press* reported. The collision occurred at 8:15 a.m.

Killed, as identified by *The Associated Press* are: Connie Bodie, 26; Tammy Wilson, 36; Nathaniel Hay, 21; Michael Mack, 39; all of Willis-ton; and Monica Myers, 41, of Springfield. The news agency reported Bodie was the driver of the car.

According to authorities, citing witnesses, three cars were trying to beat the train; two of the cars were successful. After the collision, the train pushed the car about 200 yards.

The five people killed worked at a nearby mill.

There are no crossing gates at the crossing. However, there are flashing lights.

— *Railfanning.org News Wire*

NKCR Announces Acquisition of Nebraska Rail Lines From BNSF

FORT WORTH, Texas —

Nebraska, Kansas & Colorado RailNet (NKCR) will acquire two rail lines consisting of nearly 89 miles of track from The Burlington Northern and Santa Fe Railway Company (BNSF) in Southwestern Nebraska. The two rail lines being acquired by NKCR are between Oxford and Franklin, Neb. and between Culbertson and Imperial, Neb.

NKCR began operations on both lines on Nov. 13.

This additional NKCR trackage will serve customers in the towns of Orleans, Alma, Republican, Naponee, Bloomington and Franklin on the Oxford to Franklin line, and in the towns of Beverly, Palisade, Hamlet, Wauneta, Enders and Imperial on the Culbertson to Imperial line.

NKCR was created in 1996 and with this expansion will operate approximately 524 miles of track. NKCR will interchange with BNSF at Oxford for traffic originating or terminating between Oxford and Franklin, and at McCook, Neb. for traffic originating or terminating between Culbertson and Imperial.

This transaction “will benefit the customers on the lines by providing them with the flexible local service options provided by NKCR while continuing to provide the long haul reliability of BNSF,” Rob McKenney, Nebraska, Kansas & Colorado RailNet

Chairman and CEO, said.

Nebraska, Kansas & Colorado RailNet, Inc. is owned by North American RailNet, Inc. based in Bedford, TX. North American RailNet owns and operates four short line properties in six states and one Canadian province.

— *PRNewswire-FirstCall*

**NTSB Releases Most
Wanted List**

WASHINGTON — The National Transportation Safety Board on Nov. 9 said the government should be doing more to prevent accidents and enhance safety for the traveling public.

The Board updated its list of Most Wanted Safety Improvements, noting instances where federal agencies had given unacceptable responses to NTSB recommendations or were moving too slowly to implement recommended safety measures.

The NTSB’s wish list for railroad consists of Positive Train Control Systems and Recorder Survivability.

The Board is seeking to prevent train collisions and speed-related accidents by requiring automatic control systems to override mistakes by human operators and also it is calling for improved recorder survivability to protect data from damage during accidents.

— *Railfanning.org News Wire*

This transaction “will benefit the customers on the lines by providing them with the flexible local service options provided by NKCR while continuing to provide the long haul reliability of BNSF.”

— *Rob McKenney,
Nebraska, Kansas &
Colorado RailNet
Chairman and CEO*

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?

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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.

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THREE PARTY AGREEMENT REACHED

PRNewswire-First Call

MONTREAL — Canadian National, Canadian Pacific Railway and Norfolk Southern Railway on Nov. 9 announced an agreement that the railroads say will significantly improve freight service between Eastern Canada and the Eastern United States.

"This is an important initiative that takes costs out of the rail industry by placing freight traffic on the most efficient routing without regard to ownership," Rob Ritchie, president and chief executive officer of CPR, said. "It also creates a significant source of new earnings for our Delaware and Hudson subsidiary and is another major milestone in improving the profitability and value of this part of our network."

The three-party arrangement will give CN and NSR a seamless, direct north-south routing over CPR's lines

south of Montreal that will slice as much as two days' transit time off some 20,000 annual shipments. It will also increase freight traffic density and revenues on CPR's wholly owned subsidiary, the Delaware and Hudson Railway.

CN-NSR traffic destined for the Eastern U.S. will move in CPR trains on CPR's line between Rouses Point, N.Y., and Saratoga Springs, under a freight haulage arrangement between CPR and NSR. This CN-NSR traffic will then move in NSR trains over CPR's line between Saratoga Springs and the NSR connection near Harrisburg, Pa., under a trackage rights agreement between CPR and NSR.

The new agreement will cut 330 miles off the current routing used by CN and

NSR, which sees freight traffic handled more circuitously through the Buffalo, N.Y., gateway.

"This three-railroad agreement will benefit both customers and railroads," said E. Hunter Harrison, president and chief executive officer of CN. "First, it will offer CN's existing merchandise carload customers in Quebec and the Maritimes quicker access to important consuming markets in the Eastern United States. And second, it will enable the participating railroads to improve the utilization of their networks and locomotive and car fleets."

Added David R. Goode, chairman and chief executive officer of NSR: "This agreement demonstrates our commitment to aggressively pursue opportunities to improve service."