

THE CROSS-TIE

Volume 3, Number 1
January 2005

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Railroad Quick Hits

- News updates and special reports are available online at Railfanning.org.
- *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.
- You may have noticed that *The Cross-Tie* has been redesigned for 2005. Among the new features for the new year: A monthly trackside profile (page 3) and a roundup of major wrecks from the past month (page 3). This year's volume of *The Cross-Tie* will continue to feature News From the Rails (page 7), which was started during 2003.

Inside, Page 4: STB OKs Kansas City Southern Application
Inside, Page 5: Shaping North Carolina's Railroad History

Bring on '05



Todd DeFeo | The Cross-Tie
A CSX freight train passes through Marietta, Ga., on July 23, 2004.

AS 2004 COMES TO A CLOSE, INTERMODAL TOPS 10M TRAILERS

WASHINGTON — The year ended with a bang for railroads — for the first time ever, intermodal volume on U.S. railroads has topped 10 million trailers and containers in a single year, the Association of American Railroads (AAR) said in December.

During the week ending Dec. 4, railroads moved 232,798 trailers and containers, up 14.9

percent from last year, the AAR said. This brought the total for the year to 10,196,913 trailers and containers, an increase of 10 percent from the first 48 weeks last year when the previous annual record was set.

Also for the week ending Dec. 4, carload freight — which doesn't include the intermodal data — totaled

(Continued on page 2)

NEW YEAR, NEW LOOK FOR THE CROSS-TIE

The Cross-Tie, celebrating its third anniversary in 2005 has been redesigned inside out.

"I'm very excited about the publication heading into its third year," Publisher Todd DeFeo said. "We have some great ideas and this redesign is the first of many to come."

The Cross-Tie, published by Railfanning.org, a HarpBlaster.com site, first appeared in January 2003. Ten issues were published that year and another 12 followed in 2004.

The publication has also switched to an eight-page standard issue.

In January, *The Cross-Tie* will publish its first *Railfanning Guide*, a free supplement sent to subscribers of the newsletter.

"We hope this will be an annual publication," DeFeo said of the *Railfanning Guide*. "We hope it's something railfans — whether they be novice or experienced — can enjoy and use in their escapades."

For more information, log onto <http://www.thecrosstie.com>.

— *The Cross-Tie*

INTERMODAL CONTINUES TO DOMINATE IN 2004

(Continued from page 1)

349,727 cars, up 0.6 percent from a year ago with loadings up 3.7 percent in the East and down 1.9 percent in the West. Total volume was estimated at 32.8 billion ton-miles, up 0.6 percent from last year.

Eleven of 19 carload commodities registered gains from last year, with metallic ores up 20.1 percent; lumber and wood products up 16.4 percent; and metals up 16.4 percent. Among commodities reporting declines were grain, down 16.2 percent; other farm products, down 23.5 percent; and coke, down 10.8 percent.

The AAR also reported the following cumulative totals for U.S. railroads during the first 48 weeks of 2004: 16,184,086 carloads, up 2.9 percent from last year; and total volume of an estimated 1.491 trillion ton-miles, up 5.0 percent from last year's first 48 weeks.

On Canadian railroads, during the week ending Dec. 4 carload traffic totaled 71,163 cars, up 1.3 percent from last year while intermodal volume totaled 44,248 trailers or containers, up 4.8 percent from last year.

Cumulative originations for the first 48 weeks of 2004 on the Canadian railroads totaled 3,238,834 carloads, up 6.9 percent from last year, and 2,023,461 trailers and containers, up 0.3 percent from last year.

Combined cumulative volume for the first 48 weeks of 2004 on 15 reporting U.S. and Canadian railroads totaled 19,422,920 carloads, up 3.5 percent from last year and 12,220,374 trailers and containers, up 8.2 percent from last year.

The AAR also reported that originated carload freight on the Mexican railroad Transpor-tacion Ferroviaria Mexicana (TFM) during the week ended Dec. 4 totaled 7,314 cars, down 15.8 percent from last year.

TFM reported intermodal volume of 3,218 originated trailers or containers, down 9.5 percent from the 48th week of 2003. For the first 48 weeks of 2004, TFM reported cumulative originated volume of 417,918 cars, up 3.2 percent from last year, and 181,774 trailers or containers, up 8.0 percent.

U.S. freight railroads for the week ending Nov. 20 set

weekly records for both total freight traffic and intermodal volume, according to statistics released by the AAR.

Total volume of 33.2 billion ton-miles bested the previous weekly mark of 33.1 billion ton-miles reached during the weeks ending Oct. 30 and Oct. 16. And intermodal volume of 238,961 trailers or containers was 3,085 more than in the week ending Oct. 30, when the previous intermodal record was set.

The ton-mile volume was up 2.8 percent from the corresponding week last year while intermodal traffic showed a 13.1 percent gain from a year ago.

Carload freight, which doesn't include the intermodal data, totaled 354,122 cars, up 2.5 percent from the comparable week last year and was the second highest weekly total this year. Carload freight was up 3.5 percent in the East and 1.6 percent in the West.

Ten of 19 carload commodities registered gains from last year, with metallic ores up 14.4 percent, lumber and wood products up 11.0 percent and coal up 6.4 percent. Loadings of motor

vehicles and equipment were down 11.1, while grain was off 6.7 percent and farm products other than grain declined 17.9 percent.

Railroads reporting to AAR account for 88 percent of U.S. carload freight and 95 percent of rail intermodal volume.

When the U.S. operations of Canadian railroads are included, the figures increase to 95 percent and 100 percent. The Canadian railroads reporting to the AAR account for 90 percent of Canadian rail traffic. Railroads provide more than 40 percent of U.S. intercity freight transportation, more than any other mode, and rail traffic figures are regarded as an important economic indicator.

In 2003, American rail carloadings increased 0.1 percent. U.S. intermodal traffic rose 8.5 percent in December 2003, 12.0 percent in the fourth quarter of 2003, and 6.8 percent for 2003 as a whole.

Total U.S. intermodal traffic of 9.94 million trailers and containers marked a new record high for the time — the eighth time in nine years that has happened.

— Staff, wire reports

NS ANNOUNCES PLANNED '05 CAPITAL SPENDING

NORFOLK, Va. — Norfolk Southern Corporation plans to spend \$938 million in 2005 for capital improvements to its railroad operations and subsidiaries.

"Our planned 2005 capital spending budget will help the company improve service levels and handle business growth by increasing capacity, improving efficiency and ensuring

safety of operations," said Norfolk Southern Chairman and CEO David R. Goode.

The anticipated spending includes \$671 million for roadway projects and \$225 million for equipment.

In roadway improvements, the largest expenditure will be \$438 million for rail, crosstie, ballast and bridge programs. In addition, \$23 million

is provided for communications, signal and electrical projects, \$22 million for maintenance of way equipment and \$14 million for environmental projects and public improvements such as grade crossing separations and crossing signal upgrades.

Equipment spending includes \$154 million to purchase 52 six-axle locomotives, upgrade ex-

isting locomotives, certify and rebuild 300 multilevel automobile racks and purchase 317 bilevel racks at the end of their lease. Equipment spending also includes \$44 million for projects related to computers, systems and information technology, which will improve operations efficiency and equipment utilization.

Business development

initiatives total \$107 million and include spending for increased track capacity and access to coal receivers, bulk transfer facilities, vehicle production and distribution facilities and investments in intermodal terminals and equipment to add capacity to the intermodal network.

— PRNewswire-FirstCall

WRECK ROUNDUP

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

More than 75 people were injured Dec. 2 when a pair of trains collided near Castellaneta di Taranto in southern Italy. No one was killed, according to news reports. A freight train ran through a stop light and crashed into an express passenger train traveling from Reggio di Calabria to Bari.

At least 37 people were killed Dec. 14 following a head-on collision between two trains in rural Northern India, *The Associated Press* reported. One railway official said a “communications snag” between station masters at two different stations was to blame for the derailment, the news agency reported. The engineers of the two trains were among those killed. The two station masters are facing criminal charges, *The Associated Press* reported.

A Dec. 16 freight train derailment near San Diego snarled rail traffic for days, *The San Diego Union-Tribune* reported. Six cars of a 36-car Burlington Northern Santa Fe freight train uncoupled and derailed, the newspaper reported. Though there were no injuries the double track between San Diego and North County was closed.

Fourteen people were injured Dec. 14 when a passenger train traveling from Port Elizabeth to Johannesburg derailed in South Africa. Seven of the train’s cars derailed in the Free State near Koppies, various news agencies reported. Some passengers were taken to a hospital in Kroonstad, according to various news reports.

Six cars from a CSX freight train derailed Dec. 14, *The Toledo Blade* reported. No one was injured or evacuated because of the derailment in Perry Township.

Trackside Profile

MCDONOUGH, GA.: THE GERANIUM CITY



Todd DeFeo | The Cross-Tie

A Norfolk Southern mixed freight train passes through McDonough, Ga., on Oct. 30, 2004. Dozens of trains pass through McDonough on any given day.

MCDONOUGH, Ga. – Tracks were laid through McDonough in the early 1880s as the East Tennessee, Virginia and Georgia Railroad built its “Atlanta Division.”

The railroad, created in 1869, purchased lines throughout Georgia, but was fairly disjoint before the “Atlanta Division” was completed in 1882. The 158-mile line connected Rome and Macon via Atlanta. Four years later, the railroad was reorganized as the East Tennessee, Virginia and Georgia Railway and in 1895 was merged into the Southern Railway.

A second railroad – the Georgia, Midland and Gulf Railroad – completed a 100-mile line between Columbus and McDonough in December 1887. In 1895, the railroad entered into receivership and was later sold to the Georgia Midland Railway. That line was abandoned in 1979, though parts of the former right of way have since been purchased.

Henry County’s railroad history is most noted for the Camp Creek Train Wreck of 1900 when a Southern Railway passenger train crashed just outside of McDonough.

The northbound passenger train, heading from Macon to Atlanta, was running behind schedule when it pulled into the McDonough depot around 9:30 p.m. The

train departed about 15 minutes later, heading towards the bridge over Camp Creek, which had been washed out by excessive rain.

The engineer, J.T. Sullivan, was unable to stop the train before reaching the bridge and the train crashed into Camp Creek. More than 30 people were killed. A near-replica of the engine, also known as “Old No. 7,” is on display in Heritage Park in McDonough. That engine was built in 1934.

Today, McDonough remains an important railroad link for Norfolk Southern and dozens of freight trains pass through the city. The railroad’s main line between Macon and Atlanta passes a few blocks from the historic downtown area.

The railroad also operates a training center in the city. All craft employees spend some time training there.

A train depot still stands alongside the tracks and is used by a local lumber company.

— 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.

STB OKS KANSAS CITY SOUTHERN APPLICATION

MEXICO CITY— The U.S. Surface Transportation Board on Nov. 29 approved Kansas City Southern's application for authority to control The Texas Mexican Railway Company (Tex Mex) and the U.S. portion of the International Rail Bridge at Laredo, Texas (Laredo Bridge).

This action finalizes Kansas City Southern's effort to obtain control of

these assets, which are both wholly owned by Mexrail, Inc. (Mexrail) and allows the controlling shares of Mexrail to be released to Kansas City Southern. The Mexrail shares had been placed into an independent voting trust on August 16, 2004 pending regulatory approval of Kansas City Southern's application.

Kansas City Southern

filed the application on May 14, 2003.

The decision becomes effective in 30 days, at which time Kansas City Southern will dissolve the voting trust and obtain control of Mexrail and its assets, including Tex Mex. In reaching its decision, the STB did not impose any conditions unacceptable to Kansas City Southern, and rejected almost all of the

conditions requested by competing carriers that had filed objections to the transaction.

As a result, the transaction will now go forward as Kansas City Southern had proposed in its application to the STB and will be made final as of Dec. 29.

"We are very pleased that the STB has approved our application to control Tex Mex and the

U.S. side of the Laredo Bridge," said Michael R. Haverty, chairman, president and chief executive officer of KCS.

"This approval will allow us to move forward with our effort to bring better, more competitive rail service to NAFTA shippers in the NAFTA trade corridor as well as provide better rail service in south Texas."

— *Wire Reports*

CONSOLIDATED CSX TRAINING CENTER OPENS IN ATLANTA

JACKSONVILLE, Fla. — With rail industry projections pointing to the need for thousands of new employees over the next few years, CSX Transportation has consolidated in Atlanta all of its training for front-line employees who operate trains and maintain railroad assets and infrastructure.

The \$8 million consolidated training center is a multi-disciplinary facility for students who are training to be locomotive engineers and conductors, track and signal technicians, mechanics, and yard managers. Conductor training is expected to begin in January 2005 with other subjects offered by midyear. More than 3,500 students are expected to visit the facility annually when fully operational.

"The railroad industry, including CSX Transportation, is expected to need thousands of new employees each year for the next five to seven years to offset retiring front-line employees," said Wayne Richards, assistant vice president-contract staffing and training.

"Our Atlanta facility will be a key part of our overall plan to recruit, train and qualify employees for fulfilling careers in our company."

— *PRNewswire-FirstCall*

ARBITRATOR RULES IN CPR'S FAVOR

CALGARY, Alberta — A final offer arbitration on a rate to ship coal from one of Elk Valley Coal Corporation's mines in southeastern British Columbia to the Port of Vancouver concluded today with a ruling in favor of Canadian Pacific Railway's final offer.

The arbitrated rate, which applies only to coal shipped by CPR from the Elkview mine, is confidential and is effective for one year, beginning Oct. 5, 2004.

CPR said the ruling would not alter its previously expressed financial outlook, pending legal proceedings it has taken against Elk Valley Coal Corporation and its concurrent challenge of the validity of the final offer arbitration proceeding.

CPR asked the Canadian Transportation Agency (CTA) to deny access by Elk Valley Coal Corporation to final offer arbitration because there is a confidential transportation contract between the parties. A favorable ruling, which would be delivered by early February 2005, would nullify the final offer arbitration ruling issued today.

It would also confirm the confidential contract between CPR and Elk Valley Coal Corporation applies to the Elkview mine.

CPR filed a statement of claim in Alberta Court of Queen's Bench on July 21 against Elk Valley Coal Corporation in respect of the defendant's alleged failure to pay the full amount of rail

freight charges applicable pursuant to a confidential transportation contract with CPR covering all five of Elk Valley Coal Corporation's mines in southeastern B.C., including the Elkview mine. Resolution of the legal process is not expected until late 2005 or 2006.

CPR has said it expects earnings per share of approximately \$2.60 in 2005, based on assumptions of oil prices averaging US\$48 per barrel and an average exchange rate of \$1.25 per U.S. dollar.

This outlook reflects a conservative revenue recognition in 2005 on coal contracts, given the legal and regulatory proceedings, CPR said.

— *PRNewswire-FirstCall*

CSX ANNOUNCES RETIREMENT OF CSX TECHNOLOGY PRESIDENT

JACKSONVILLE, Fla. — CSX Technology President Charles "Chuck" J.O. Wodehouse, Jr. has retired from the company and will leave effective Dec. 31, 2004, after nearly 26 years of service to CSX Corporation and its af-

filiated companies.

On Jan. 1, John L. West, who is currently CSX Technology's vice president-applications development for Cybernetics & Services, Inc., will assume the role of president-CSX Technology and

will report to Oscar Munoz, CSX Corporation's executive vice president, chief financial officer.

West began his CSX career in 1979 as a trackman/welder with the B&O.

— *PRNewswire-FirstCall*

Shaping North Carolina's RR History



More than 150 years ago, powerful iron horses plowed through the engine house in downtown Burlington to be serviced by the skilled workers who lived there before carrying their loads of freight and passengers across the state and out into the world.

The story of how the railroad was built and what it has meant for the state was celebrated Dec. 4 at the only original remaining building of the maintenance and repair facility that created Burlington Company Shops Station.

The exhibit consists of three kiosks filled with images and narratives that tell how the railroad improved the fortunes of the state and became the original engine for economic development as cities and towns grew up along its corridor. Burlington, a town established as the headquarters for the NC Railroad Company, also has its story told in the exhibit through a to-scale model taken from an original blueprint of Company Shops circa 1870 that shows buildings, people, trains, animals and provides, through incredible attention to detail, a real snapshot of life in North Carolina nearly 130 years ago.

Two full-size train fronts coming through the wall of the engine house — one a steam engine like ones that would have come through in the 1800s and a General Electric Dash 9 Freight engine like Norfolk Southern uses today — add excitement to the experience.

Additional murals and posters



Photo Courtesy North Carolina Railroad

The story of how the North Carolina Railroad was built and what it has meant for the state was celebrated Dec. 4 at the only original remaining building of the maintenance and repair facility that created Burlington Company Shops Station.

that explain train safety, the railroad's role in the Civil War and a "timeline" that offers highlights of the rail industry both internationally and statewide complete the exhibit. A teachers' guide will be available after the first of the year for educators who are interested in using the exhibit as a teaching tool for North Carolina history, economic development and transportation studies.

"The commitment of our past leaders in completing the North Carolina Railroad at a time when rail service was very new and innovative speaks to their vision and courage," says Brad Wilson, Chairman of the Board of Directors for NCR. "The Whistlestop exhibit reminds us of this vision and encourages us to look at the significance and potential that the railroad offers both today, and in

the future, as a vital part of North Carolina's, and the south's, transportation infrastructure."

The North Carolina Railroad Company, chartered in 1849, has been a driving force in the state's growth and development since its beginning.

Today, it serves the state and the eastern seaboard as a major transportation artery for both freight and passenger service. It is the state's oldest corporation and remains a vital economic development force. The help of many people and institutions made this exhibit possible, especially the people of Alamance County, NC-based exhibit designer and builder Peter Ruocchio, Operation Lifesaver and the Norfolk Southern Corporation.

— PRNewswire

N.J. TRANSIT: PACT TO IMPROVE NEW YORK SERVICE

NEWARK, N.J. — In response to a joint request by N.J. Transit and Amtrak, the U.S. Coast Guard has agreed to a second 90-day period of limited rush hour openings of the Portal Draw Bridge, N.J. Transit announced Dec. 15.

The agreement comes at an important time for travelers and shippers as river traffic peaks during the winter months.

The Portal Draw Bridge spans the Hackensack River about six miles west of New York's Penn Station on the Northeast Corridor, providing a critical link between New Jersey and New York City. On a typical weekday, the bridge supports 136,000 N.J. Transit customer trips on Midtown Direct, Northeast Corridor and North Jersey Coast Line trains. Amtrak trains provide an additional 19,000 trips over the bridge each day.

The U.S. Coast Guard first

tested limited Portal Bridge openings with great success last March, thanks to the support of Amtrak, the U.S. Coast Guard and shippers such as Amerada Hess, the Bergen County Utility Authority, Hornbeck Offshore and Moran Towing.

During the first 90-day test period, the number of bridge openings decreased from 13 to one, or 92 percent, and the length of train delays decreased from 20 ¼ hours to 54 minutes, or 96 percent, compared to the same period in 2003.

"Limiting the number of bridge openings improves our performance and reduces delays to our customers," N.J. Transit Executive Director George D. Warrington said. "On a typical weekday, 230 N.J. Transit trains cross the bridge during peak periods when nearly 70 percent of our customers travel."

On Dec. 13, the U.S. Coast

Guard initiated the second 90-day test to reduce the number of bridge openings between the weekday peak hours of 6 a.m. and 10 a.m. and between 4 p.m. and 8 p.m.

Under current federal regulations, the bridge is not opened on weekdays between the hours of 7:20 and 9:20 a.m. and between 4:30 and 6:50 p.m. During the extended hours of the test, bridge openings will be limited to commercial vessels that face tidal conditions or other conditions affecting safety.

The U.S. Coast Guard may decide to permanently limit bridge openings during peak periods if the results and public feedback are favorable during the second test.

Customers may contact the U.S. Coast Guard prior to April 12, 2005 to submit comments at the following address: Commander (obr), First Coast

Guard, District Bridge Branch, One South Street, Battery Park Building, New York, N.Y. 10004.

Comments must include a name, address, identifying docket number CGD01-04-144 and a reason for each comment. Comments must be submitted on 8 ½-by-11-inch paper and able to be photocopied.

Copies of comments submitted to the U.S. Coast Guard may also be mailed to: N.J. Transit Customer Service, c/o Bridge Comments, One Penn Plaza East, Newark, NJ 07105.

The full regulation can be found on page 68079 of the Federal Register/ Vol. 69, No. 225/ November 23, 2004, by visiting the U.S. Government Printing Office website at www.gpoaccess.gov/fr/index.html. Enter Regulation 33 CFR 117.723(c) in the search box and click "submit."

— *Special to The Cross-Tie*

MARKET RATE SALE PROVIDES SIGNIFICANT REVENUE FOR CTA OPERATING BUDGET

CHICAGO — The Chicago Transit Board today authorized the sale of property at the Chicago Transit Authority's Wilson Yard to the City of Chicago at the market rate price of \$6.6 million.

The City of Chicago will, in turn, sell the property to a developer to develop the rail yard into a multi-use facility that will include retail space and mixed income housing. The \$6.6 million sale adds revenue to the CTA's operating budget.

"Selling Wilson Yard at market rate enables the CTA to maximize the value of this resource, as well as add much needed revenue to its operating budget," said Chicago Transit Board Chairman Carole Brown. "Without the revenue from this anticipated sale, CTA's 2005 Gridlock budget proposal would have contained even more substantial service cuts."

The 164,000 square foot property is located between Wilson and Montrose Avenues on Chicago's North Side just east of the CTA's Red Line tracks. The property currently contains a CTA maintenance shop and outdoor storage areas.

CTA will retain permanent easement rights necessary in order to have access for activities related to operations and maintenance of Red Line service and track structure. The maintenance shop and storage areas will be relocated to other CTA property.

In addition to the sale of the property, the CTA has agreed to pay up to \$750,000 for environmental remediation of the property. The money will come out of the sale of the property and be held in escrow to assist the City and the developer.

— *Special to The Cross-Tie*

WORKING TO REACTIVATE STATEN ISLAND RAILROAD

NEW YORK — In December, construction began on the reactivation of the eight-mile Staten Island Railroad to provide rail-freight access to Staten Island.

The \$72 million project is a joint venture of the New York City Economic Development Corporation and Port Authority of New York and New Jersey. The project will create more than 330 permanent jobs for Staten Island and reduce truck traffic on the island by 100,000 trips a year.

"This is a critical project for the economic and environmental future of Staten Island," New York City Mayor Michael Bloomberg. "Reactivation of the Staten Island Railroad will help support local businesses with low-cost rail transportation, improve the environment and reduce wear and tear on our roads. In addition, because shipping goods via rail costs about half as much as shipping by truck, it will also save consumers money."

— *The Cross-Tie*



NEWS FROM THE

RAILS

QUICK HITS FROM AROUND THE RAILROAD INDUSTRY

Effective Date of Proposed Rule Allowing for Train Horn 'Quiet Zones' Moves to April

WASHINGTON — The effective date of the proposed rule from the Federal Railroad Administration allowing communities to establish train horn 'quiet zones' will be moved to April 1.

The previously published date was Dec. 18.

"We are firmly committed to providing communities nationwide with a fair, flexible, and workable rule that will address concerns over noise created by train horns," said FRA Acting Administrator Betty Monro. "We are especially sensitive to the concerns of communities with pre-existing whistle bans who want to maintain the quality of life to which they have become accustomed."

The Interim Final Rule (IFR) on Use of Locomotive Horns at Highway-Rail Grade Crossings was issued late last year. It requires trains to sound their horns on approach to, and while traveling across, public highway-rail crossings. However, the train horn can be silenced within a 'quiet zone' provided safety measures are in place at the affected crossings.

Because the IFR generated significant interest from communities across the country, the FRA extended the public comment period by two months. Approximately 1,400 comments were submitted for review.

FRA had planned to issue the Final Rule in October, but the analysis and consideration re-

quired of each comment made meeting that schedule difficult. The Final Rule will now be issued in January and becomes effective on April 1.

— *Special to The Cross-Tie*

FRA Proposes To Enhance Train Crew Safety by Improving the Crashworthiness of Locomotives

Train crews will more likely survive and suffer fewer and less severe injuries from accidents under regulations proposed by the Federal Railroad Administration (FRA), published in the *Federal Register*.

Newly manufactured and rebuilt freight locomotives will be designed to meet minimum crashworthiness safety performance standards of the Federal Railroad Administration to better ensure that the structural integrity of the locomotive cab is maintained in the event of an accident or collision. The proposed rule builds upon, and significantly augments, industry standards implemented in 1989.

"Locomotive engineers and conductors deserve increased safety protection as they transport the goods and raw materials that keep the American economy moving," said FRA Acting Administrator Betty Monro. "We have spent considerable resources researching and testing the applicability of new technology. It exists, it works, and we should use it to protect the lives of our railroad workers."

The proposed regulation would require that the locomo-

tive withstand a frontal impact with an object intended to simulate the lading carried by a heavy highway vehicle, as well as an oblique impact with an object simulating a misaligned or offset intermodal container on a train traveling on adjacent parallel track.

Proposed standards include the integration of anti-climbing features, collision posts, short-hood structures, and under-frame structural improvements. External fuel tanks will be strengthened to decrease the chance of a rupture and the interior of the locomotive cab will have emergency egress, emergency lighting, and reconfigured controls.

The Railroad Safety Advisory Committee, a consensus oriented rulemaking body of representatives from the FRA, the railroad industry, rail labor, manufacturers, suppliers, and others examined this issue and recommended these regulatory improvements.

— *Special to The Cross-Tie*

Amtrak Names David N. Smith Chief Financial Officer

WASHINGTON — Amtrak today announced the appointment of David N. Smith of Knoxville, Tenn., as Chief Financial Officer (CFO) of the railroad.

Smith, 60, joins Amtrak after serving as CFO of the Tennessee Valley Authority (TVA) from 1995 to 2003. There he reported directly to the TVA Board and served as Chairman of the Management Committee.

"David Smith's extensive background in finance and senior management experience make him especially suited for assisting with the challenges facing Amtrak while maintaining the credibility of our numbers," said Amtrak President David Gunn. "TVA's structure and unique relationship with the federal government parallels that of Amtrak, and Smith's experience there provides him with excellent insight into Amtrak's relationship with Congress and the administration. I am pleased to welcome him aboard."

Prior to his work at TVA, Mr. Smith was Vice President, Finance for LTV Corporation 1986-1993. From 1976 to 1986, he was Vice President, Corporate Development, at Cyclops Corporation. Mr. Smith earned a B.S. in Accounting and an M.B.A. in Finance from Northwestern University. He is also a Certified Public Accountant.

— *Special to The Cross-Tie*

Council Proposes Speed Limit Following Fatal Train Wreck

AIKEN, S.C.— The Aiken County Council is proposing a 25-mile speed limit for freight trains over a 10-mile stretch of track between Augusta, Ga., and Columbia, S.C., *The Augusta Chronicle* reported.

The proposal follows a fatal train wreck that left five mill workers dead. The federal government can override any limits, the newspaper reported.

— *The Cross-Tie*

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.

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CPR INSTALLS 'SMART' SOUND TECHNOLOGY

CALGARY, Alberta — Canadian Pacific Railway has installed "smart" technology that can predict failure in wheel bearings based on distinct sounds emitted by distressed bearings.

The new technology, which is capable of reading the acoustic signatures of different defects, will contribute to safer operations and greater fluidity in Canada's busiest rail corridor, CPR said.

Installed at trackside location east of Vancouver, it is the first of its kind in Canada and only the ninth in the world. It uses acoustic monitoring devices and intelligent analytical software to filter out background noise and identify the subtlest bearing sounds that signal a defect.

Currently, the most widely used warning system — called a hot-box detector — is tripped by heat emitted from a defec-

tive bearing as the train rolls by. But hot-box detectors cannot measure a bearing's level of distress nor can they generate the data needed to predict how long a defective bearing is likely to last before failing and possibly causing a derailment. Without this predictive ability, a train must be stopped and the defective bearing inspected at every hot-box alarm.

The new smart technology, called Trackside Acoustic Detection System (TADS), detects defects in their earliest stages — well before the risk of bearing failure. These early warning sounds are analyzed to determine how far a train with a defective bearing can safely proceed. This predictive ability eliminates unnecessary and costly train stoppages, leading to improved fluidity of rail operations and productivity.

TADS was developed by the Transportation Technology

Center, Inc., a unit of the Association of American Railroads. Researchers isolated the acoustic signatures of different defects and programmed them into the detector.

By reading these signatures, TADS can identify multiple defects in a single bearing and its data can be used to determine the severity of each of the flaws. Researchers expect the database of acoustic signatures will expand as use of the detector grows, further improving the system's predictive ability.

The TADS is located in an area where CPR and CN share tracks through a directional running agreement. In a quid pro quo arrangement, CN will use CPR's TADS in return for CPR's use of a new CN image mapping device that takes digital images of wheels in passing trains and analyzes their condition.

— PRNewswire-FirstCall