

THE FLATWHEEL

The Official Monthly Publication of the Central Florida
Railway Historical Society, Inc.



June 2014

June 2014 Meeting

Monday, June 9th at 7:00 PM
Central Florida RR Museum
101 S. Boyd St., Winter Garden, FL
Program: UP Big Boy 4014
By: Jarrod Reynolds
Refreshments: Lloyd & Sylvia Brown

July 2014 Meeting

Monday, July 14th at 7:00 PM
Central Florida RR Museum
101 S. Boyd St., Winter Garden, FL
Program: The Dora Doodlebug
By: Neil Bagaus
Refreshments: Laura Ansell

Central Florida Railway Historical Society, Inc.

Central Florida RR Museum Host Duty Schedule — June 2014

DAY	DATE	HOURS	MUSEUM HOST
Saturday	5/31/2014	1 P.M. – 5 P.M.	Phil Piet
Sunday	6/1/2014	1 P.M. – 5 P.M.	Gary Dettman
Saturday	6/7/2014	1 P.M. – 5 P.M.	Frank Milmore
Sunday	6/8/2014	1 P.M. – 5 P.M.	Mike Kelly
Saturday	6/14/2014	1 P.M. – 5 P.M.	Lloyd & Sylvia Brown
Sunday	6/15/2014	1 P.M. – 5 P.M.	Closed - Fathers' Day
Saturday	6/21/2014	1 P.M. – 5 P.M.	Irv Lipscomb
Sunday	6/22/2014	1 P.M. – 5 P.M.	Bill Dusenbury
Saturday	6/28/2014	1 P.M. – 5 P.M.	Patrick Smith
Sunday	6/29/2014	1 P.M. – 5 P.M.	Phil Piet

Don't Forget

June 7, 2014 — Winter Garden, FL — Quarterly Meeting of the Central Florida Railway Historical Society Board of Directors at 8:30 AM in the Central Florida Railroad Museum, 101 South Boyd Street. All CFRHS Members are cordially invited and encourage to attend.

Field Trip to Daytona Beach Museum of Arts & Science — Clarence Hurt

The City of Winter Garden Parks and Recreation Department is going to sponsor a trip to above location on Thursday, July 10th, 2014. Tickets are \$20.00 for City residents & \$22.00 for non-residents. **This includes transportation and museum admission.** (Lunch is on your own). Regular admission to the museum is 12.95 (Seniors \$10.95) Bus leaves from Community Center, 310 N. Dillard Street at 9:00 and returns at 5:30.

The DBMAS is know as the primary art, history and science museum in Central Florida. It has more than 30,000 objects and as most of you know, **it houses a number of the prime RAILROAD artifacts from the Root family collection.** They have some of the Drumheads off famous passenger trains, a dining car and the Beaver Tail Milwaukee observation car from the Hiawatha.

They have 22 spots available with 12 of them already committed, but should they have requests for as many as 44 they will engage a larger bus to accommodate. If you have an interest in going along on this trip, call 407-656-4155 and speak with either Mona or Carol.

June 2014 Museum Work Session Saturday, June 21, 2014

8:30 AM to 3:30 PM

**Please come out and help
with the many chores that
need to be done!!!!**

June Birthdays

Craig Murdock 6/1
Rollin Patrick 6/4
David Peterson 6/12
Laura Ansell 6/16
Addison Austin 6/16
Bill Cogswell 6/24

This Is The Way It Was

May 2014 Museum Report

By Ken Murdock, Museum Curator

This monthly photo column by Ken Murdock features railroad scenes of the past, a look back into railroading's history.



In January 1977 steam returned to Florida in the form of the *American Freedom Train*, with ex-SP #4449, 4-8-4 on the head end. While on Orlando the train was tied down on the old Air Force Base spur on the west side of Orlando International Airport where visitors could tour its display cars. Rides were offered from Sanford to Jacksonville and some of our members, including William Cogswell, rode it. – *Mary Cogswell photo*



Steam returned to Florida again in July 1978 when the Clinchfield's excursion train, led by 4-6-0 #1 pushed by a pair of F7B units, came down the "A" line through Orlando to Tampa. It ran an excursion up the old Tampa Northern to Brooksville before departing on the "S" line to Pensacola where is pulled another excursion. Some of our members were on board. – *Frank Brubaker photo*



Though hard to believe, steam returned to Florida once again in December 1980-January 1981, in the form of Ross Roland's ex-C&O #614, 4-8-4 pulling the *Family Lines Safety Express*. A number of the cars were from the Clinchfield train. Rides were offered both north and south bound from Orlando's Church Street Station, and again, many of our members rode. – *Ken Murdock photo*

May was another good month and we continued to make gains on the inventory even though I was out of town and missed two of our four Wednesday workdays. Al Sharp continued on the inventory and Phil Piet and Irv Lipscomb photographed the collection on alternate weeks. Jarrod Reynolds finished his semester at Rollins and was able to come out and help as well. Jerry Honetor continued pressing hard in the library and Ginger was busy polishing our silver service and hosting for Greg Fox during his recovery from knee replacement surgery.

As mentioned last month, we loaned a number of items from our collection to the Winter Park Historical Society for their railroad display. They had their grand opening on Thursday May 8th at 5 PM. All society members were invited to attend the VIP Grand Opening at 4 PM since we participated significantly by loaning some of our memorabilia for display, reviewing and writing some of their text panels and advising them for historical accuracy. Warren McFarland and Don Andrus set up a working telegraph display. The railroad display is opening in conjunction with the startup of SunRail and will run for one year.

On Saturday, May 5th, the Winter Park Historical Society received, as a donation, a beautifully detailed model of Union Pacific 4-4-0 #119. This 6.5 inch gauge locomotive (almost live steam size) is a model of one of the two used in the Golden Spike Ceremony at Promontory Summit, Utah Territory on May 10, 1869. The model was donated by the gentleman who once owned the Bubble Room restaurant in Maitland. For those of you who dined there, you will remember the trains that ran on tracks near the ceiling throughout the dining areas.

The locomotive came with a beautiful tender and a flatcar with a derrick mounted to its wood deck. The locomotive and derrick car were damaged and needed to be repaired before they could be displayed. I spent about 16 hours repairing them. Our society was well represented at the open house with Al Sharp, Irv Lipscomb, Phil Piet, Jarrod Reynolds, Jerry and Ginger Honetor and me attending. Jerry and Ginger arrived at the event via SunRail from the Sand Lake station.

The Golden Spike train has been offered to us on permanent loan by the Winter Park group, including its 9 feet long by 18 inch wide display table, once they close their exhibit in one year. Our problem is figuring out where to display it. Moving into the Roper Building would solve that problem.

We had our monthly museum workday on Saturday, May 31st. We had 7 members participating that included Phil Cross, Allen Quinn, Al Sharp, Jarrod Reynolds, Jerry and Ginger Honetor and me. Our accomplishments included, pouring a concrete foundation near the caboose for our railroad crossing signal, cleaning up around the outside, inside housekeeping chores, working on inventory, polishing silver, working on the Flat Wheel, and preparing thank you letters for donors. It was a very productive day!

Donations for the month included more items from our two regular British visitors, Neil Chandler and Maurice White. Mr. Chandler is a train manager for the British Railway system, First Great Western, and donated a number of their items which included a necktie, his personal name badge, a vinyl pocket card holder, a lapel pin, a key fob and gate signs for eight destinations out of London. Mr. White donated 9 photographs taken at the National Railroad Museum of The Sir Nigel Gresly, Tornado, Mallard and the Flying Scotsman steam locomotives.

Phil Piet donated a number of books to our library and many of them are the Colorado Rail Annuals published by the Colorado Railroad Museum. He also donated a complete set of Classic Trains, 2000 thru 2007. Dwight Stoffel donated 3 model railroad cars. David White donated a number of books and Stan Smith, Phil Cross' cousin, donated 7 railroad CD that he composed which play with music, so it was a good month for donations.

Upcoming Events

June 7, 2014 — Winter Garden, FL — Quarterly Meeting of the Central Florida Railway Historical Society Board of Directors at 8:30 AM in the Central Florida Railroad Museum, 101 South Boyd Street.

June 7-8, 2014 — Tampa, FL — 11th Tampa Train Show & Sale, Florida State Fairgrounds Special Events Center, 9 AM to 5 PM Saturday, 10 AM to 4 PM Sunday. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

June 9, 2014 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

July 12, 2014 — Deland, FL — 48th Florida Rail Fair, Volusia County Fairgrounds, 3150 East New York Avenue, 9 am – 4 pm. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

July 14, 2014 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

August 9, 2014 — Norcross, GA — 47th Atlanta Model Train Show, North Atlanta Trade Center, 1700 Jeurgens Court, 9 AM to 4 PM. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

August 11, 2014 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

September 8, 2014 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

October 4, 2014 — Deland, FL — 49th Florida Rail Fair, Volusia County Fairgrounds, 3150 East New York Avenue, 9 am – 4 pm. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

October 4-5 and 11-12, 2014 — St. Marys, GA — The Gramling Locomotive Company's #126 Saddle-tank Locomotive will power the St. Mary's Railroad Tourist Trains round trip between St. Marys, GA and Kingsland, GA.

October 13, 2014 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

November 10, 2014 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

December 20-21, 2014 — Tampa, FL — 12th Tampa Train Show & Sale, Florida State Fairgrounds Special Events Center, 9 AM to 5 PM Saturday, 10 AM to 4 PM Sunday. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

December 6, 2014 — Clermont, FL — Annual Meeting of the Central Florida Railway Historical Society at the 801 City Grille, beginning with a social hour at 6 PM.



Thanks to Society Member Warren McFarland for passing along this great picture entitled "Hooping It Up On The Pennsy."

It's easy in daylight on straight track, but try it at night, in the rain, on the point of a slight curve, without knowing what type of steam engine was coming at you with side rods flailing away, and with only a kerosene lantern to illuminate the hoop.



Thanks to Society Member Warren McFarland for passing along this great photo of PRR #4398 at Enola Yard, Harrisburg, PA, in 1956.



Thanks to Society Member Craig Murdock for passing along this great photo of an early rail bicycle. Just think of what we could do with a bicycle like this here in Central Florida!!!

Central Florida Railway Historical Society, Inc.
Combined Board & Regular Meeting Agenda
Central Florida RR Museum
May 12, 2014
7:00 PM

1. Call to Order – Bill Dusenbury — Board Members in attendance were Bill Dusenbury, Jerry Honetor, Irv Lipscomb, Joe Lehmann, Phil Piet, David Rhea, Frank Milmore and Phil Cross
2. Meeting Prayer and Pledge of Allegiance – David Rhea
3. Recognition of Visitors – Bill Dusenbury — Welcome to Richard Cronin; he will be presenting the Orange Belt Railway: The Lost Decade 1892-1902
4. Recognition of Members/Friends Concerns – Bill Dusenbury — David Rhea reported on Greg Fox; he is going to be out a couple more weeks.
5. Approval of the April 14, 2014 Combined Board & Regular Meeting Minutes – Bill Dusenbury — Motion to approve the minutes by Phil Cross, Second by Jerry Honetor the motion unanimously approved
6. April 2014 Treasurer's Report – David Rhea and Frank Milmore — Treasurer David Rhea reported the Society solvent as of April 30, 2014.
7. Vice President of Membership & Programs Report – Jerry Honetor
 - **Membership Report** — Dues for 2014 are due. A number of members still have not renewed their membership for 2014.
 - **Society Events and Field Trips for 2014:**
 - ◇ Field trip to the new CSX intermodal facility in Winter Haven is in the planning stages.
 - ◇ Field trip to SunRail is in the planning stages.
 - ◇ Any suggestions for future field trips, none suggested.
8. Museum Curator Report – Bill Dusenbury in Ken Murdock's absence
 - **April 2014 CFRR Museum Report:** No report since Greg Fox is on sick leave.
 - **The Next Museum Work Session:** Scheduled for **May 31, 2014.**
 - **Recent Acquisitions & Donations.** - None
9. Museum Host Schedule for June 2014 – Irv Lipscomb
10. President's Report – Bill Dusenbury
 - **Winter Garden Heritage Foundation Board of Directors Activities** – The Foundation continues with their Capital Campaign Program. History Center construction is progressing a little ahead of schedule. Currently scheduled to be complete and ready for occupancy in December 2014.
 - **CFRHS Facebook Page Update.**
 - **Al Weber Announcement he is running for President of NRHS**
11. FCRR, FMRR, FNRR & SunRail Update (Including FCRR Track Upgrade Update) – Bill Dusenbury
12. Tourist Train Operations on the Florida Central RR – Neil Bagaus/Mike Ryan/Bill Dusenbury — Neal reported back in Mount Dora, ridership has been amazing.
13. Items from the Board of Directors
 - **Irv Lipscomb** – CFRHS purchase of digital camera for use with the inventory. Motion by Irv Lipscomb second by Jerry Honetor to purchase camera. The motion was not approved.
 - David Rhea reported Neil Chandler from the United Kingdom came into the museum to donate items from the London Train System to be added to items he had already donated.
14. Items from the Membership
 - Clarence Hurt reported the City of Winter Garden sponsoring trip to Daytona Beach Museum of Arts and Sciences on July 10th 9:00 AM to 4:30. Cost \$20.
15. Tonight's Program: **Orange Belt Railway: The Lost Decade 1892-1902 by Richard Cronin**
16. Tonight's Refreshments Provided By: **Irv Lipscomb**
17. **Reminder** – Please help clean up the museum after monthly meetings. We want to leave the Museum in as-good or better condition than we found it. Also, please remember to put away the circular table and return the children's interactive train display to its designated location. All help in this matter is greatly appreciated.
18. Meeting Adjournment — Motion to adjourn by Jerry Honetor, Second by Phil Piet, the motion unanimously approved.

CFRHS Membership Statistics

Society Members	34
Society Century Members	10
Ward Britt	
Phil Cross	
Ann Cross	
Bill Dusenbury	
Chuck Hanus	
Andy Healy	
Jerry Honetor	
Frank Milmore	
Ken Murdock	
Jim Shoemaker	
Society Friends	8
Society Family Members	14
Society Student Members	0
Total Members	66

**June 2014 Museum
Work Session
Saturday, June 21, 2014
8:30 AM to 3:30 PM
Please come out and help
with the many chores that
need to be done!!!!**

The Flatwheel is the official monthly publication of the Central Florida Railway Historical Society. Opinions and views expressed in this publication are those of the editor and contributors and do not necessarily reflect those of the members, officers or directors of the Society.

Material for the Flatwheel (including exchange newsletters) should be sent to the editor via e-mail at:

editor@cfrhs.org .

Please Note: Material from The Flatwheel may be reprinted in other publications provided credit is given as to the source.

The Central Florida Railroad Museum is located at 101 South Boyd Street, Winter Garden, FL, 34787 (downtown Winter Garden, immediately north of the water tower).

The Museum is open daily from 1:00 PM to 5:00 PM (excluding selected holidays) or by special arrangements. Large groups are encouraged to contact the Museum at 407-656-0559 to arrange for their tour in advance.

The Central Florida Railroad Museum is operated under a cooperative agreement between the City of Winter Garden, the Winter Garden Heritage Foundation and the Central Florida Railway Historical Society, Inc..

The Central Florida Railway Historical Society, Inc. meets on the 2nd Monday of each month at 7:00 PM at the **Central Florida Railroad Museum**. The Museum is located at 101 South Boyd Street in downtown Winter Garden immediately north of the water tower. Guests and visitors are welcome and encouraged to attend.

All correspondence and other materials for the Society should be mailed to:

Central Florida Railway Historical Society, Inc.

PO Box 770567

Winter Garden, FL 34777-0567

Or e-mailed to the Society at: info@cfrhs.org

Web page: www.cfrhs.org

Mission: The mission of the Central Florida Railway Historical Society, Inc. is: Promoting railway heritage and preservation and educating members and the public about rail transportation, its history and impact, with a focus on Central Florida.

Purpose: The purpose for which this Society is formed and the business or objects to be carried on and promoted by it are mainly historical, educational and not-for-profit. The more particular objects are:

- Preserve the historical materials of rail transportation of all kinds and issue publications relative to the subject.
- Acquire by donation, purchase, lease or otherwise, real or personal property, and to maintain, sell, lease, deed or otherwise manage in a manner appropriate for the Central Florida Railroad Museum and the above mentioned purposes.
- Plan and run a series of programs and events for Society members' education and participation.
- Work and support the activities of the Winter Garden Heritage Foundation. Assist in any and all group projects which benefit the goals and activities of the Society and the Winter Garden Heritage Foundation.

President: Bill Dusenbury

president@cfrhs.org

407-509-1521

Vice President - Membership & Programs: Jerry Honetor

vpmembership@cfrhs.org

407-957-8788

Vice President - Education & Public Relations: Irv Lipscomb

vpeducation@cfrhs.org

407-895-4749

Secretary: Joe Lehmann, Jr.

secretary@cfrhs.org

856-912-8628

Assistant Secretary: Phil Piet

asstsecretary@cfrhs.org

407-656-4960

Treasurer: David Rhea

treasurer@cfrhs.org

407-656-8749

Assistant Treasurer: Frank Milmore

assttreasurer@cfrhs.org

407-366-8941

Museum Curator: Ken Murdock

curator@cfrhs.org

407-277-5719

Assistant Museum Curator: Roger Wilson

asstcurator@cfrhs.org

352-314-0881

Historian: Phil Cross

historian@cfrhs.org

407-509-4572

Immediate Past President: Phil Cross

pastpresident@cfrhs.org

407-509-4572

Flatwheel Editor: Phil Cross

editor@cfrhs.org

407-509-4572

Webmaster: Joseph Lehmann, Jr.

webmaster@cfrhs.org

856-912-8628

Rail News

From the *TRAINS, Railroad & Railfan* and AAR Web Sites

Courtesy of Society Member Roger Wilson and Some Other Members/Supporters From Time to Time

St. Augustine, Fla., Mulls Streetcar

Written by Douglas John Bowen
Monday, May 05, 2014

St. Augustine, Fla., is considering a narrow-gauge heritage streetcar operation, roughly paralleling U.S. Route 1 and linking several traffic generating sites within the municipality.

The proposal, first disclosed publicly this spring by Historic City News website, is being aided by a so-far unnamed designer of track and overhead wire systems.

Last September the St. Augustine Mobility Institute held a weeklong series of public seminars addressing the city's mobility challenges. The institute is a partnership between the city and the North Florida Transportation Planning Organization, the metropolitan planning organization (MPO) for four counties, with Kansas City, Mo.-based HNTB cosponsoring the event and the subsequent report.

The city in 2013 also considered a resolution to participate in a First Coast Commuter Rail System, a plan that would connect St. Augustine to Jacksonville, Fla.

Though tourism is cited as a prime driver for the streetcar project, the proposal also cites eventual connections with proposed All Aboard America and Amtrak intercity rail services being suggested for Florida's east coast, using Florida East Coast Railway right-of-way.

Economic development also appears to be part of the plan, as the proposed line would serve the San Marco Corridor Redevelopment Area, according to a slide presentation posted by Historic City News. St. Augustine, located in northeastern Florida roughly 37 miles south of Jacksonville, has a metropolitan area population of roughly 69,000.

NYC Subway Rail That Snapped in Derailment Was New

By JONATHAN LEMIRE - Associated Press
May 3, 2014

NEW YORK (AP) — The subway rail that snapped and caused a train to derail, injuring 19 passengers and stranding hundreds underground, was installed just weeks before the accident, the Metropolitan Transit Authority said Saturday.

The rail that broke underneath a train in Queens on Friday morning was manufactured in the U.S. in November and installed in March. The other rails from that shipment will be tracked down and inspected, according to the MTA.

The cause of the derailment, the most significant in years on the nation's largest subway system, remains under investigation.

The express F train was heading for Manhattan and Brooklyn when six of its eight cars derailed around 10:30 a.m. more than 1,000 feet from the nearest station. The train was plunged into darkness, and sparks and smoke partially filled some of the cars.

Four people suffered serious injuries and were hospitalized after the derailment, which took place about 30 feet below street level. Fifteen other straphangers, some of whom complained of chest pains, were treated at the scene.

Dozens of emergency workers converged quickly on the scene, some of whom used ladders to help passengers descend from the train to track level and guided them along the track to an opening in the sidewalk. Power was cut to the third rail to aid the rescue.

MTA workers are repairing a damaged 500-foot stretch of rail and aim to have local service restored by Saturday afternoon. Officials hope to restore full service by Monday morning's rush hour.

The area where the incident occurred is one of the five zones the MTA has identified as "critical rail break" corridors that need replacement, according to The New York Daily News. However, because the age of the rail does not appear to be a factor, MTA investigators will focus on other areas while trying to determine what caused the derailment.

There is no signal switch in the area. The train's operator and conductor were tested for drugs and alcohol, but results were not immediately known.

California Short Line Claims Legal Victory

Written by Douglas John Bowen
Wednesday, May 07, 2014

Sierra Railroad Co., an operator of freight trains and passenger excursions, said it has been awarded "\$39.6 million in compensatory and punitive damages in a service contract dispute with Patriot Rail Corp." by a California jury.

Sierra said Tuesday, May 6, 2014 that the California jury found that Patriot "breached its non-disclosure agreement with Sierra, committed fraud, willfully and maliciously engaged in the theft of Sierra's trade secrets, and interfered with Sierra's rail service contract at McClellan Business Park in Sacramento, Calif."

The company asserts that Patriot, "after taking over the rail contract, tried to obtain a court order in 2009 forcing Sierra to sell after prolonged negotiations, as well as requesting reimbursement for monetary damages."

But the jury awarded Sierra \$22.2 million in compensatory damages, along with an additional \$17.4 million in punitive damages, for a total award of \$39.6 million, Sierra said.

"Patriot stole our operation at McClellan and nearly bankrupted our company," said Sierra Railroad Co. President and CEO Michael Hart. "Being falsely accused of fraud for five years in federal court has deeply impacted not just Sierra, but our other businesses as well, such as Sierra Northern Railway, the Sierra Railroad Dinner Train, the Sacramento River Train, the Skunk Train, and Sierra Energy. We've lost millions in revenue and lost opportunities."

In 2012, Steel River Infrastructure Partners acquired Patriot Rail Corp. with full knowledge of the pending lawsuit and, a year later, changed Patriot's name to Patriot Rail Company, LLC.

But according to Sierra General Counsel Torgny Nilsson, "Neither Patriot Rail Company, LLC nor its new owners made any effort after the 2012 sale to dismiss Patriot's baseless lawsuit against Sierra, to return the stolen McClellan operation to Sierra, or to otherwise compensate Sierra for Patriot's illegal actions." He added, "Judge Troy L. Nunley correctly found that the sale and name-change did not alter Patriot's liability for the damages awarded by the jury."

Jacksonville, Fla.-based Patriot Rail Co. oversees short line railroads and railcar repair facilities in 14 states. Parent Steel River Infrastructure Partners, an investment management firm, has offices in San Francisco and New York.

Volunteer Steals Nearly \$100,000 from Wanamaker, Kempton and Southern Railroad, Police Say

Published: May 06 2014

ALBANY TWP., Pa. - The wheels of justice are turning for a longtime volunteer of the Wanamaker, Kempton and Southern Railroad.

It's known as Berks County's hidden gem, but the railroad has been derailed by the appointed treasurer, said officials.

James Krause, 43, of Schnecksville, Lehigh County, is accused of stealing nearly \$100,000 in a year's time.

"We're all there for one love and to find out that trust has been destroyed and violated is a real shame," said Oliver Blatt, president of Wanamaker, Kempton & Southern Railroad Inc., who added the accounts just weren't adding up.

According to court documents, Krause stole \$36,471.41 from the company's checking and savings accounts between January and December 2013. They also state he bought \$22,229.83 in fraudulent purchases from Home Depot and Lowe's on the business' account, and took \$36,837.00 in ticket sales.

"It was always weird because he was like, 'Oh, money is no object. No problem, no problem,' so he talked about money a lot," said Kyra Hendricks, who worked with Krause organizing events at the railroad.

The nonprofit just celebrated 50 years in business in 2013. It's run entirely by volunteers and offers scenic train rides to the public.

"It was really surprising. We've been trying to get in touch with him for a couple of months and he hasn't responded," said Arian Hungasai, who owns Wanamakers General Store at the end of the tracks.

Krause didn't answer the door at his house on Tuesday. Court records show he also pleaded guilty to child pornography charges in 1999. Blatt said he had no idea, but Krause is no longer a volunteer.

Now, officials are trying to get the gem back on the right track.

"The railroad is still going to be there. We're still going to be operating trains and we're going to recover from this," said Blatt.

Blatt said new procedures have been put in place for their accounting and the hiring of volunteers to help prevent this from happening again. He said Krause's alleged actions are not what the railroad stands for, and he hopes people will continue to ride.

Krause was arraigned Monday on theft and related charges, according to court records.

DOT: Report Bakken CBR Moves; Upgrade Gear

Written by David Thomas
Thursday, May 08, 2014

State and local emergency responders won the right to know about individual movements of Bakken crude oil in an emergency order issued late Wednesday, May 7, 2014 by U.S. Transportation Secretary Anthony Foxx.

In the order, emanating directly from Foxx's office rather than the Federal Railroad Administration, is a pre-emptive political initiative that short-circuits the usual pace of regulatory action. FRA's ponderous consultative rulemaking has attracted widespread complaint from municipal fire services, railroad executives and, increasingly, Capitol Hill.

FRA critics are less likely to be mollified by a concurrent safety advisory concerning tank car deployments. Issued jointly by FRA and its sibling Pipeline and Hazardous Materials Safety Administration (PHMSA), the voluntary advisory asks shippers to use the most robust tank cars available for shipping crude—unless the shippers themselves judge it to be unreasonably inconvenient.

The twin regulators "urge offerors and carriers of Bakken crude oil by rail tank car to select and use the railroad tank car designs with the highest level of integrity reasonably available within their fleet for shipment of these hazardous materials by rail in interstate commerce. Further, FRA and PHMSA advise offerors and carriers of Bakken crude oil to avoid the use of older, legacy DOT Specification 111 or (Canada's equivalent) CTC 111 tank cars for the shipment of such oil to the extent reasonably practicable."

In other words, the regulators are asking shippers and railroads to voluntarily phase out their use of the still-certified DOT-111 tank cars in favor of more robust but unspecified vessels that have no regulatory status. The advisory does not even identify the industry's own CPC-1232 specification, though it is the only available alternative to the DOT-111. To do so could bless the CPC-1232 with effective regulatory approval (as Canada did last month) and thus guarantee that CPC-1232s would be grandfathered if and when the FRA ultimately concludes its deliberations over specifications for a next-generation general purpose tank car.

The voluntary tank car advisory stands in contrast to Canada's compulsory three-year deadline for retirement of DOT-111s from crude service, raising the prospect that shippers will preferentially use the post-2011 CPC-1232s for trains crossing Canadian territory and disproportionately assign obsolete, but still legal, DOT-111s to internal U.S. domestic trains.

On the other hand, Foxx's emergency order on advising state emergency response commissions (SERCs) of Bakken movements exceeds Canada's requirement that carriers periodically provide local agencies with cumulative historical data on hazmat movements. Foxx's order is effective immediately, and requires real-time reporting on movements of Bakken crude. The order applies to all trains hauling more than one million gallons (approximately 35 tank cars) of the problematically volatile oil drawn from mid-continent shale oil deposits.

"The notification must include estimated volumes of Bakken crude oil being transported, frequencies of anticipated train traffic, and the route through which Bakken crude oil will be transported," the order states.

State emergency agencies are authorized to share train data with local first responders, and railroads must cooperate in that information sharing.

B&O Railroad Museum Announces the Transfer of Chesapeake & Ohio #1309 to Western Maryland Scenic Railroad for Restoration and Operation.

Published: May 6, 2014

The B&O Museum of Baltimore, MD, Western Maryland Scenic Railroad and WMSR Foundation are going full steam ahead with even more exciting news of rail preservation! The transfer of C&O steam locomotive 1309 (2-6-6-2) to the Western Maryland Scenic Railroad of Cumberland, MD will be an incredible milestone for steam operations in the USA! With this transfer, the B&O Railroad Museum and Western Maryland Scenic Railroad will be preserving steam locomotive history for generations to come. As one of the largest steam locomotives in the USA, this locomotive will be restored to its former glory and will be in operation on the Western Maryland Scenic Railroad. The Baldwin Locomotive Works built #1309 in September of 1949 as its last commercially built steam locomotive for use by a railroad in the USA.

C&O steam locomotive #1309 arrived at the B&O Museum in 1972 and has been preserved and displayed for generations of families to enjoy. Today, May 6, 2014 at 13:09 (1:09PM) Western Maryland Scenic Railroad announced the transfer of #1309 for restoration and operation.

Courtney B. Wilson, Director of the B&O Railroad Museum said "This historic agreement is a win-win for railroad preservation. It ensures the long-term preservation and restoration of an important steam locomotive which is central to our mission."

Mark Farris, President of the Western Maryland Scenic Railroad Board of Directors said "With the full support of the Board of Directors, the continued efforts of the executive directors, staff and employees of the WMSR have allowed for the growth and prosperity of our wonderful tourist attraction in Western Maryland. These efforts have provided the resources to give the WMSR the opportunity to acquire locomotive 1309, restore it, and place it back into service in a wonderful mountainous setting where thousands of people can enjoy the sights and sounds of a bygone era."

The locomotive has been moved to the B&O Railroad Museum's restoration facility in preparation for shipment to the Western Maryland Scenic Railroad shops. Once this is complete, the locomotive will travel by rail on specialized flat cars pulled by CSX.

Don't miss out on this incredible historic venture unfolding at the Western Maryland Scenic Railroad in Cumberland, MD. Make sure you join the WMSR Foundation and are following our Facebook page for all of the most up to date info. If you would like to donate to the restoration of C&O #1309 you may contact the WMSR rail preservation group, WMSR Foundation, the where you can join, volunteer and donate to rail preservation projects. For more information go to our website or call 301-759-4400 Ext 130 or 800 TRAIN50 Ext 130. Enjoy the history at Western Maryland Scenic Railroad.

Last Stop, Last Drop: Metro-North Bar Cars Chug Into History

By MATT FLEGENHEIMER

May 9, 2014

There are those who sip discreetly on subway trains, reaching for the paper bags in their coat pockets, or pull flasks from their knapsacks in the darkened back corners of a city bus.

Such is the stigma of drinking in transit, where the sloshed are supposed to have boarded that way.

But for decades, passengers on the Metro-North Railroad have found a workaround amid the fake wood panels and lounge-style seating of the bar car — the space where everybody may or may not know your name, but none would dare cast a judgmental glare about that fourth beer before the Stamford station.

“The two words you don’t want to hear on the bar car,” said Steve Schleier, clutching his beer can en route to Fairfield, Conn., on Thursday evening. “Last call.”

And yet, for the final commuter rail bar cars believed to be operating in the United States, it is indeed the end of the line. The last of Metro-North’s old car fleet, introduced in the 1970s, has aged out of the system; the 7:34 p.m. train on Friday from Grand Central Terminal to New Haven was the bar car’s final ride before its retirement at the hands of a new, barless model.

Since before World War II, when rail was king and Prohibition was dead, the rolling saloon has been a national staple — its contents relied upon to make the strangers less strange, the commutes less interminable. But over the years, the bar cars began to disappear: Chicago, one of the last holdouts, abandoned its bar service in 2008.

At the end, only Metro-North remained, according to the American Public Transportation Association.

On Thursday, the regulars were left to reminisce, toasting the traveling Christmas parties and medium-stakes sports wagers, softball league allegiances forged on the rails and love stories that owed their start to the spirits of the New Haven line.

“There’s also been affairs,” said Terri Cronin, chairwoman of the Connecticut Commuter Rail Council and a bar car veteran from the East Norwalk stop. “I’ve heard.”

Aboard the 5:26 p.m. train to Bridgeport, riders traded hugs, fist bumps, tales of golf course conquests.

Somewhere near South Norwalk, the bartender, Danny Wickline, 55, hushed the masses as they held cups aloft, interrupting a well-attended dice game on his countertop.

“You’ve taken very good care of me,” Mr. Wickline said, looking up and down the bar. “I appreciate it. I love you all.”

The people loved him back, they said, many forming a line to kiss the bartender on the cheek, mouth or both.

An unfamiliar quiet curdled, briefly.

“Back to work!” a rider shouted, adding a profanity, as the crowd roared anew.

Even to defenders, the car is a curious anachronism, culled from an era of liquid lunches and onboard cigars. Smoking was banned inside cars in the 1980s, over some rider objections, but the New Haven bar car has survived, outlasting vanquished drink service carts on other commuter rail operations in the New York area — Metro-North’s Harlem and Hudson lines, and the Long Island Rail Road.

At their peak, Metro-North said, there were 10 bar cars. As the number has dwindled to four, travelers have grown fiercely protective of the privilege, coordinating rides via emails and texts in recent years to ensure the cars would fill.

A website, BarCar.com, founded in 1997, has dedicated itself exclusively to celebrating “this social phenomenon that exists in limbo between work and home.”

An onboard cocktail, the site reads, is “the perfect antidote for the grind that is business in the 20th century.”

That no one bothered to change the date is telling. The bar car seems to have proved too much for this century, its romance bewildering to detractors who saw little but a rolling office party with overtaxed cupholders and cushions absorbing wayward suds.

“Society has changed, D.W.I. laws have changed, the relationships of men and women have changed,” said Mitchell Pally, a board member for the Metropolitan Transportation Authority, which operates Metro-North. “You can wait the hour to get off the train and do what you’re going to do.”

The bar car’s less social descendant, the cafe cars of Amtrak, still sell beer and liquor amid the sandwiches and chips, but offer little in the way of kinship, with travelers often returning to their seats to imbibe in solitude.

Even the drink carts at Grand Central, where Mr. Wickline will now work exclusively, have been subjected to modern flourishes. Trail mix, protein bars and energy drinks are now available.

“It’s a rebranding,” said Aaron Donovan, a spokesman for the transportation authority.

Many riders were adamant that the branding had been fine the first time. The bar car’s attraction was not the drinks, they said, but the people who hoisted them, all while respecting a strictly enforced code.

Extreme overindulgence was rare and diligently policed. Morning interactions were brief, if they happened at all, lest “you get a cup of coffee over your head,” Mark Ludlow, 43, from Fairfield, said.

Riders recalled a fistfight or two, but those in neighboring cars could most likely say the same.

Some residents had turned to the bar car to network between jobs, or conduct business with potential clients.

And the specter of impaired driving, travelers insisted, was never cause for concern.

“These are professional people,” said Jesse Foote, 48, an energy broker from Fairfield, who drank water on Thursday. “Make sure your breath is good; drive right home.”

Many held out hope that the bar cars could return, despite the high cost of their custom design. Officials in Connecticut have summoned a team of consultants in a bid to conceive an affordable bar car that could be retrofitted on the new models, known as M-8s, though it is unclear if this is feasible.

Absent such an intervention, the regulars have designated an unquiet car, second from the head, as the de facto bar on each train, with promises of shared six-packs and undiminished cheer.

“They’re putting us out in the general population,” Paul Collins, 60, from Monroe, Conn., said by way of a warning.

Mr. Collins stepped out of the car, now filled with the empty cups and stale air of a fraternity party as it neared Bridgeport.

Last stop, the speakers said moments later, last call. And then the bar car chugged away.

A Walk Through GE’s Railroad History

Friday, May 9, 2014

The United States became truly united on May 10, 1869, when two locomotives, one belonging to Union Pacific and the other to Central Pacific, drew nose-to-nose at Promontory Summit in Utah. Central Pacific boss (and Stanford University founder) Leland Stanford stepped into the space between them and drove one last golden spike into the ground, thus joining the rails of the First Transcontinental Railroad.

They’ve got a golden spike. The scene at Promontory Summit on May 10, 1869. Source: National Archives
In 2008, Amtrak began celebrating the anniversary as National Train Day, and the company will be holding events at dozens of train stations around the country this Saturday.

The original golden spike is now on display at the Cantor Arts Museum at Stanford University. Image credit: Wjenning
GE has been in the train business since the First Transcontinental Railroad days, and most of Amtrak’s long-haul passenger trains today are powered by locomotives that GE custom-designed for the railroad.

On May 13, 1880, GE founder Thomas Edison ran his first electric locomotive on a 500-yard long test track in Menlo Park, N.J. Last year, GE unveiled the world’s first locomotive that meets the EPA’s stringent Tier 4 emission standards that will kick in on January 1, 2015.

Take a walk with us through GE’s railroad history.

In 1895, GE built what was then the world’s largest electric locomotive. It weighed 90 tons. In 1908, GE supplied 30 gearless electric locomotives to New York Central Rail Road. A pair of these 2,800-horsepower machines could haul the heaviest loads of the day.

In 1966, New York Central engineer Don Wetzel (looking out of the driver’s cabin) attached two GE jet engines to the top of a commuter car and sped down a straight section of Ohio track at 183 mph, setting a world record for self-propelled trains recognized by Guinness World Records. No train in North America has gone faster since.

In the 1990s, GE engineers developed for Amtrak the GE Genesis locomotive. “At the time, France and Germany were already building futuristic-looking trains and that was what Amtrak was seeking,” said GE’s Bob Parisi, who helped design the locomotive. Mark Murphy, who runs Amtrak’s long-distance routes, said that without the locomotive, “our network of 15 long-haul trains providing service to small towns and big cities across America would not be possible.”

In 2003, GE started building the Evolution Series locomotives. They are the most efficient locomotives GE has produced to date. If every train was powered by them, the result would equal to taking 48 million cars off the road every year, measured by smog-producing pollutants.

Besides being strong enough to pull the equivalent of 170 Boeing 747 jetliners, Evolution Series locomotives also carry 250 sensors and enough processing power to crunch 150,000 data points per minute.

Customers like CSX connect their Evolution Series locomotives to the Industrial Internet with Trip Optimizer, a GE software system that analyzes everything from train length, weight and the number of locomotives to track grades and speed restrictions. Suneil Kuthiala, director of advanced engineering at CSX Transportation, explains that grades and rolling hills, for example, are opportunities to save fuel. “By using the kinetic energy of the train itself, you are actually not hitting the gas anymore,” he says. “The energy of the train itself is cresting those hills.”

GE has invested more than \$600 million to develop the world's first Tier 4 locomotive. A set of Tier 4 diesel locomotives is now undergoing endurance tests inside a GE locomotive plant.

GE is also working with CSX to retrofit Evolution Series locomotives to allow them to use liquefied natural gas (LNG) as fuel. "LNG technology has the potential to offer one of the most significant developments in railroading since the transition to diesel in the 1950's," said CSX Chief Operating Officer Oscar Munoz. Strategically located LNG plants could potentially reduce U.S. diesel use by up to 30 percent, according to the recent Age of Gas paper.

China Plans Rail Line to United States via Russia

Saturday, May 10, 2014

China is considering plans to build a high-speed railway line to the US, according to a local paper. The plan includes a 200km undersea tunnel across the Bering Strait in between Russia and the US. The line would start in the north east of China, travel up through Siberia, across the Bering Strait to Alaska and down through Canada before reaching the contiguous US. Dubbed the 'China to Russia plus the United States' line was proposed by the Chinese Academy of Engineering and would run for 13,000km, about 3,000km further than the Trans-Siberian Railway.

Wang Mengshu, a railway expert at the Chinese Academy of Engineering, says "Right now we're already in discussions. Russia has already been thinking about this for many years,"

However, it is unclear if the Chinese government has consulted Russia, the US or Canada about the line. China-US line as one of four international high-speed rail projects currently in the works, one of which will connect China to the UK.

CSX CFO: Growth Modest in 2014, Robust in 2015

Written by Douglas John Bowen
Friday, May 09, 2014

Despite the difficult winter conditions of the first quarter, CSX is positioned to capitalize on underlying economic strength and market opportunities in the balance of 2014 to grow earnings, Fredrik Eliasson, CSX Corp. executive vice president and chief financial officer, said Thursday, May 8, 2014, addressing investors and analysts at the Bank of America Merrill Lynch Global Transportation Conference in Boston.

"With winter behind us, volume growth has picked up strongly, and we have visibility to several million new tons of domestic coal as inventories are normalizing and natural gas prices have risen," Eliasson told the gathering. "With the broader economy remaining healthy and with this improved environment for our domestic coal business, we expect to produce modest earnings growth in 2014."

Through the first five weeks of the second quarter, CSX volume increased 9%, with broad-based growth across nearly all markets. Expectations for 2014 will represent the ninth time in the last 10 years that CSX has produced earnings growth for investors, despite a 55% loss in domestic coal volume over the last several years, the railroad reported.

"We have emerged from the reshaping of the energy markets as a stronger, more flexible and more customer-driven company," Eliasson said. "CSX is well positioned to deliver compelling results for our shareholders as we support manufacturing renewal, energy independence and global trade."

CSX expects to again produce double-digit earnings growth and margin expansion beginning in 2015, and expects to sustain an operating ratio in the mid-60s longer-term. This builds on a foundation of success over the last 10 years during which CSX increased EPS nearly 2,000% with total shareholder return of nearly 500%.

Desert Line Receives Support from South County EDC Board Members

Friday, May 09, 2014

South County Economic Development Council (SCEDC) board members voted to support the reactivation of the San Diego Arizona Eastern Railway at its May board of directors meeting.

SCEDC support of the Desert Line followed a presentation by Karen Landers, general counsel for San Diego Metropolitan Transit System (MTS), owner of the right-of-way, and Donald Stoecklein, chief executive officer of Pacific Imperial Railroad (PIR), the operator of the Desert Line.

The presentation covered the history of MTS' involvement in the line, events leading up to the 99-year lease with PIR and the economic impact of re-opening the line. PIR and MTS also discussed the current status of ongoing inspections, certifications and reconstruction of 57 bridges, 17 tunnels and replacement of track and ties along the 70-mile track, which runs between the U.S.-Mexico border at Division and connects with Union Pacific in El Centro, California.

"SCEDC and its members have historically been champions of finding more effective ways to move people and goods across the border. We recognize the economic drain that lengthy border wait times have on our region," said Cindy Gompper-Graves, president and chief executive officer of SCEDC. "Re-opening the Desert Line will help expedite the import-export process for cargo without compromising national security."

Men Charged in Quebec Railway Disaster Released on Bail

The Associated Press

MONTREAL — Three railway employees arrested in the runaway oil train explosion that killed 47 people were arraigned and released on bail Tuesday. They face criminal negligence charges in the small Quebec town that was devastated by the horrific inferno, which led to calls for making oil trains safer across North America.

The men were arrested late Monday afternoon, about 10 months after more than 60 tankers carrying oil from North Dakota came loose in the middle of the night, sped downhill for nearly seven miles (11 kilometers) and derailed in the lakeside town of Lac-Mégantic in eastern Quebec, near the border with Maine. At least five of the tankers exploded, leveling about 30 buildings, including a popular bar that was filled with revelers enjoying a summer Friday night.

Quebec provincial prosecutor's office laid 47 counts of criminal negligence, one for each person who died, against engineer Thomas Harding, manager of train operations Jean Demaitre, and Richard Labrie, the railway's traffic controller. Montreal, Maine and Atlantic Railway Ltd., the defunct railway at the heart of the disaster, faces the same charges. Criminal negligence that causes death can result in a sentence of up to life imprisonment in Canada.

The three men entered the packed courthouse before a crowd of journalists and onlookers, including some residents who had lost family and friends.

No pleas were entered but Thomas Walsh, Harding's lawyer, said his client will plead not guilty. The defendants were due to return to court in September.

Walsh said he had written to prosecutors several times asking that Harding to be allowed to turn himself if he was charged. Instead, Walsh said Harding was arrested by a SWAT team that swooped through his home and into his backyard, where he was working on his boat with a son and a friend. Police forced all three to drop to the ground.

"It was a complete piece of theatre that was totally unnecessary," Walsh told The Associated Press. Edward Burkhardt, who was chairman of MM&A before the company's assets were sold, declined to comment.

The railroad blamed the engineer for failing to set enough brakes, allowing the train to begin rolling toward the town of 6,000.

Harding had left the train unattended overnight to sleep at an inn shortly before it barreled into Lac-Mégantic. The crash, the worst railway accident in Canada in nearly 150 years, prompted intense public pressure to make oil trains safer. Canada's transport minister said in April that the type of tankers involved in the disaster must be retired or retrofitted within three years because they are prone to rupturing. The oil industry has rapidly moved to using trains to transport oil in part because of oil booms in North Dakota's Bakken region and Alberta's oil sands, and because of a lack of pipelines.

The arrests came just days before the bankrupt railroad's sale closes.

The \$15.85 million sale of MM&A is expected to close on Thursday in the U.S., but there could be a delay of a few days on a parallel proceeding in Canada. Most of the proceeds will be used to repay creditors. Eventually, there will be a settlement fund to compensate victims and repay cleanup costs.

The railroad's buyer, a subsidiary of New York-based Fortress Investment Group, is changing the railroad's name to Central Maine and Quebec Railway. The company said it hopes to recapture lost business but has no plans to try to bring back oil shipments.

Yannick Gagne, the owner of the Musi-Cafe, the establishment in the heart of town where many people were incinerated, has promised to make the new cafe a community gathering place as the town tries to move forward.

"You can understand, for me it's a day full of emotion," Gagne said.

Karine Blanchette, an employee who lost friends and colleagues, said she's happy about the charges but nothing can erase the tragedy.

"Finally, there's justice," Blanchette said. "But it does not bring back the people we lost."

Boardman: New York Rail Tunnels Require Replacement Planning

Published: May 9, 2014

NEW YORK – Amtrak President and CEO Joe Boardman said the two rail tunnels under the Hudson River from New Jersey into New York Penn Station would have to be shut down within 20 years, the Newark Star Ledger reports.

"I'm being told we got something less than 20 years before we have to shut one or two down," Boardman said during a transportation conference last week in Manhattan, according to a report by Capital New York. "Something less than 20. I don't know if that something less than 20 is seven, or some other number. But to build two new ones, you're talking seven to nine years to deliver, if we all decided today that we could do it."

"I've been hearing abstractly people at Amtrak and other people at New Jersey Transit say for years the tunnels are over 100 years old and we have to be worried about them," says Tom Wright, executive director of the Regional Plan Association that hosted the conference. "To actually have Joe put something concrete on the table, less than 20 years ... Within my office, there was a level of, 'Wow, this is really serious.'"

In late 2010, New Jersey Gov. Chris Christie cited already rising cost estimates and potential overruns when he cancelled longtime plans for the so-called ARC tunnel, a multi-billion dollar project that would have added two new tubes and doubled trans-Hudson rail capacity.

Amtrak has since announced that it will take the lead on the new Gateway Tunnel project to build new tunnels, though funding for it has not been determined, and projections for its completion date range from 15 to 25 years.

Georgia Central to Retire U23B Fleet

Published: May 9, 2014

LYONS, Ga. – Georgia Central will begin phasing out its fleet of General Electric U23Bs this spring, a source close to the railroad tells Trains News Wire. The 171-mile Genesee & Wyoming-owned railroad, operated by its Rail Link subsidiary, has relied on a fleet of former CSX and Norfolk Southern locomotives for almost 20 years. Georgia Central's U23B fleet is currently the largest in North America at 13 units and represents about half of the remaining U23Bs left in service.

Georgia Central's roster includes a single locomotive from CSX, No. 1004 that was built in 1973 for Louisville & Nashville. Locomotive No. 1004 is the only low nose U23B on the roster. The remaining 12 U23Bs are former Norfolk Southern units, originally constructed for Southern Railway between 1973 and 1977. All retain their high-short hood and control stands setup for long hood forward operation. Road numbers of the remaining former Norfolk Southern locomotives are 3910, 3911, 3912, 3917, 3928, 3938, 3946, 3950, 3956, 3959, 3965, and 3968.

The railroad plans to replace the aging GEs with first generation, four-axle EMD locomotives. The first G&W-painted locomotive lettered for Georgia Central is GP10 No. 1706, mated with MT4 slug No. 1006. The pair have been assigned to Georgia Central for some time now, wearing G&W orange paint and lettered for Rail Link.

In March, shop forces at Lyons lettered the pair for Georgia Central.

Northeast Lawmakers Introduce Rail Safety Legislation

Published: May 9, 2014

WASHINGTON – Four U.S. Representatives from Northeastern states have introduced legislation directed at improving rail safety. U.S. Reps. Rosa DeLauro, D-Conn.; Jim Himes, D-Conn.; Elizabeth Esty, D-Conn.; and Sean Patrick Maloney, D-N.Y., have introduced the "Rail Safety Enforcement Act" in response to a rash of accidents in the last year along Metro-North Railroad.

If enacted, the legislation would require:

- Every control cab have an alerter that sounds an alarm when an engineer seems idle while the train is in motion
- Every rail carrier develop a fatigue risk plan within 60 days and submit it to the U.S. Department of Transportation
- Every carrier report on their progress in implementing positive train control within 180 days of enactment
- The U.S. transportation secretary to issue regulations mandating redundant signal protection for workers on the track
- Mandate that railroad employees are provided with predictable and defined work and rest schedules

"The Rail Safety Enforcement Act is comprehensive, common-sense legislation that will improve rail safety all across the nation. Our first responsibility for our train systems has to be ensuring the public safety," DeLauro says.

Rail Traffic on the Rise in April

Published: May 9, 2014

WASHINGTON – The Association of American Railroads reports increased U.S. rail traffic for April 2014, with both carload and intermodal volume increasing compared with April 2013.

Intermodal traffic in April totaled 1,316,176 containers and trailers, up 9 percent compared with April 2013, and the 53rd consecutive year-over-year monthly increase for intermodal volume. The weekly average of 263,235 intermodal units on U.S. railroads in April 2014 was the highest for any April in history and was the second highest for any month in history.

U.S. carload originations totaled 1,481,586 in April 2014, up 6.4 percent over April 2013. Fourteen of the 20 commodity categories tracked by the AAR each month saw year-over-year carload increases in April. Commodities with the biggest carload increases included coal, up 34,502 carloads, or 6.4 percent; grain, up 22,683 carloads, or 27.6 percent; crushed stone, sand and gravel, 10,194 carloads, or 9.5 percent; and petroleum and petroleum products, up 5,316 carloads, or 7.6 percent.

Commodity categories with carload declines in April included metallic ores, down 8,408 carloads, or 27 percent; and food products, down 972 carloads, or 3 percent.

Excluding coal and grain, carloads were up 31,616 carloads, or 4.1 percent in April, the biggest such percentage increase in six months.

For the first 18 weeks of 2014, U.S. railroads reported cumulative volume of 5,084,325 carloads, up 2.4 percent from the same point last year, and 4,519,175 intermodal units, up 5.3 percent from last year. Total U.S. traffic for the first 18 weeks of 2014 was 9,603,500 carloads and intermodal units, up 3.7 percent from last year.

For the first 18 weeks of 2014, Canadian railroads reported cumulative volume of 1,346,028 carloads, down 5.1 percent from the same point last year, and 968,632 intermodal units, up 4.1 percent from last year.

Cumulative volume on Mexican railroads for the first 18 weeks of 2014 is 271,268 carloads, up 1.6 percent from the same point last year, and 171,444 intermodal units, up 1.6 percent.

Combined North American rail volume for the first 18 weeks of 2014 on 13 reporting U.S., Canadian and Mexican railroads totaled 6,701,621 carloads, up 0.8 percent compared with the same point last year.

Railex to Open New Florida Facility in June

Published: May 8, 2014

JACKSONVILLE, Fla. — Railex open its temperature-controlled multimodal and logistics services in Jacksonville in June 2014. The opening of its Southeast services, along with its facilities in Delano, Calif.; Wallula, Wash.; and Schenectady, N.Y., gives the company greater reach. This offers West Coast shippers a year-round, uninterrupted expedited shipping solution into the once under-served Southeast. Likewise, growers and shippers from the Southeast can soon readily move product to the West Coast.

"Our goal is to change the landscape of perishables transport in the U.S." says Adrian Neuhauser, Railex president, "The launch of our Jacksonville services along with Railex's forward distribution options, greatly expands our national influence and gives our customers significant shipping advantages."

In June, Railex will begin offering expedited service over CSX Transportation to Jacksonville, with routes from California and Washington into Florida multiple times each week. The company is still working to develop service between its New York and Florida facilities.

For more on Railex and perishable traffic developments on CSX, see the March 2014 issue of Trains Magazine.

Norfolk Southern Begins GP33ECO Locomotive Program

By Chris Guss

Published: May 8, 2014

ALTOONA, Pa. — Norfolk Southern's Juniata Locomotive Shop has begun a new rebuild program to convert older four-axle EMD locomotives to modern, low-emissions road switchers. The first locomotive to enter the program was NS GP50 No. 7004 in late April, which will emerge as GP33ECO No. 4700. At present, 25 GP50s are scheduled to move through the program and will be numbered NS Nos. 4700-4724.

The project is partially funded by Congestion Mitigation and Air Quality emission reduction grants from the states of Illinois and Georgia. Fifteen GP33ECOs will be assigned to the Chicago area and the remaining 10 will be based in Atlanta.

The program will take existing high-hood GP50s of Southern Railway heritage and rebuild them with new 12-710ECO prime movers producing 3000 horsepower, larger radiators to support separate after-cooling which will assist in meeting Tier-3 emissions standards, new crashworthy Admiral Cabs, EMD EM2000 microprocessor system, Automatic Engine Start Stop system, stand-by plug-in heaters allowing shutdown in cold weather, air conditioning, and other modern features.

Along with the 25 GP33ECOs, 13 RP-M4C slugs will be produced to create GP33ECOs mother-slug sets. Three mother-slug sets will be assigned to the Chicago area with the remaining 10 based in Atlanta. All GP33ECOs will be equipped with the necessary equipment and connections to be mothers for the slugs if necessary. "RP-M4C" stands for Remote Powered-Microprocessor 4-axle Cab. The RP-M4Cs will be of similar design to the 610-class RP-M4C slugs that are currently operating with Norfolk Southern GP59Es. Although specific road numbers haven't been selected yet, Norfolk Southern intends to assign 610-series numbers to the slugs.

DOT: Railroad Must Notify State Emergency Responders When Moving Bakken Crude

Published: May 7, 2014

WASHINGTON — In the wake of another crude oil train derailment last week in Lynchburg, Va., that resulted in a large fire, the U.S. Department of Transportation today issued an Emergency Order requiring all railroads operating trains containing large amounts of North Dakota Bakken crude oil to notify State Emergency Response Commissions in their respective states.

The Federal Railroad Administration and the Pipeline and Hazardous Materials Safety Administration also issued a Safety Advisory strongly urging those shipping or offering Bakken crude oil to use tank car designs with the highest level of integrity available in their fleets. PHMSA and the FRA advised carriers to avoid the use of older DOT Specification 111 or CTC 111 tank cars for the shipment of Bakken crude oil.

"The safety of our nation's railroad system, and the people who live along rail corridors is of paramount concern," Transportation Secretary Anthony Foxx says. "All options are on the table when it comes to improving the safe transportation of crude oil, and today's actions, the latest in a series that make up an expansive strategy, will ensure that communities are more informed and that companies are using the strongest possible tank cars."

There have been several derailments of trains carrying Bakken crude oil in the last year, the most devastating being a derailment in Lac Mégantic, Que., in July 2013 that resulted in an explosion and fire that killed 47 people. Bakken crude oil has proved to be more flammable and prone to ignition than other forms of crude.

Effective immediately, the Emergency Order (Docket Number DOT-OST-2014-0067), requires that each railroad operating trains containing more than 1,000,000 gallons of Bakken crude oil, or approximately 35 tank cars, in a particular state to provide the SERC notification regarding the expected movement of such trains through the counties in that state.

The notification must include estimated volumes of Bakken crude oil being transported, frequencies of anticipated train traffic, and the route through which Bakken crude oil will be transported. The order also requires the railroads to provide contact information for at least one responsible party at the host railroads to the SERCs. The Emergency Order advises railroads to assist the SERCs as necessary to share the information with the appropriate emergency responders in affected communities.

Dailey Foundation Makes Grant Awards

Published: May 5, 2014

CHICAGO – The board of directors of the Tom E. Dailey Foundation has approved 23 grants for a total of \$79,125. Tom Dailey, a senior executive in the payment processing industry for nearly 30 years, established the foundation through an endowment.

The railroad-related grants include:

Nicholson Heritage Association, Nicholson, Pa. – \$7,500. The organization is renovating the former Delaware, Lackawanna & Western station in Nicholson. The Pennsylvania Department of Conservation funded the feasibility study and renovation costs will be funded by the Pennsylvania Department of Transportation and other organizations. However, the cost of the architectural design, \$78,000, must be raised by the organization. This grant will partially fund the design work.

Apple Ridge Farm, Copper Hill, Va. – \$5,000. When not being used by its summer camp and environmental education programs for low income children, the organization rents out its facilities to generate additional operating income. This grant will assist with conversion of three Norfolk Southern cabooses into overnight cabins for public rental.

Lake States Railway Historical Association Inc., Middleton Wis. – \$2,080. This organization is the recent beneficiary of 42,000 photographs from the late William S. Kuba. The grant will fund a specialized storage system.

American Southwestern Railway Association, Los Angeles – \$4,000. The grant will go toward the painting and re-letter of Santa Fe motorcar M-177 Santa Fe on display in Griffith Park. The car was constructed in 1929 and donated to the City of Los Angeles for permanent display in the park in 1957. At a cost of \$120,000, the power train of the motorcar has been restored.

Northern Ohio Railway Museum, Seville, Ohio – \$ 1,000. In 2013, the Greater Cleveland Regional Transit Authority donated three historic rail vehicles to the Northern Ohio Railway Museum. To restore the cars, the museum must relocate and store three other cars that are presently in their restoration facility as it can house only three cars. This grant will partially fund the temporary wrapping of the three cars for maximum protection.

Minnesota Transportation Museum, St. Paul, Minn. – \$ 5,000. The project will return Great Northern parlor car No. 1084, the *Twin Ports*, to operation on the museum's Osceola & St. Croix Valley Railway. GN used the car in passenger service between the Twin Cities and Twin Ports. It was retired by Great Northern in 1969 and scavenged for parts until purchased by the museum in 1979. While much renovation has taken place, repairs to the undercarriage, generator, and interior are still needed. The grant will go toward purchasing and fabricating parts.

Pennsylvania Heritage Foundation, Harrisburg, Pa. – \$3,845. Grant funds will assist the Pennsylvania State Archives in processing segments of the historical records of the Fall Brook Coal Co. (1859) and the Fall Brook Railway Co. (1892). The records need organization and storage into an acid-free storage environment. Funds will be used to hire an individual for ten weeks to perform these tasks—thus ensuring the long-term preservation of the collection. The records are in demand by coal industry scholars around the U.S.

Western Maryland Scenic Railroad, Cumberland, Md. – \$7,500. The railroad is for the restoring Western Maryland business car No. 204, built by the Pullman Co. in 1918. It was retired in 1972 and is one of only two remaining Western Maryland business cars. Repairs will include bodywork, cutting rust, welding new metal, sealing windows, and painting.

Maine Narrow Gauge Railroad and Industrial Heritage Trust, Portland, Maine – \$5,500. The grant will support restoration of the Bridgton & Saco River No. 7, a 2-4-4T Forney locomotive built in 1913 by the Baldwin Locomotive Works. The locomotive has been undergoing restoration since 2008 with \$156,000 already spent. Once restored, the locomotive will be the largest operating two-foot gauge steam locomotive in the U.S.

Trolley Museum of New York, Kingston, N.Y. – \$1,000. To support the exterior restoration of Brooklyn and Queens Transit PCC Trolley No. 1000. The car, built in 1935 by the Clark Equipment Co., is listed on the New York State list of historic places. It is unique in having a completely aluminum body. The funds will be used to remove the 30-year old zinc-chromate coating, some minor fabrication and repairs around the rear skirt, and repainting of the exterior.

National Railway Historical Society – Alexander Chapter, Hickory N.C. – \$1,000. The grant will partially fund restoration of the Virginia Midland baggage car No. 1 built in 1902. The chapter has expended \$15,000 and 1,000 man-hours to-date and will use the grant towards undercarriage hardware including the trucks, brake system, couplers, and truss rods.

Northern Pacific Railway Historical Association, Kirkland, Wash. – \$2,500. The association is the repository for the microfilmed Authorization for Expenditure files of The Northern Pacific Railway from 1895 to 1970, documenting many aspects of the towns that developed around railway stations and rights-of-way, often including maps of the areas in which work was to be done and correspondence with local governmental and commercial entities. Many governmental agencies and communities have shown significant interest in the information. The grant request will be used to digitize the information and make it available on the Internet.

Illinois Railway Museum, Union, Ill. – \$3,000. The project will partially fund the removal, inspection, and repair of eight traction motors that power the museum Chicago, North Shore & Milwaukee Electroliner in advance of its 75th anniversary in 2016. Obtained by IRM in 1982, the car has been externally restored to its North Shore appearance.

Shore Line Trolley Museum, East Haven, Conn. – \$3,000. Fifty-six of the 59 operational pieces of railway equipment in the Shore Line Trolley Museum collection were damaged by Hurricane Irene in August 2011. After a detailed assessment of damage, the Federal Emergency Management Agency agreed to fund the repair of the motors on the remaining cars under a 75 percent FEMA, 25 percent museum arrangement. The organization has completed repairs on one of the cars at a cost of \$33,000. For the second car, Connecticut Co. open trolley car 1425, the museum will use the grant to partially fund the participation agreement with FEMA.

Derby Historical Society, Ansonia, Conn. – \$2,000. In April 2002, the estate of Benjamin Bacon, of Derby, Conn., donated the Derby Junction Model Train Layout to the Derby Historical Society. Not a hobby layout, the Derby Junction is an 8 foot by 12 foot, L-shaped N-scale layout modeled on the detailed topography and structures that existed in the communities of Ansonia, Derby, and Shelton in 1918. The grant will assist with insulation, climate control, electrical service to the train shed, lighting fixtures, security system, and the replacement of rolling stock that was stolen.

Bradford Ohio Railroad Museum, Bradford, Ohio – \$2,500. Bradford operates an interactive children's railroad learning center/museum in Bradford, Ohio. The group is renovating the basement of their building to be used to support a curriculum on highway grade crossing safety, and would also include an N scale model of the Bradford rail yards from the early 1900s. The grant will be used to address mold problems in the basement and protect the completed work.

Southern California Chapter Railway & Locomotive Historical Society, Pomona, Calif. – \$2,000. The grant will partially fund removal and restoration of 36 outside window frames in deteriorated condition on Nickel Plate business car No. 6, *Carleton Club*. The chapter maintains an extensive exhibit at the Los Angeles County Fairgrounds. This Pullman is part of the exhibit, but is undergoing restoration.

Union Station Foundation, Ogden, Utah – \$2,500. The foundation was the recipient of 127 reels of Super 8 movie film shot by a Union Pacific engineer during the 1970s in Washington, Oregon, Montana, California, Idaho, Nevada, Utah, and Colorado. The grant is to digitize the films into video files so they can be made more widely available to the public and researchers.

Inside the House of Dreams

By [Fred Frailey](#)
Saturday, May 10, 2014

The last stop in my travels across the prairies with Tom Hoback was Alamosa, Colo., at the passenger car shop of Iowa Pacific Holdings. IPH operates nine U.S. short lines (unless I've lost count) and the Chicago-New Orleans Pullman Rail Journeys service on the rear of Amtrak's City of New Orleans. Most of the short lines have passenger operations, plus IPH is seeking to replace Amtrak as operator of the Chicago-Indianapolis Hoosier State and has expressed interest in running passenger trains between Tulsa and Oklahoma City. So for a lot of reasons Tom and I expected to see quite a variety of passenger cars in all states of working order or disrepair, and we were not disappointed.

If you like passenger trains, step into the house of dreams.

The priority now is to prepare 18 cars for a June 21 celebration on IPH's Rio Grande Scenic Railroad called Rails & Ales, in which hundreds of beer makers will show their wares to more than 800 passengers at a mountain park east of Alamosa. One car being readied was Paducah, formerly Illinois Central observation-lounge 3320. It was jacked up awaiting trucks being borrowed from another former IC obs, Audibon Park.

On the next track sat yet another IC alumnus, a heavyweight coach that's being altered by shop foreman Dave Lippencott into a table car (that's the top photo). Dave said the interior would be finished in two weeks. Later (post Rails & Ales) the plan is to add a galley.

The next car we visited can easily be called the company's crown jewel: former Milwaukee Road Skytop sleeper-lounge Coffee Creek. It once rode at the end of the Chicago-Tacoma Olympian Hiawatha. Two of the car's eight bedrooms had been removed at some point in time to create a galley. The car's interior is a shambles (see the middle photo), and Ken Bitten, general manager of the shop, says getting Coffee Creek into service by early 2015 for Pullman Rail Journeys will cost at least \$300,000. I would be amazed if the task is completed for so little. And doggone, I forgot to ask Ken whether Coffee Creek will wear Milwaukee or IC colors. Iowa Pacific president and founder Ed Ellis grew up in Paducah, Ky., an IC town, and everything seems to come out of Alamosa looking like it belongs on the Panama Limited.

Then we walked outside to visit two of IPH's newer acquisitions, from the Memphis Transportation Museum. One is Regal City, built by Pullman in 1947-48 for Santa Fe's Super Chief. The interior is a mess. This will be \$400,000 job, Bitten said. Coupled to

it was former Santa Fe bar lounge-dormitory 1372, built by Budd in 1937 and used on the Chicago-Los Angeles Chief until the mid 1950s and on the Chicago-Houston Texas Chief thereafter.

On the next track stood one of Southern Pacific's homemade dome lounges. I believe Bitten said it is currently operable. And last of all we stepped inside a observation lounge that ran into the late 1960s on the Chicago-St. Louis Banner Blue streamliner of Wabash and Norfolk & Western. Outside, it doesn't look so hot. But once I stepped inside I stopped short. What a cool car, I thought. Lay eyes on the bottom photo, and I think you'll agree.

Nine people are employed in the shop at the moment. This facility and a contract shop in Indiana pretty much maintain Iowa Pacific's passenger car fleet, which is closing in on 200 cars. For a roster as matters stood in early 2013, see pages 54-55 of the June 2013 issue of Trains. Says Bitten: "We've assembled a team that's really enthusiastic about what we do." Judging by the quality rehabilitative work the guys perform, I would agree completely.

MM&A, Employees Face Negligence Charges

Written by David Thomas
Tuesday, May 13, 2014

The bankrupt Montreal, Maine & Atlantic Railway (MM&A) and three of its former employees are to appear in court in Lac-Mégantic, Quebec, Tuesday, May 13, 2014, to face 47 charges of criminal negligence causing death in the runaway derailment and explosion last July 6 of a train carrying oil from North Dakota.

The train's engineer, Thomas Harding, former MM&A manager of train operations Jean Demaître, and rail traffic controller Richard Labrie were arrested on Monday. Each is to be charged with criminal negligence causing the deaths of 47 people in Lac-Mégantic, after the unattended MM&A slipped its brakes and started a high-speed runaway that ended in catastrophe.

Hermon, Maine-based MM&A itself is in the final stages of sale to New York-based Fortress Investment Group.

Defense lawyers will argue matters of legal responsibility for the deaths that followed the derailment and fireballs that devastated the town center. The event has been thoroughly investigated and publicly reported by Canada's Transportation Safety Board.

A fire erupted in the locomotive after it had been left unattended on a main line downgrade. The engine had been kept running to maintain air pressure in the brake system. Firemen shut off the engine, and after handing over responsibility to MM&A the train was again left unattended, this time without the engine running.

Maximum penalty for criminal negligence causing death is life imprisonment. There is no limit on the size of the fine that can be imposed on the company.

These are the first criminal charges arising from the disaster that has disrupted the carriage of crude oil from the Bakken shale. Investigators have also seized records from the cargo's consignee, Irving Oil of New Brunswick. Safety board investigators have affirmed that this and other shipments of Bakken crude were incorrectly classified as low-risk when in fact they were as explosive as gasoline.

New Maine-Quebec Rail Owner Plans to Continue Shipping Oil

The Associated Press
Friday, May 16, 2014

PORTLAND (AP) — The company purchasing the assets of a railroad responsible for a fiery oil train derailment that claimed 47 lives in Quebec plans to resume oil shipments after track safety improvements are made, the firm's top executive said Friday.

John Giles, president and CEO of Central Maine and Quebec Railway, said he hopes to have an agreement with officials in Lac Mégantic, Quebec, within 10 days that would allow the railroad to ship nonhazardous goods, restoring the vital link between the railroad's operations to the east and west of the community.

The company plans to spend \$10 million on rail improvements in Canada over the next two years with a goal of resuming oil shipments in 18 months, he said.

"In the interest of safety, and I think being sensitive toward a social contract with Lac Mégantic, we have chosen not to handle crude oil and dangerous goods through the city until we've got the railroad infrastructure improved, and made more reliable," he told The Associated Press.

The oil industry is relying heavily on trains to transport oil in part because of oil booms in North Dakota's Bakken region and Alberta's oil sands.

In July, a train transporting oil from the Bakken region was left unattended by its lone crew member while parked near Lac Mégantic. The train came loose and sped downhill into the town, where more than 60 tank cars derailed and several exploded. The accident killed 47 people and destroyed much of the town.

Mayor Colette Roy-Laroche previously told the new operator that she wanted the railroad to be re-routed around the downtown.

But Giles said the company can transport that crude safely — and he intends to convince the people of Lac Mégantic.

"I want to get the railroad in position that by January 2016 that I can at least begin to compete for potential crude business moving east-west," Giles said.

New York-based Fortress Investment Group was the winning bidder for the assets of Hermon, Maine-based Montreal, Maine and Atlantic Railway, which declared bankruptcy after the disaster. The new railroad, Central Maine and Quebec Railway, closed on the sale of U.S. assets on Thursday and it is expected to close of the Canadian assets in a couple of weeks.

Giles made his comments Friday in a telephone interview from Bangor, where his company had called former Montreal, Maine and Atlantic workers for a two-day meeting to talk about safety and operations.

He said the rail is in tough shape, with speeds reduced to 10 mph in many sections in Canada. He said the goal is to improve the track to safely increase train speeds to 25 mph. He also said he has no plans to operate trains with a single crew member.

He said he intends to move slowly, working with Lac Mégantic leaders, because he understands the community's concerns.

He said he hopes to convince the people of Lac Mégantic that the rail is safe enough for shipments of so-called "dangerous goods" by this fall. He said he wouldn't press for crude oil shipments until later.

"The railway is important to the community, people, jobs and commerce. We believe and we've proven ... that we can handle every type of commodity safely and efficiently," he said.

Refiners' Lobby Says DOT-111 is "Fine" for Shipping Bakken Crude

Written by David Thomas
Monday, May 19, 2014

Operators of the U.S. fleet of DOT-111 tank cars are fighting the emerging consensus that the cars and their contents are the key culprits in the succession of oil train conflagrations that started last July 6 at Lac-Mégantic, Quebec.

Keeping trains on the tracks should be the priority in the reform of crude-by-rail, said the Washington-based policy advocate for the petroleum refiners that own much of the North American tank car fleet.

Too much focus is on the presumed weaknesses of the DOT-111 general-purpose tank car and on the particular properties of crude oil fracked from Bakken shale, said the American Fuel & Petrochemical Manufacturers (AFPM) in a May 14 submission to the U.S. Department of Transportation. Both are safe for haulage, the refiners argue in a contrarian view that rubs against the otherwise unanimous opinion of accident investigators, regulators, and railroaders that the DOT-111 and Bakken oil are an unacceptably risky pairing.

In an interview with Railway Age May 16, AFPM president Charles Drevna asked: "Can we have an intellectually honest discussion about mechanical and track integrity on the rails? You shouldn't blame the cargo for an accident."

At the same time, Canada's oil shippers are resisting any requirement that they cover their consignments with public liability insurance. Legal and financial responsibility for the consequences of rail accidents should remain entirely with railroads and railroad insurers, the Canadian Association of Petroleum Producers and the Canadian Fuels Association argued in a joint submission to a Transport Canada review arising from the Lac-Mégantic accident.

Both Canadian Class I railroads and the Railway Association of Canada submitted that shippers should indeed insure their cargos against loss of life and environmental damages. Furthermore, CN and CP want the right to refuse consignments they judge to be too dangerous. Currently, as common carriers, railroads in both the U.S. and Canada are obliged to haul any legal cargo in authorized containers.

Thus, as the anniversary of the Lac-Mégantic catastrophe approaches, what had seemed to be a public consensus that the ultra-light Bakken crude is inherently too volatile for DOT-111 carriage is fracturing into open dispute between oil shippers and rail carriers.

"As the standards are today for flammable liquids, Bakken crude fits right in, and the DOT-111 cars should be fine," Drevna said.

While the AFPM supports regulatory adoption of the 2011 standard proposed by a cross-industry committee, Drevna said he doubts that Canada's phase-out of DOT-111s can be accomplished within the three-year timeline. Any additional new tank car specification beyond the industry-sponsored CPC-1232 standard should be delayed until comprehensive derailment data has been collected and analyzed.

No practical tank car would have survived the 64-mph derailment of Montreal, Maine & Atlantic's runaway at Lac-Mégantic, said Frits Wybenga of Dangerous Goods Transport Consulting, who on behalf of AFPM analyzed a survey of Bakken oil samples by organization members. "You can't design-out a tank car rupturing in those circumstances. You can make them heavier and heavier and make a tank car that would withstand those forces, but you wouldn't be able to carry much crude oil in it."

Products considerably more hazardous are routinely and legally transported in DOT-111 cars and Bakken crude should continue to be classified and transported like any other Class 3 flammable liquid under the Hazardous Materials Regulations (HMR), said the AFPM.

"Bakken crude oil currently is transported in compliance with the HMR as a Class 3 Flammable Liquid in either Packing Group I, II, or III. In conclusion, there is no identifiable basis for regulating Bakken crude differently than other flammable liquids regulated by the DOT Hazardous Materials Regulations," says the AFPM submission to DOT.

The AFPM report included an assessment of routine assays performed by its own members in the course of loading and receiving Bakken crude. With just one exceptionally high concentration of hydrogen sulfide among the 1,400 samples drawn

between loading terminals and destination refineries, the AFPM concludes that Bakken crude falls comfortably within Class 3 Flammable Liquid specifications for carriage in DOT-111 cars. Furthermore, the DOT-111 was a safe vessel for any flavor of crude oil—providing railroads keep the cars on the tracks.

“Bakken crude oil was found to be well within the limits for what is acceptable for transportation as a flammable liquid,” the AFPM reported. “Bakken crude oil was compared with other light crude oils and determined to be within the norm in the case of light hydrocarbon content, including dissolved flammable gases. Measured tank car pressures show that even the older DOT-111s authorized to transport Bakken crude oil are built with a wide margin of safety relative to the pressures that rail tanks may experience when transporting Bakken crude oil.”

The report relies substantially on the “Reid Vapor Pressure” test, which was abandoned in 1990 for U.S. hazmat classification in favor of the dual criteria of whether a material is liquid or gas at 20°C (68°F) or, alternatively, has a vapor pressure of more than 300 kPa (43.5 psia) at 50°C (122°F). The Reid test remains a common industry measure of vapor pressure at 100°F (38°C) and transposes accurately to the HMR-approved pressure scale, says the AFPM.

“AFPM and its members appreciate the concerns raised in relation to rail transport of Bakken crude oil and stand ready to work cooperatively with DOT and other governmental organizations to ensure the safe transportation of Bakken crude oil,” the report says. “This survey shows that Bakken crude oil does not pose risks that are significantly different than other crude oils and other flammable liquids authorized for transportation as flammable liquids.”

TransCanada Looks to Rail as Pipeline Alternative

Written by William C. Vantuono
Thursday, May 22, 2014

TransCanada Corp., whose Keystone XL pipeline project has been stalled by politically related delays, is in discussions with customers about shipping Canadian crude to the U.S. by rail as an alternative, according to a May 22, 2014 Reuters report.

“We are absolutely considering a rail option,” TransCanada CEO Russ Girling told Reuters during a conference in New York. “Our customers have needed to wait for several years, so we’re in discussions now with them over the rail option.”

“The comments are the first to confirm growing speculation that TransCanada might use more costly and controversial railway shipments as a stopgap alternative to the Keystone XL pipeline, whose approval has been delayed by the U.S. government,” Reuters said. “Girling said the firm was exploring shipping crude by rail from Hardisty in Canada, the main storage and pipeline hub, to Steele City, Neb., where it would flow into an existing pipeline to the Gulf refining hub.

“TransCanada has waited more than five years for the Obama Administration to make a decision on the \$5.4 billion project, which would carry up to 830,000 barrels per day of crude from the oil sands of northern Alberta to the U.S. Gulf Coast.

“While the project has received a mostly favorable environmental report, the State Department last month delayed a decision beyond the mid-term elections in November while a legal dispute over the line’s route in Nebraska is settled.

“The pipeline has drawn sharp criticism from environmental groups who say it will fuel more production of Canada’s energy-intensive oil sands. But the oil-by-rail movement has also come under scrutiny after a series of explosive derailments, including the one in Lac-Mégantic, Quebec, last summer that killed 47.

“It’s an irony that the adamant opposition of environmental organizations and others against oil sands-derived crude has actually created a phenomenal opportunity for rail to pick up the slack,” said David McColl, an analyst at Morningstar, Inc.

“The line has the backing of the Canadian government, and conservative Prime Minister Stephen Harper called the project ‘a no-brainer.’ Canada is counting on new export lines to boost discounted oil prices in the country and accommodate rising production from the oil sands.

“Demand to ship crude by rail has gathered pace in Canada as producers scramble for alternatives to congested export pipelines. Canadian crude-by-rail exports jumped to 146,047 bpd (barrels per day) in the last quarter of 2013, an 83% year-over-year surge, according to the National Energy Board. With Keystone XL and a number of other new pipelines projects mired in regulatory delay and environmental opposition, the crude-by-rail boom shows little sign of slowing.

“Jarrett Zielinski, chief executive officer of TORQ Transloading, which is building Canada’s largest unit train terminal in Kerrobert, Sask., said TransCanada would need to load at least roughly nine unit trains per day to rival the takeaway capacity of Keystone XL, if they were to load raw bitumen. Zielinski said that much extra crude traveling on Canada’s rails, in addition to the new rail loading projects already under way, could strain the system. ‘The rail network would need more infrastructure and people,’ he said. ‘It’s my fear that the current rail infrastructure would be insufficient, although it could be scaled up quickly.’”

RailWorks-Archer Western JV Celebrate Role in SunRail Success

Thursday, May 22, 2014

SunRail passenger rail service began May 1 in Central Florida along a 32-mile route comprised of 12 stations between DeBary and south Orlando. The new service marks completion of the first phase of the \$1-billion Central Florida Commuter Rail Transit (CFCRT) project.

RailWorks Track Systems and joint-venture partner Archer Western began construction in 2011 on this \$168-million design-build project, which is being managed by the Florida Department of Transportation. The team was responsible for the complete design and construction of the initial 32-mile operating segment, with RailWorks leading track and signal construction.

The rail line is built along a busy rail corridor through four Florida counties, so the team had to perform its work around active freight and Amtrak operations. During the construction period, RailWorks also maintained all track and signals on the entire 61.5-mile corridor, a Class 4 rail line that CSX utilizes as a mainline.

RailWorks companies constructed 19 miles of double track, installed 49 turnouts, rebuilt 42 crossings, constructed track for three yards, as well as the Operations Control Center and the vehicle storage and maintenance facility and installed a new signal and communications system. The team also was responsible for earthwork, cast-in-place and precast reinforced concrete, station construction and railroad bridge rehabilitation.

CSX Mainline Opens in Salaberry-de-Valleyfield

Friday, May 23, 2014

CSX said it has reached a major milestone in the construction of its \$100-million intermodal terminal in Salaberry-de-Valleyfield, QB, Canada with the official opening of its mainline leading directly to the Perron Industrial and Maritime Park.

The addition of the new, 2.2-kilometer (1.36-mile) mainline track will minimize congestion in the residential area of the city. In addition, two new railroad crossings are now in operation, one at the intersection of highway 530 and Gérard-Cadieux Boulevard and the other at Des Érables Boulevard located close to the highway 530.

"The construction of the intermodal terminal in Salaberry-de-Valleyfield continues to progress. The opening of the new mainline is just one more step towards the completion of this important project," said Chris Durden, assistant vice president, terminal and network operations.

The 36-hectare (89-acre) intermodal terminal in the city of Salaberry-de-Valleyfield connects the region with CSX's 34,000 kilometer (21,000-mile) network in the United States.

The terminal will be close to the newly-completed Autoroute 30, providing easy access to the greater Montreal distribution and consumption market. As part of the project, the province of Quebec and Salaberry-de-Valleyfield will make improvements to the road network in the immediate vicinity of the terminal.

The intermodal project will enable shippers in the region to capitalize on the economic and environmental benefits of intermodal rail, expand on the north-south trade opportunities offered by North American Free Trade Agreement and connect to new markets. The terminal is expected to handle up to 100,000 containers per year, using modern, rubber-tire gantry cranes to transfer containers between trains and trucks.

UP Splits Stock, Increases Capital Spending

Published: May 16, 2014

OMAHA – The Union Pacific board of directors has voted to authorize a two-for-one stock split, distributed as a stock dividend, the company says. Shareholders will receive one additional share of UP common stock for each common share they hold as of May 15. The stock dividend will be paid on June 6.

"We are investing in a future that has never been brighter for Union Pacific," CEO Jack Koraleski says. "With the strength of our franchise, and our ongoing commitment to safety, service, and efficiency, we are confident in our ability to continue to create value for our customers, and generate strong returns for our shareholders in the years ahead."

The railroad board also voted on spending an additional \$150 million in capital expenditures this year, bringing the total spending in 2014 to \$4.1 billion. The money will go towards adding track capacity and buying 29 new locomotives.

Maryland County Hopes to Bring Strasburg Expertise to Operate Excursion Line

Published: May 16, 2014

SNOW HILL, Md. – The Worcester County commissioners have voted to spend \$20,000 on a feasibility study to bring an excursion train, operated by the Strasburg Rail Road, to the rails of the Maryland Delaware Railroad. The commission made the motion earlier this week, the Daily Times reports, in hopes of bringing economic development and prosperity to the area.

If it were to happen, county economic development director Bill Badger says the trains would connect Berlin, Newark, and Snow Hill.

"We're blessed with these great historic towns," Badger tells the newspaper. "This would be another reason to come here. It's another reason for people to choose here versus some other places.

Badger says he has already talked with the Strasburg and the Maryland Delaware and while both railroads are interested, all parties involved want to see the results of the feasibility study first.

"We're at the very beginning of the process," Badger says. "If this were a football game, we'd be in the first two minutes of the first quarter. This is not going to happen overnight."

First New Amtrak Baggage Car Leaves CAF Plant

Published: May 16, 2014

ELMIRA, N.Y. – The first new baggage car constructed by CAF USA for Amtrak has departed the plant in Elmira Heights.

A special train consisting of Amtrak P42DC No. 203, Amfleet food service car No. 43358, new baggage car No. 61000, and GP38H-3 No. 520 made the move on Friday morning.

No. 61000 is the first of 55 baggage cars being built for Amtrak. The body of the car is based on the single-level Viewliner car design, and features two sets of double doors that swing inward. The baggage cars will also include bike racks.

More Oil-by-Rail Facilities Open Along the Delaware River

Published: May 15, 2014

PHILADELPHIA – More oil facilities are opening along the Delaware River near Philadelphia, The Inquirer reports. The latest is the Eddystone Rail Facility, which is built on leased land near an aging power plant. It has just recently started accepting trains.

Eddystone's founder says the North Dakota oil movement has helped many of the aging refineries survive in the area. "If we didn't do what we did, the refineries are gone," says Jack Galloway, who helped create Eddystone. Today the facility can receive up to 80,000 barrels of crude every day, or about two unit trains a day. Due to tight space, some people unload the tank cars and then put the crude onto a barge for final delivery.

While safety has been the public's main concern, the Inquirer reports that many industry insiders say the North Dakota oil boom has saved the country billions of dollars in imports. Nearly a quarter of what's produced in the Bakken is processed in Philadelphia.

Watco Wins Bid for North Carolina Branches, Famed Saluda Route Severed

Published: May 14, 2014

ASHEVILLE, N.C. — Watco is the winning bidder for a cluster of Norfolk Southern lines in western North Carolina. The short line holding company has filed a "Certificate Of Compliance" with the Surface Transportation Board.

The name of the new operation will be Blue Ridge Southern Railroad LLC.

According to the filing, the new railroad will consist of three line segments between:

- Milepost T0.0 at Murphy Junction and Milepost T47.0 at Dillsboro
- Milepost W1.0 at Asheville and Milepost W26.0 at East Flat Rock
- Milepost TR0.0 at Hendersonville and Milepost TR19.8 at Pisgah Forest

The three line segments, totaling 91.8 miles, will make up two disconnected operations, one west and one south of Asheville. The transaction includes the remaining NS-operated portion of the famed Saluda Mountain route between Spartanburg, S.C., and Asheville. The line has not hosted through traffic in more than a decade, the sale of the northern part of the route makes its reactivation even less likely.

Watco says it will hire about 32 positions in Canton, Arden, and Hendersonville to operate the lines.

Watco spokeswoman Tracie Van Becelaere tells Trains News Wire that the company has not set a date to begin operations and that further details will be available soon.

Railcar Orders Rise in First Quarter

Published: May 13, 2014

WASHINGTON – Orders for new railroad cars stood at 24,050, up 1 percent from the same quarter last year but up 62 percent from the fourth quarter of 2013, according to the Railway Supply Institute.

Manufacturers delivered 13,954 cars in the first quarter, with tank cars accounting for the majority of cars. Manufacturers delivered 8,451 tank cars in the quarter.

Of the manufacturers' current backlog of orders, 28 percent are for covered hoppers, up 16 percent from fourth quarter of 2013, driven by demand for hoppers for aggregates such as frac sand.

Norfolk Southern Issues Service Alert on Canadian Tank Car Traffic

Published: May 13, 2014

NORFOLK, Va. — Norfolk Southern has issued a service alert regarding hazardous tank car traffic on its lines that travels between the U.S. and Canada. The railroad is urging shippers to review Canadian Protective Direction 34 and remove tank cars not in compliance with the regulation from service.

"While Norfolk Southern has very few loaded shipments into Canada, the regulation also impacts empty residue cars returning to Canada. Consequently there is a potential for cars in transit about the time the regulation goes into effect to become 'trapped' on Norfolk Southern and unable to return to Canada," the company says. "We are in the process of implementing systems to identify and hold all such cars so as to comply with the regulation and will set up processes to contact shippers or car owners for alternate routing of cars caught by the new regulation."

To comply with Protective Direction No. 34, tank cars must meet certain regulations defined by Transport Canada. The full directive is available online at www.tc.gc.ca.

Construction Begins on Jacksonville Intermodal Transfer Facility

Published: May 13, 2014

JACKSONVILLE, Fla. – Groundbreaking ceremonies were held May 12 to mark the beginning of construction on the Dames Point intermodal container transfer facility the Port of Jacksonville. CSX Transportation will serve the facility.

The \$30 million facility is scheduled to be operational in late 2015. "In about 18 months, this will be a rail yard and it will be hustling with the movement of cargo containers specifically the big metal boxes you see on the roadways on trucks," says Nancy Rubin, spokeswoman for Jax Port.

The facility will provide on-dock rail service to the port's North Jacksonville marine terminal, enabling the direct transfer of containers between vessels and trains and speeding up the shipment process.

The project's cost is covered by federal, state, and local grants. In December 2011, the port and the city of Jacksonville awarded a \$10 million Transportation Investment Generating Economic Recovery grant for the facility. The Florida Department of Transportation also allocated \$20 million for the project.

TransCanada Eyes Shipping Keystone XL Oil by Rail

Published: May 23, 2014

NEW YORK – As American politicians continue to kick approval for the controversial Keystone XL pipeline down the road, and beyond this year's mid-term elections, TransCanada is now looking at shipping tar sands oil from via rail, Reuters reports.

During a conference in New York this week, TransCanada CEO Russ Girling said the company is looking at shipping crude oil from Hardisty, Alberta to Steele City, Neb., where the oil would then be transferred into existing pipelines.

"We are absolutely considering a rail option," Girling says. "Our customers have needed to wait for several years, so we're in discussions now with them over the rail option."

TransCanada has waited for more than five years for the American government to approve the \$5.4 billion cross-border pipeline project from Alberta to Nebraska. While some say the pipeline's construction would create jobs, others worry about the environmental impact of such a project.

Tough Winter Delays New Auto and Truck Shipments

Published: May 23, 2014

DETROIT — Analysts say the long, hard winter has delayed rail shipment of new vehicles nationwide. Automakers are holding new vehicles in guarded lots or shipping them by truck in an effort to catch up, according to the Detroit News. It may take another month or longer for railroads to overcome the backup, and some dealers report short supplies of certain models.

"There is a sizable backlog of shippable vehicles," says Richard Kiley, head of automotive traffic for Norfolk Southern. About 180,000 new vehicles are awaiting shipment by rail in North America. Typical years see a backlog of about 69,000.

The delay is also hurting the bottom line of the manufacturers, not only because they can't sell vehicles that are still near manufacturing plants, but because they must pay higher costs to ship by truck. While some delays are usual in the spring, the number of vehicles backlogged right now is nearly three times the usual.

"This winter's severe weather has severely strained the North American rail network," says General Motors' spokesman Tom Henderson. "As a result, many industries including the auto sector, are coping with slowing throughput which is resulting in rising inventories of products at plant and rail yards across the U.S. and Canada."

Not all the delay can be blamed on weather, however. A substantial number of auto rack cars have been in storage for several years and must be inspected and repaired before returning to service, there is a shortage of locomotives and some railroads are also experiencing crew shortages, according to the report.

Lac-Mégantic Bypass Proposed

Published: May 23, 2014

LAC-MÉGANTIC, Quebec — Business owners in the town devastated by the derailment and explosion of a train carrying oil last year insist they need a rail bypass around the town, but provincial officials are wary of the plan, CBC News reports.

Town residents say the 8-mile detour could be built for \$50 million, but the plan excludes the cost of land acquisition and environmental studies.

Provincial leaders are more cautious, saying the project would be much more costly. Their estimate is \$150 million.

They also say if Lac-Mégantic gets a bypass, hundreds of other towns will clamor for similar bypass routes. "There are 500 other towns and cities that have tracks within their boundaries," Quebec's municipal affairs minister Pierre Moreau tells CBC. "If the government responds one way for Lac-Mégantic, will that be an inequity for all the other municipalities?"

Folks in Lac-Mégantic say they could start work within two years, and the plan is not optional. The town's mayor has held two meetings with provincial leaders, and she says she is "disappointed" by their response.

Others in the town say no one will want to rebuild the shattered downtown as long as the railway runs through it.

Investigation Shows Russian Railways Paid Billions to Elusive Companies

Published: May 23, 2014

MOSCOW — A recent study of state-run Russian Railways' competitive bidding process shows flaws in the system, the Toronto Globe and Mail reports.

The study was conducted by news agency Reuters.

From 2010 to 2013, the same two companies were the only bidders on 43 projects worth \$340 million. Both companies were setup the same day by the same person acting on behalf of unnamed owners, according to the report.

Additional analysis shows banking transactions for one large railway contracts that are "typical warning signs of suspicious banking activity," according to the report. Further, it is believed that millions of dollars from the Russian Railways "have ended up with companies that had nothing to do with railway work," including some believed by Russian authorities to have no actual operations.

"The procurement activity of [Russian Railways] is undertaken in strict accordance with the relevant laws," spokesman Alexander Pirkov says. Procurement activity "has been repeatedly examined by the competent state organs, including the Audit Chamber of the Russian Federation."

The rail operator adds that the companies identified by Reuters in its report are all legitimate and that its contracts are awarded fairly and are properly fulfilled.

Greenbrier, Mitsubishi Join Forces

Published: May 22, 2014

LAKE OSWEGO, Ore. — Railcar manufacturer Greenbrier Companies Inc., through its subsidiary Greenbrier Leasing Co., has entered into an agreement with Mitsubishi UFJ Lease and Finance in which Mitsubishi will purchase \$1 billion of Greenbrier's leased railcar assets. In turn, Greenbrier will provide management services for those railcars.

The alliance is part of Greenbrier's long-term strategy to reduce its capital investments while increasing its leasing and asset management. In this case, Greenbrier's knowledge of the railcar leasing and management fields and Mitsubishi's well known financial abilities creates a synergy that benefits both organizations.

Greenbrier currently owns about 8,800 railcars and manages about 234,000 cars for other owners. Greenbrier operates four railcar-manufacturing plants and 37 car repair facilities in the US.

Mitsubishi has already begun purchasing both new and used railcars and expects to have acquired \$100 million in railcar assets by Aug. 31, 2014.

With the Torches Fired Up, Railfans Hope to Save F45 in the Eleventh Hour

By Justin Franz

Published: May 22, 2014

LIVINGSTON, Mont. – Just 24 hours after two of the last EMD F45s were sold for scrap, a group of railfans is organizing a last minute effort to save one.

Late Wednesday, Dynamic Rail Preservation launched a fundraising campaign to save Montana Rail Link No. 390, the second-to-last F45 built. The grassroots effort aims to raise \$75,000 in just five days to buy, move and restore the F45 that was built as Burlington Northern No. 6644.

Earlier this week, MRL sold Nos. 390 and 392 to Progress Rail, which plans on scrapping the locomotives at MRL's shops in Livingston. The two locomotives have been stored since they last ran in 2006. MRL has also sold 10 SD45-2s that are in the process of being scrapped at this time.

"Many steam locomotives were placed in museums and parks, yet people scratched their heads wondering why no one saved a streamlined (New York Central) Hudson," the group writes on its webpage. "Quite a few E and F diesel units have been saved

and due to the actions of those who spared them from the scrapper's torch folks are able to appreciate them... What about the next generation following the F-unit era?"

Dynamic Rail has previously saved other second-generation diesels, including Amtrak F40PH No. 231 and SDP40F No. 644, both currently stored in Ogden, Utah.

Of the 86 F45s built, only six remain. The loss of the two MRL units will shrink that to just four.

Besides the two slated for scrap on MRL, two former Wisconsin Central F45s are at Larry's Truck Electric in Ohio; New York, Susquehanna & Western No. 3636 is stripped and stored; and a former Santa Fe F45 has been rebuilt into a luxury lodge at the Izaak Walton Inn in Essex, Mont. It is currently painted Great Northern blue, gray and white.

On its website and Indiegogo fundraising page, Dynamic Rail says it has until May 26 to inform Progress Rail that it would like to purchase the engine. If it is successful it is unclear where the group would initially store the locomotive, but the group hopes to repaint it into its BN Cascade Green and white.

If the group cannot raise \$75,000 by Monday, the donations that it has received will go towards repairing and restoring SDP40F No. 644. As of late Wednesday, the group has raised just over \$1,500.

"A group of people came together to acquire a former Santa Fe F45 for display in Great Northern colors in Essex, Mont. Had a GN F45 been saved, they would have been able to display an authentic GN unit on GN territory," the group writes. "The same thing may happen to future Burlington Northern enthusiasts hoping to present BN heritage in the form of black and green paint with white stripes, but without an authentic BN unit to use."

The effort to save an EMD built in 1971 comes as more and more groups look to preserve second-generation diesels. In California, Union Pacific SD40-2 No. 3105 has been preserved at the Rail Giants Museum in exchange for UP Big Boy No. 4014, which is now under restoration in Wyoming. At the Utah State Railroad Museum in Ogden, Rio Grande SD40T-2 No. 5371, the last tunnel motor to operate in Rio Grande gold and black, is now sheltered and on display. And in Canada, the Toronto Railway Historical Association recently fired up its former VIA LRC No. 6917, built in 1981, for the first time in 12 years.

Board member Jason Shron says in the past groups who have wanted to preserve "modern" locomotives have often come up short because, in part, there is less interest in such projects, but now the tide is turning. "Too many locomotives built after the 1950s have been allowed to be scrapped because many of our museums are underfunded, but also in some cases there just isn't the same interest in newer locomotives, but that's changing," Shron says. "Railway history didn't end in the 1950s, it continues and it's important that we keep saving that history, including second-generation diesels."

For more information about the effort to save No. 390, visit www.dynarail.org.

Hundreds of New French Trains Too Wide for Station Platforms

By Bob Johnston & Wayne Laepple
Published: May 21, 2014

LYON, France — If it didn't already happen in the U.S., it wouldn't be so funny. SNCF, the French national railway system, has taken delivery of new passenger equipment that is about 8 inches too wide to fit the platforms in as many as 1,300 stations.

The error was first revealed in the French satirical newspaper *Canard Enchaîné*, and later reported by Reuters.

More than 300 of the 1,800 new cars have been delivered, and more than \$110 million has already been spent to trim the platforms at 1,300 stations, mostly in the southwestern part of the country around Lyon. Political leaders from all parties have condemned the error and insisted that taxpayers will not pay for station modifications.

The problem stems from an error in specifications. Rail network operator RFF only gave the dimensions of platforms built less than 30 years ago.

The French railway system, which operates the TGV high-speed trains, designed the new equipment. Many of the stations in question are well over 50 years old. So far, about 300 stations have been modified.

The situation sounds eerily similar to one that occurred during the delivery of Amtrak's *Acela Express* train sets more than a decade ago. In a \$200 million lawsuit filed on Nov. 8, 2001, Bombardier charged that "Amtrak provided inaccurate information about the dimensions of tunnels, electromagnetic interference on the Northeast Corridor and track geometry," and "delayed decision-making on major technical issues as well as design details which...led to production modifications and design revisions."

The lawsuit and a countersuit were subsequently settled, but *Acela Express* trainsets today must have their active-tilt mechanism disabled on Metro-North's New Haven-New Rochelle, Conn., segment and certain tunnels because the trains are too wide.

A Beaucoup Snafu: France's \$68 Million Train Mistake The French Find a Way to Make Amtrak Look Good

By John Grgurich, *The Fiscal Times*
May 27, 2014

Schadenfreude may be a German word, but it's never quite so enjoyable as when applied to the French. How else to explain the wave of U.S. coverage of France's "\$68 million mistake": buying a fleet of more than 1,800 new trains, scheduled to go into service over the next two years, that are too wide to fit into hundreds of existing stations.

However low-budget and half-arsed of a passenger rail line you may think Amtrak is, at least the trains fit between the platforms. The trains are slated for France's regional network, and cost more than \$20 billion. The cost to refit the stations so that the trains fit will be about \$68 million. Related: Europe Takes Dangerous Turn to the Far Right

This "tragicomedy," as French transport minister Frédéric Cuvillier put it, happened because the new trains were designed to meet international standards, but 1,300 of France's regional train platforms were built before international standards were in place. Réseau Ferré de France, the country's rail network operator, didn't take this fact into account when it sent Société Nationale des Chemins de Fer Français, France's national railway company, station dimensions for the new trains. And SNCF didn't bother to double check RFF's numbers.

Alterations are currently under way. Some 300 platforms have already been changed to fit the new trains. In most instances, the problem is that trains are several centimeters too big for the stations. But in some instances, two of the new trains would be unable to pass each other on opposing tracks.

Commenting on the bungled order, RFF head Jacques Rapoport admitted that the problem was discovered "a little late." Rapoport's colleague at RFF, Christophe Piednoël, added: "It is as if you bought a new Ferrari and you realize that it doesn't quite fit in your garage because you didn't have a Ferrari before." A colorful analogy, but still not a very good excuse for what happened.

Here's the French government's take: Under former President Nicolas Sarkozy, France's railway system was split into two parts — a train operator, SNCF, and a network operator, RFF — to try and make France's railway system into a more competitive enterprise. Instead of making things more efficient, the split has made things more confusing. Hence, the current administration, under socialist President Francois Hollande, is trying to reverse that split.

"The point of our railway reform becomes clear when you see the current state of dysfunction of the railway in France," said Cuvillier, according to the Financial Times.

Whether it's planes, trains, or automobiles, engineering standards change over time, and the stations would probably have had to be altered anyway. And \$68 million isn't much when you put it up against the \$20 billion price tag for the trains, but the issue of out-of-date stations and insufficient track separation couldn't have come to light in a worse possible way. Trains can be a civilized alternative to air and automobile travel. No one forces you to half undress to board a train. There's typically more leg and elbow room aboard a train versus a plane. And while traffic jams on the railways aren't unheard of, they're much less likely there than on the roadways.

There's a good PR story and advertising campaign for Amtrak — no paragon of efficiency itself — somewhere in all this. One possible slogan? "Amtrak. At Least We're Not SNCF."

Sen. Inhofe Backs Heartland Flyer Extension

Written by Douglas John Bowen
Tuesday, May 27, 2014

Oklahoma's senior U.S. Senator, James Inhofe, has endorsed a proposal to extend Amtrak's *Heartland Flyer* north of Oklahoma City into Kansas, to connect with Amtrak's long-distance *Southwest Chief*.

The *Heartland Flyer* currently links Oklahoma City with Fort Worth, Tex., with funding from Oklahoma and Texas aiding the service. The *Heartland Flyer*, which began service in 1999, is jointly sponsored by the Oklahoma and Texas transportation departments.

According to the Washington, D.C.-based National Association of Railroad Passengers (NARP), Inhofe, in a letter to Transportation Secretary Anthony Foxx, endorsed a Transportation Investment Generating Economic Recovery (TIGER) grant application submitted by the City of Wichita to extend the *Heartland Flyer* to that city.

"Once fully operational, the *Heartland Flyer* extension will provide improved transportation access for businesses and citizens, create the prospect for economic development, and increase the productivity and dependability of freight movement across a significant region," Inhofe wrote. "For smaller communities that will have stops along the line, the extension of the *Heartland Flyer* would positively impact citizen mobility and connectivity to medical services, educational and employment opportunities, as well as connections to other transportation modes in Wichita and Oklahoma City. In recognition of these opportunities, the States of Oklahoma and Kansas are fully committed to the extension."

Inhofe's endorsement followed a direct request for same from NARP Council Member Gary Lanman, NARP noted.

The move runs somewhat counter to Inhofe's reputation as a perennial Amtrak critic. As recently as this year, Sen. Inhofe, while offering support for a renewed federal transportation funding program, observed, "Among my initial concerns is the inclusion of Amtrak and the TIGER grant program into the Highway Trust Fund that will further diminish scarce transportation dollars without paying a single cent into the program."

The Oklahoma Department of Transportation, along with the Federal Railroad Administration, also is evaluating a Tulsa-Oklahoma City Passenger Rail Corridor Investment Plan to evaluate passenger rail service linking those two cities.

NS President Squires Assumes Expanded Role

Written by Douglas John Bowen
Wednesday, May 28, 2014

Norfolk Southern Corp. Chairman and CEO Wick Moorman on Wednesday, May 28, 2014, announced that President James A. Squires will assume additional responsibilities in line with the company's normal succession planning process.

Effective June 1, NS' marketing and operations divisions will report to Squires. Continuing as well to report to him are the corporation's administration, finance, law and corporate relations, and planning and information technology divisions.

"Since becoming president in 2013, Jim has provided a distinctive and forward-looking perspective for our most important activities and issues," Moorman said. "His work in the marketing and operations divisions will advance that leadership momentum."

Squires joined Norfolk Southern in 1992 and served in several law positions before being named vice president law in 2003, senior vice president law in 2004, senior vice president financial planning in 2006, executive vice president finance in 2007, and executive vice president administration in 2012. He holds degrees from Amherst College and the University of Chicago.

St. Louis Museum of Transportation and Virginia Museum of Transportation to Trade Historic Locomotives

May 28, 2014

NORFOLK, VA. – The Museum of Transportation, St. Louis, and the Virginia Museum of Transportation are in discussions to bring Norfolk and Western Y6a steam engine #2156, currently in the St. Louis museum, back to its place of origin at Roanoke, Va., on a five-year loan for display at the Virginia museum, in a transaction facilitated by Norfolk Southern.

In exchange, the Virginia museum will send to St. Louis a Southern Railway diesel General Motors EMD FTB unit to complement the St. Louis museum's FTA demonstration unit.

"This will reunite the last surviving Y-class locomotive, one of the hardest pulling steam locomotives ever built, with the J-611 and the A-1218 in Roanoke, where all three were designed and built by Norfolk and Western," said Molly Butterworth, cultural site manager for the St. Louis Museum of Transportation. "In return, our historic FTA, built in 1939 to demonstrate to the rail industry the efficiency of diesel power, will be reunited with its complimentary B unit."

"We are thrilled to welcome the Y6a home again," said Bev Fitzpatrick, executive director of the Virginia Museum of Transportation. "We're grateful to the St. Louis Museum of Transportation for this opportunity to reunite three powerful sisters of steam in their home town."

The Museum of Transportation, a St. Louis County Park in west St. Louis County, Mo., houses what has been recognized as one of the largest and best collections of transportation vehicles in the world. With over 70 locomotives, half of them "one-of-a-kind" or "sole survivors" of their type, the Museum has one of the most complete collections of American railroad motive power, and its collections of automobiles, buses, streetcars, aircraft, horse-drawn vehicles, and riverboat materials are constantly expanding to reflect the ever-changing nature of transportation.

The Virginia Museum of Transportation, Virginia's official transportation museum, is home to two of the most powerful steam locomotives in existence today: the N&W Class A 1218 and the N&W Class J 611. The Museum attracts visitors of all ages from across the U.S. and around the world. Through exhibits, artifacts, and an outstanding collection of rail equipment, cars, trucks, airplanes, and more, the Museum tells the story of Virginia's rich transportation history.

Norfolk Southern Corporation (NYSE: NSC) is one of the nation's premier transportation companies. Its Norfolk Southern Railway Company subsidiary operates approximately 20,000 route miles in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is a major transporter of coal, automotive, and industrial products.

CSR Unveils 100% Supercapacitor-Powered Tram

Written by Keith Barrow
Thursday, May 29, 2014

CSR Zhuzhou, China, has unveiled what it claims is the world's first 100% supercapacitor-powered low-floor tram.

The LRVs will automatically recharge an onboard bank of supercapacitors during stops at stations and CSR says the vehicles will draw sufficient power during a 30-second stop to operate independently for up to 4km. The supercapacitor provides power to the traction system for acceleration and also draws current from the regenerative braking system, which can recover up to 85% of braking energy for reuse.

The vehicles are charged automatically through a device positioned between the rails, which is activated as the vehicle passes overhead.

CSR says the supercapacitors have a projected lifespan of 1 million charging cycles or up to 10 years.

Seven of the LRVs were ordered in June 2013 by Guangzhou Tram, a subsidiary of Guangzhou Metro Corporation, for use on the 7.7km Canton Tower – Wanshengwei light rail line in the district of Haizhou, which is due to open at the end of this year.

According to CSR the 36.5m-long vehicles will accommodate up to 368 passengers with an entry floor height of 325mm.

Static tests are underway on the first vehicle, which is due to be delivered to Guangzhou for dynamic testing next month.