

THE CROSS-TIE

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DISASTERS

ELEVEN KILLED JAN. 26 IN CALIF. DERAILMENTS
NINE KILLED AFTER HAZARDOUS SPILL IN S.C.
TSUNAMI LEAVES HUNDREDS OF PASSENGERS DEAD



**CALIF. AUTHORITIES CHARGE MAN
WITH MURDER AFTER DERAILMENT IN
GLENDALE LEAVES ELEVEN PEOPLE
DEAD, SNARLS RAIL TRAFFIC**

NTSB: SWITCH LED TO DEADLY S.C. COLLISION, EVACUATIONS

GRANITEVILLE, S.C. — At least nine people were killed and thousands evacuated from their homes after two trains collided, which resulted in toxic chlorine gas leaking.

Hundreds of people were treated for a variety of injuries and at least 58 people were hospitalized, about a dozen in serious condition. A toxic cloud of gas leaked into area neighborhoods and the nearby Avondale Mills plant, which employs hundreds on its graveyard shift.

"The initial evidence obtained suggests that the Norfolk Southern Railway, which owned the trains and the tracks involved, is responsible for this accident and will be held accountable to the victims of this avoidable and senseless tragedy," said attorney Howard Spier, a member of the board of directors for The Academy of Rail

Labor Attorneys, a national organization of trial lawyers who concentrate on railway litigation.

Authorities say a Norfolk Southern freight train ran into a second, parked train at about 2:40 a.m. on Jan. 6. Authorities are probing whether a switch was locked for the siding where the parked cars were.

"We know that the switch was lined and locked for the siding," *The Associated Press* quoted NTSB spokeswoman Debbie Hersman as saying. "We won't conclude anything today and we won't speculate about the cause of the accident until we have gathered all the information."

The National Transportation Safety Board has launched a Go-Team to investigate the collision and derailment.

"Because of the danger involving a train traveling through a populated area, the rail-

road must take every precaution," said Spier, a partner at Rossman Baumberger Reboso & Spier. "Just a few months ago, a train killed five people in an automobile at a rail crossing near the derailment site, so the danger of railroad trains was fresh in the minds of the townspeople. The potential for a train disaster in this area should have been fresh in the mind of the Norfolk Southern Railway as well."

In the November wreck, five people who worked at a nearby mill were trying to beat a freight train when the car in which they were riding was struck by a Norfolk Southern freight train.

Reports of attorneys looking for victims of the derailment and fraudulent insurance claim reports have already circulated, *The Augusta (Ga.) Chronicle* has reported.

— Wire Reports

NS: GRANITEVILLE CRASH TO COST \$30M-\$40M

NORFOLK, Va. — Norfolk Southern on Jan. 24 said it expects the first quarter 2005 to reflect expenses in the range of \$30 to \$40 million (pretax) relating to the Jan. 6 derailment at Graniteville, S.C.

The amount includes Norfolk Southern's self-insurance retention under its insurance policies, as well as other uninsured costs. Although potential losses may exceed self-insurance retention amounts, NS expects at this time that insurance coverage is adequate to cover the potential claims or settlements. The amount does not include any fines or penalties that could be imposed.

Nine people were killed in the derailment and hundreds more were evacuated because of spilled chemicals.

— PRNewswire-FirstCall

REPORTS: TSUNAMI CLAIMS AT LEAST 1,000 RR PASSENGERS

TELWATTA, Sri Lanka — At least 1,000 train passengers were killed here when a tsunami rocked Sri Lanka and Asia.

The passengers were on board a train known as the "Queen of the Sea," when the tsunami struck, sweeping the train off its tracks and leaving behind a swath of destruction.

The train left Colombo at 7:30 a.m. Dec. 26 and was heading towards Galle, Sri Lanka. The train traveled along a coastal line, which was about 200 yards from the water, *The Associated Press* reported.

Near the village of Tel-

watta, the train stopped because of rising water, authorities said. Some reports indicate railroad authorities believed the location where the train stopped would be safe and not hit by the tidal wave.

However, the tidal wave struck and swept the train off the tracks. Many bodies were found in or near the derailed coaches, while others were later recovered elsewhere, according to various news reports.

"The people in the village ran toward the train and climbed on top of it," *The Associated Press* quoted Police Superintendent B.P.B.

Ayupala as saying.

The train's engineer survived the tidal wave.

It is not clear exactly how many people on board the train were killed. Some reports indicate as many as 1,700 people died, though other reports don't place the death toll quite as high.

Regardless, the disaster is the worst single rail disaster ever, according to Wikipedia, an online encyclopedia. This disaster eclipses a 1981 disaster that left about 800 people dead.

In that disaster, a cyclone blew a train off a trestle in India.

— The Cross-Tie

WRECK ROUNDUP

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

A 54-year-old woman was killed Jan. 21 in Pickens County, S.C., when her 1997 Ford Escort was struck by the northbound *Crescent* Amtrak passenger train, the *Ander-son Independent-Mail* newspaper reported. It appears the woman panicked when she realized she was stopped on the tracks, but was unable to move her car, according to the newspaper's report.

A Jan. 20 derailment at Union Station in Washington snarled rail traffic for hours. Two cars from train No. 132 derailed at the northern end of the station, an Amtrak spokesman told *Reuters* news agency. No one was hurt. Dozens of other trains into Union Station were either delayed or canceled. Worn out switches were blamed for the derailment, according to *WTOP* radio.

A Milford, Conn., man was killed Jan. 17 when he was struck by an Amtrak train. It is unclear whether the man fell from a platform or if he jumped in front of the train. Service was disrupted for about an hour-and-a-half, authorities said.

Six people were injured Jan. 11 when an Amtrak train crashed into a boulder blocking the tracks near Mack, Colo., *The Associated Press* reported. Three engines and at least three cars, possibly five, derailed on the train, which was heading from Chicago to Oakland, Calif.

Though not a wreck, a fire in New York City's subway led to the closure of two tunnels. A signal room was also destroyed, *Newsday* newspaper reported. Some reports indicated a fire started by a homeless person to keep warm was to blame. However, authorities said the exact cause of the blaze was undetermined.

Trackside Profile

MARIETTA, GA.: THE GEM CITY OF THE SOUTH



Todd DeFeo | The Cross-Tie

A First Union Rail engine leads a CSX mixed freight train through downtown Marietta on Dec. 27, 2003. The main line passes a block away from the historic square.

MARIETTA, Ga. — Tracks through Marietta were laid prior to the Civil War and the Western & Atlantic Railroad, created by a Dec. 21, 1836, act of the Georgia General Assembly, operated trains between Atlanta and Chattanooga, Tenn.

The Kennesaw House, located adjacent to the train depot, is an important landmark for railfans and especially for history buffs.

It was here on April 12, 1862, that James Andrews and 19 raiders boarded a Western & Atlantic train bound for Chattanooga. The plan was to burn bridges, tear up track and cut telegraph lines between Marietta and Chattanooga to disrupt one of the Confederate's most important rail lines.

"The mind and heart shrink back appalled at the bare contemplation of the awful consequences which would have followed the success of this one act," wrote the editor of the *Southern Confederacy*.

The historical marker outside the hotel reads: "In the ante-bellum days, this hotel was a summer resort for planters attracted by the gay social activities of this town. In 1862, J.J. Andrews and his federal raiders met here to begin the daring Locomotive Chase. Confederate wounded were fed and treated here after many battles, and civilian refugees from overrun Tennessee and Ken-

tucky stayed here, moving south as Federals drew near. July 3, 1864, Sherman has his headquarters in this hotel, while directing his pursuit of the Confederates retiring to Atlanta. After the war, numerous northern visitors wintered in Marietta, many stopping at the Kennesaw House."

The Western & Atlantic Railroad was acquired by the Nashville, Chattanooga & St. Louis Railroad in 1890. The Louisville & Nashville Railroad absorbed that railroad in 1957. Today, the line is operated by CSX, a successor of the L&N, and is heavily traveled.

A second line — the Marietta & North Georgia Railroad — was built starting in 1874. In 1887, tracks were completed to Murphy, N.C.

The line changed hands over the next few years. In 1902, the L&N Railroad purchased the line.

CSX abandoned some of the line. Today, some portions are operated by the Georgia Northeastern Railroad.

— 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.

Some Previous U.S. Wrecks

Jan. 6, 2005: Nine people were killed and scores more injured in Graniteville, S.C., when a Norfolk Southern freight train drives into a second train, leading to the rupture of a tank car, which spilled chlorine gas

Nov. 10, 2004: Five people were killed at a grade crossing in Graniteville, S.C., when they tried to beat a Norfolk Southern freight train.

April 6, 2004: One person was killed and dozens injured when an Amtrak train derailed near Yazoo City, Miss.

April 18, 2002: Four people were killed and more than 150 injured when an Amtrak train derailed in Crescent City, Fla.

Dec. 12, 2001: Seven people were killed when an Amtrak train struck a minivan near Bakersfield, Calif.

March 15, 1999: Eleven people were killed and about 100 people injured when an Amtrak train hit a truck and derailed near Bourbonnais, Ill.

Feb. 16, 1996: Eleven people were killed when an Amtrak train and a commuter train collide in Silver Spring, Md.

Sept. 22, 1993: Forty-seven people were killed when an Amtrak train crossed a damaged bridge near Mobile, Ala., that had been struck by a river barge hit a railroad bridge minutes earlier.

July 31, 1991: Eight people were killed and 78 people injured when an Amtrak train hit a freight car on a siding near Camden, S.C.

POLICE: FAILED SUICIDE ATTEMPT TO BLAME DERAILMENT

GLENDALE, Calif. — At least 11 people were killed after a man, described by police as “deranged,” parked his SUV on railroad tracks, leading to the derailment of two trains, authorities said.

And authorities levied murder charges against Juan Manuel Alvarez, the man police say parked his SUV on the train tracks with the intent of killing himself.

He changed his mind, however, and left his SUV on the tracks. Police say Alvarez watched the wreck unfold.

“He was very distraught and upset and realized that he caused a major disaster,” Glendale Police Chief Randy Adams said at a news conference after the crash.

At about 6:05 a.m., Jan. 26 two Metrolink trains — Nos. 901 and 100 — sideswiped

each other and both trains derailed near Glendale. One of the trains also struck a Union Pacific freight train.

Authorities were probing Alvarez’s mental state at the time of the crash, though it likely won’t be used as an excuse for his actions.

“His despondency doesn’t move me,” *The Associated Press* quoted District Attorney Steve Cooley as saying of Alvarez. “The mere fact that he was a little upset or despondent doesn’t mean he has a defense for anything.”

Northbound Metrolink train No. 901 which originates in Union Station and terminates in Downtown Burbank carries about 30-50 passengers.

Southbound Metrolink train No. 100, which originates in Moorpark and terminates at Union Station, has an average

ridership of 200-250.

It is not clear whether Alvarez was a United States citizen.

After the Glendale crash, a similar attempted suicide was reported in nearby Orange County. However, no one was injured in that attempt, though reports indicate a suspect was arrested there.

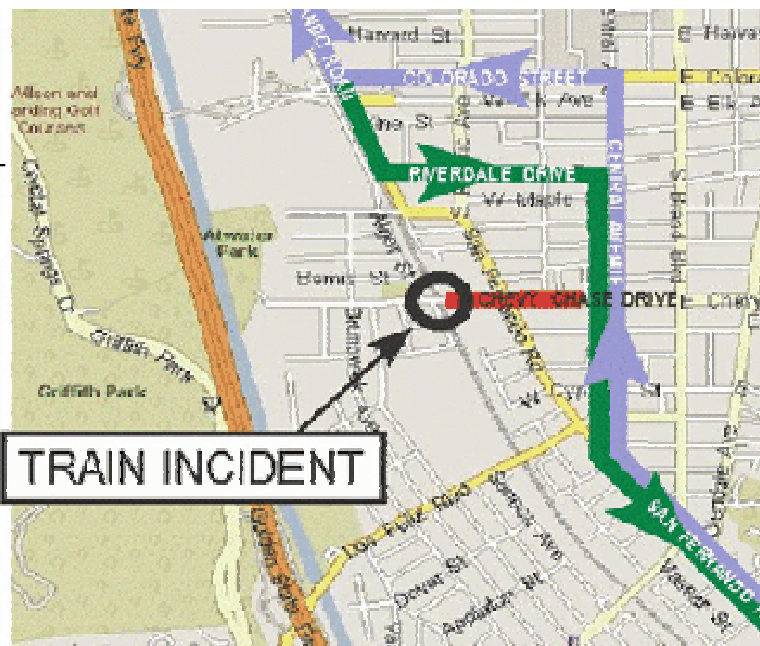
According to *The Associated Press* dozens of people kill themselves annually by stepping in front of a train or laying down on tracks.

“With 140,000 miles of rail line and 150,000 grade crossings, I’m not sure there is any method that’s effective in preventing it,” the news agency quoted American Association of Railroads spokesman Tom White as saying. “The key is suicide prevention.”

— Staff, wire reports

DEADLY COMMUTER DERAILMENT

At about 6:05 a.m., Jan. 26 two Metrolink trains, — No. 901 and No. 100 — sideswiped each other and both trains derailed near Glendale. At least 10 people were killed in the derailments. A man, who police say attempted to commit suicide, was arrested and charged with murder.



Map Courtesy
City of Glendale, Calif.

GREEN LIGHT TO HIGH-SPEED TRAIN ROUTE SELECTION

SACRAMENTO, Calif. — With a Jan. 26 unanimous vote, route alignments for the bulk of a 700-mile high-speed train system were given a green light today by California High-Speed Rail Authority board members.

The approval directs staff to move forward to finalize the first round of environmental analyses, based on the route alignments recommended by staff.

"We've been working to design a transportation system that will bring meaningful traffic relief to California's taxpayers, provide funding for local transportation projects, and improve the way we move freight through the state," said Joseph

E. Petrillo, chair of the Authority board. "We've completed a very thorough vetting process for the first round of environmental reviews and our decision today brings us significantly closer to that goal."

In approving staff recommendations, the board indicated its willingness — if money is secured in the 2005-06 state budget — to conduct a more in-depth study along the Fresno to Bakersfield route after hearing testimony from local officials and state legislators. Representatives from the cities and counties of Fresno and Bakersfield provided testimony in support of the staff's recommended route alignment, in part because

it's along an existing transportation corridor, travels directly through the downtown cities, and doesn't impact existing greenfields.

Local officials and state legislators representing a few cities South of Fresno, however, indicated a strong desire for the system to provide more direct service to smaller cities, particularly Visalia, which is not identified as a station stop on the existing map.

"We appreciate the desire of all cities to have a direct access to the train. Our charge is to identify a route that meets the greatest level of travel needs with the least amount of environmental impact on farmlands,

open space and other unpopulated areas," Petrillo said.

"We've decided to not hold up the environmental review process over this matter but we will work with lawmakers to help secure funding for an additional study," he added.

One route alignment was not affected by the decision. Last September, the Authority board decided to broaden the scope and conduct additional study of the route connecting the Central Valley with the Bay Area.

The Governor's proposed budget for 2005-06 earmarks \$1.7 million for this study, which is expected to take one to two years.

— *Business Wire*

FLOOD-DAMAGED UP LINES REOPEN

OMAHA, Neb. — Union Pacific on Jan. 24 announced that it re-opened its California "Coast Line" and Nevada's Caliente line, a rugged desert canyon line northeast of Las Vegas.

Traffic on these lines will be limited for a short period as final work is completed. These two line segments are the last of five rail lines to reopen after severe damage by a record winter storm earlier in January.

"We are still assessing the financial impact of the storm," said Union Pacific Chairman and CEO Dick Davidson. "However, at this time our best estimate is that it could approach, or even exceed, \$200 million in total. About \$100 million of that would be the capital expenditure for the repairs."

On the "Coast Line," Union Pacific plans to phase in the resumption of Amtrak and Metrolink passenger service in the Oxnard-Santa Barbara-San Luis Obispo area. Although the track is reopened to a limited number of freight trains, more maintenance work is required before the track can fully accommodate passenger train schedules.

The work includes removal of mud from the track and replacement of ties, which has to be done during daylight hours when the passenger trains normally operate.

It is anticipated that commuter operations will start between Los Angeles and Oxnard as soon as this afternoon. Passenger train service between Santa Barbara and Los Angeles should be possi-

ble by Feb. 8.

Full restoration of through passenger service between Los Angeles and Oakland is expected to be available by Feb. 28.

The Caliente line, in Nevada, will be limited to about 15 freight trains per day for approximately one week when the line will be open to its full capacity of 25-30 trains per day.

"The remainder would hit operating income through lost revenue and higher costs," Davidson added.

"We do have insurance coverage, but there is a \$50 million deductible and it will take some time to sort this all out with our insurance carriers, so these estimates don't yet include any insurance recovery."

— *PRNewswire*

WINTER WEATHER CONTINUES AFFECT ON FREIGHT TRAFFIC

WASHINGTON — Freight traffic on U.S. railroads declined during the week ended Jan. 22 in comparison with the corresponding week a year ago at least partly due to winter storms, the Association of American Railroads (AAR) reported Jan. 27.

Railroads moved 29.3 billion ton-miles of freight during the week ended January 22, 3.9 percent less than in the comparable week a year ago. Carload freight totaled 316,569 cars, down 4.3 percent from 2004, with loadings down 2.3 percent in the East and 5.8 percent in the West.

In spite of the continued closure of some rail lines out of the ports of Los Angeles and Long Beach, intermodal volume, which is not included in the carload data, rose 5.1 percent from 2004, totaling 206,838 trailers or containers.

Fifteen of 19 carload commodities were down from the comparable 2004 week, with farm products other than grain down 43.3 percent, food and food products down 11.3 percent and grain down 8.8 percent. Loadings of metallic ores rose 16.2 percent while coke volume was up 4.1 percent.

Cumulative volume for the first three weeks of 2005 totaled 968,216 carloads, down 1.7 percent from 2004.

— *Special to The Cross-Tie*

COMPANY PLEADS GUILTY TO VIOLATIONS OF HAZARDOUS MATERIALS TRANSPORTATION LAW

WASHINGTON — Griffith, Ind., -based Bulkmatric Transport Company has pleaded guilty to felony charges stemming from its failure to comply with federal hazardous materials transportation laws, the Federal Railroad Administration (FRA) announced Jan. 10.

Specifically, the company failed to train an employee who was seriously injured while unloading hazardous materials at a facility in Chattanooga, Tenn., according to a news release from the FRA.

On Jan. 3, 2001, a Bulkmatric employee was seriously injured when a valve fitting on a railroad tank car ruptured spraying him with sulfuric acid. The employee was unloading the product by himself, despite the fact that he had received no training on the handling of hazardous materials and was not wearing personal protection equipment.

As a result of the incident, 1,805 gallons of the product were released.

Under the plea agreement, Bulkmatric has agreed to pay a \$400,000 fine imposed by the U.S. Department of Justice and abide by the terms of a three-year probationary period. The company also will implement a comprehensive program to fully comply with all hazardous materials laws and regulations.

This includes taking specific steps to ensure its employees are properly trained, tested, and certified before they handle hazardous materials.

"This successful prosecution is an important reminder that federal laws governing the transport of hazardous materials are intended first and foremost to protect public health and safety," said U.S. Secretary of Transportation Norman Y. Mineta. "We will vigorously prosecute companies that violate those laws."

U.S. DOT Inspector General Kenneth Mead said that vigorous enforcement of the laws governing hazardous materials is

critical to protecting the safety of the public and is one of his office's top priorities.

Bulkmatric has paid a \$27,500 civil penalty to the FRA for failing to train or directly supervise the employee. Bulkmatric also paid \$44,750 to the Occupational Safety and Health Administration (OSHA) for other regulatory violations resulting from the incident.

The plea in this case was the result of an investigation conducted by the DOT Office of Inspector General with assistance from FRA inspectors.

"The Federal Railroad Administration (FRA) is firmly committed to ensuring the safety of hazardous materials transported over the nation's freight rail system," said FRA Acting Administrator Robert D. Jamison.

"Anything less than total adherence to safety laws and regulations will be dealt with in the harshest of terms."

— *Special to The Cross-Tie*

LOAN TO HELP REHABILITATE GREAT SMOKY MOUNTAINS SHORT LINE RR

WASHINGTON — A short line railroad located in the Great Smoky Mountains National Park in far western North Carolina is receiving a \$7.5 million direct loan from the Federal Railroad Administration (FRA) to rehabilitate its infrastructure and maintain its economic importance to the region.

The \$7.5 million loan, made under the FRA Railroad Rehabilitation and Improvement Financing (RRIF) program, will be used to refinance existing debt and upgrade four miles of track to heavier rail and replace over 38,000 railroad ties. The railroad also will purchase and install three turntables, which are used to turn locomotives around, to increase the safety and efficiency of its operations.

By refinancing existing debt, the Great Smoky Mountains Railroad (GSMR) will have more cash available for maintenance and capital improvement expenditures.

The GSMR operates primarily as a tourist railroad and carried approximately 167,000 passengers in 2004. It also handles some freight shipments along its 53 miles of track.

Located in one of the most economically disadvantaged counties in North Carolina, the GSMR is one of the largest employers in the area. It employs about 46 people full-time and nearly 140 seasonal employees.

The GSMR provides an estimated \$50 million in economic benefits to the region annually, according to the FRA.

— *Special to The Cross-Tie*

FRA: NEW RULE TO MAKE TRAINS MORE VISIBLE TO MOTORISTS

WASHINGTON — Reflective materials will be installed on the sides of locomotives and freight rail cars as a safety measure to make trains more visible to motorists at railroad crossings under a Final Rule published by the Federal Railroad Administration (FRA) in the Jan. 10 Federal Register.

Nearly one-quarter of all grade crossing collisions involve motor vehicles running into trains occupying grade crossings. The large size and dark colorization of trains in combination with poor lighting or limited visibility may contribute to motorists having difficulty detecting the train in their path.

The reflective material will help reduce the number and

severity of this type of accident by giving motorists an additional visual warning of the presence of a train.

The Final Rule on Reflectization of Rail Freight Rolling Stock requires railroads to install yellow or white reflective materials on locomotives over a 5-year timeframe and on freight rail cars over a 10-year period. The reflective materials will be installed on all newly constructed locomotives and freight rail cars and on existing ones during periodic maintenance or repair, unless alternate implementation plans have been developed that meet the requisite timetables.

The effective date of the rule is March 4.

— *Special to The Cross-Tie*



NEWS FROM THE

RAILS

QUICK HITS FROM AROUND
THE RAILROAD INDUSTRY

CSX Transportation Completes Final Phase Of Chicago Area 'Quiet Zone'

EVERGREEN PARK, Ill. — Starting Jan. 27, CSX Transportation (CSXT), the rail unit of CSX Corporation, has issued an operational bulletin instructing train crews to discontinue regular train horn use from 99th Street in Chicago to 87th Street in Evergreen Park.

Crews will continue to sound horns in the presence of maintenance workers and if emergency conditions exist.

This announcement comes following the completion of construction and pre-operational safety monitoring of the final three railroad crossings of the Chicago area CSX Quiet Zone. As part of establishing this quiet zone, new median barriers were installed at 95th Street and 87th Street and four-quadrant gates were installed at 91st Street in Evergreen Park. In addition, one private crossing was closed and one relocated to accommodate safety regulations.

In September 2004, CSXT began operating under quiet zone conditions from Chicago's 123rd Street to 103rd Street. The total quiet zone extends for approximately four miles over 14 crossings, through parts of Blue Island, Chicago, and Evergreen Park.

The project was funded through a \$3 million grant from the Illinois Commerce Commission, sponsored by Illinois State Representative Kevin Joyce.

— PRNewswire-FirstCall

Evans to Retire From UP

OMAHA, Neb. — Union Pacific Corporation said Jan. 27 that Ivor J. (Ike) Evans has announced his intention to retire as vice chairman and a director of the company effective February 28, 2005.

Evans, 62, joined the company as President and Chief Operating Officer of Union Pacific Railroad in September of 1998. He became vice chairman in February of 2004.

During Evans' tenure, revenue at Union Pacific grew from \$9 billion to over \$12 billion at a time when industrial production was essentially flat. His customer-driven mindset was behind the development of a number of new and successful products such as Blue Streak and Express Lane.

"The past six and a half years have been a wonderful experience that I've enjoyed immensely," Evans said. "Union Pacific is a great company with thousands of terrific people whose future couldn't be brighter. I've been proud to be a part of the UP team."

— PRNewswire-FirstCall

World's Largest Home Improvement Retailer Names BNSF Partner of the Year

FORT WORTH, Texas — BNSF Railway Company has been named 2004 Partner of the Year by the world's largest home improvement retailer, The Home Depot.

BNSF was one of eight transportation carriers named The Home Depot's Partner of the

Year-Rail. BNSF currently provides direct rail carload service to The Home Depot's distribution centers in addition to providing intermodal transportation.

In 2004, BNSF received carrier of the year recognitions from Wal-Mart Stores, Inc., American Honda Motor Corporation, FedEx Supply Chain, Evergreen America, Glovis America (third party logistics provider for Hyundai/Kia) and Toyota Logistics Services.

— PRNewswire-FirstCall

BNSF Railway Plans Track Maintenance Blitz Between Fresno and Richmond

FORT WORTH, Texas — BNSF Railway Company announced Jan. 25 that it has launched a \$17.5 million track and bridge maintenance project on its main line between Fresno and Richmond, Calif.

To minimize the impact on customers and communities, work that could have been spread across many months will be completed in a two-week period between Jan. 23 and Feb. 8 across this 194-mile subdivision.

"The maintenance blitz allows BNSF to perform a large volume of track upgrades in a compressed time which will improve ride quality for Amtrak and facilitate freight movement between Fresno and Richmond," said Steve Anderson, general director of line maintenance.

The Stockton blitz project includes upgrades to four

bridges, improving 25 at grade crossings, the installation of 69,638 wood crossties and undercutting (drainage improved) 23,232 feet of track.

To achieve the compressed schedule for the project, BNSF will bring in 300 additional employees from various parts of the railroad that will be assigned to specific track, rail and bridge renewal projects across the line.

BNSF plans to close the line and perform maintenance six hours a day. Customers have been notified about any temporary changes in their freight schedules.

Some highway-rail grade crossings along this rail line will be closed temporarily as maintenance crews reconstruct track. In most cases, an affected crossing will only be closed a few hours on a particular day. BNSF has worked closely with all the communities to plan crossing closure schedules and identify alternate routes for traffic.

Command centers will be situated in Fresno, Merced and Stockton where BNSF personnel will be stationed around the clock.

— PRNewswire-FirstCall

Fourth Quarter Reports Available on Railfanning.org

Detailed reports from the fourth quarter of 2004 are available on Railfanning.org.

For more, log onto <http://railfanning.harplaster.net/news/reports/2004/>

— The Cross-Tie

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New BNSF Look



PRNewsFoto

BNSF Railway Company unveils new locomotive paint scheme in connection with change of name and logo. New corporate and railway subsidiary logos and a new name for its railway subsidiary — BNSF Railway Company — were unveiled today as Burlington Northern Santa Fe Corporation Chairman, President and Chief Executive Officer Matt Rose rang the closing bell at the New York Stock Exchange. "During the 10 years since the merger that created BNSF, much has changed in the railroad landscape," Rose said. "BNSF has identified itself as progressive, vital, approachable and resourceful — a strong part of the global transportation network. As we look to the future, we believe that our identity should reflect those core attributes." The corporation will retain both its name and ticker symbol. The new BNSF identity, to be phased in over a period of time, will appear on locomotives and other rolling stock, stationery, signage, the BNSF Web site, and elsewhere.

CN, BNSF REACH ROUTING PROTOCOL AGREEMENT

FORT WORTH, Texas — CN and BNSF on Jan. 19 announced a routing protocol agreement to streamline their exchange of rail traffic at major gateways, to be implemented over a three-month period.

Under the protocol, CN and BNSF have established a structured plan to direct rail traffic flows through the most efficient interchange locations, a change that will improve transit times and asset utilization for the customers of CN and BNSF.

The major interchange points for traffic moving between CN and BNSF are Vancouver, B.C., Noyes, Minn., Superior, Wis., Chicago, Memphis, and New Orleans.

— PRNewswire-FirstCall