

**August 4, 2014**

Here are the latest items I selected from the News Wire section of the [www.trains.com](http://www.trains.com) web site. This site has more items than I list here so visit their site if interested.

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## **States add to bilevel order, Amtrak opts for more baggage cars**

*By Bob Johnston*  
Published: August 11, 2014



A café car mock-up in Nippon Sharyo's stainless steel shop in May 2014.  
*Photo by Bob Johnston*

CHICAGO – Carbuilder Nippon Sharyo confirms to Trains News Wire that California and three Midwest states have signified their intent to exercise an option to purchase an additional 45 bilevel cars. The transaction must obtain Federal Railroad Administration approval before it is finalized because the money comes from a yet-unspent portion of a \$551 million 2009 stimulus grant administered by the FRA.

The carbuilder had bid \$352 million to build the initial order of 130 cars at its Rochelle plant, where a new stainless steel shell fabrication building was formally dedicated on July 30. The original contract, executed on Nov. 27, 2012, provides for add-on options at a slightly increased cost, depending upon car type, but pricing will not be made public until details are finalized. The split between California and the states of Illinois,

Michigan, and Missouri looks like this:

	<u>Original order</u>	<u>Addition</u>	<u>TOTAL</u>
Midwest:	88	34	122
California:	42	11	53
TOTAL:	130	45	175

Procurement representatives from the state departments of transportation have visited Rochelle in the last several months to view a bilevel shell, where Nippon Sharyo has applied interior elements of coach, café, business class, and cab car configurations. The process allows the state customers to alter specified details, if necessary, before production begins. The exact number of each type of car going to each state's service is still being determined. The first bilevels are expected to enter service by 2016.



A Viewliner II baggage car under construction at the CAF plant in October 2013.  
Photo by Bob Johnston

Meanwhile, Amtrak tells Trains News Wire that it has added 15 baggage cars and dropped 15 baggage-dormitory cars from its order of 130 Viewliner II single-level cars now being built by CAF USA in Elmira, N.Y., “to address business needs.” The company has declined to elaborate. That puts the new Viewliner totals at 70 baggage cars, 25 dining cars, 25 full sleepers, and 10 baggage-dormitory cars.

Because the current Eastern single-level fleet requires about 17 sets to operate the *Silver Star*, *Silver Meteor*, *Crescent*, and *Lake Shore Limited* daily and the *Cardinal* tri-weekly, the change means that baggage-dormitory cars would not be able to operate consistently on every train. The 9 baggage-dorm roomettes will house on board service crew members who now occupy revenue space in regular Viewliner sleepers. On the other hand, producing more baggage cars could help extend checked baggage and bicycle carriage to more frequencies on the Northeast Corridor and state-supported routes. The Viewliner II baggage cars will replace a fleet more than 50 years old, so the new cars could be viewed as a valuable commodity used by a variety of services.

The October 2014 issue of Trains Magazine gives readers a behind-the-scenes look inside the Nippon Sharyo and CAF USA factories, showcasing how each builder is meeting the challenge of building the first major fleets of intercity passenger cars in decades.

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## **Restoration of C&O No. 1309 begins, tours scheduled Sept. 26-28**

*By Chase Gunnoe*

Published: August 11, 2014



*Photo by Jody Shaw*

CUMBERLAND, Md. – Mechanical forces with the Western Maryland Scenic Railroad have started their initial inspection and evaluation of C&O Mallet 2-6-6-2 No. 1309 at the railroad’s Ridgley, W. Va., shops near Cumberland. The public will have a rare opportunity to document No. 1309’s restoration progress during its Steel Wheels Festival in Cumberland on Sept. 26-28.

Shop forces will conduct additional evaluations in the upcoming weeks as the locomotive begins her restoration as part of the railroad’s “Moving Full Steam Ahead” initiative.

The locomotive, which arrived three weeks ago, had its main rods removed last week to allow for the advancement of inspection and evaluation.

“It’s exciting to see things moving along quickly by our Mechanical Department. The rods are being removed for the beginning of the restoration and initial detailed inspection of the locomotive,” Media Coordinator Jody Shaw tells Trains News Wire.

More information on this special opportunity to tour the railroad’s restoration shops and photograph No. 1309 during its earliest stages of restoration is available online at [www.movingfullsteamahead.com](http://www.movingfullsteamahead.com).

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## **Railcar repair shop opens on East Broad Top**

*By Wayne Laepple*

Published: August 11, 2014

MOUNT UNION, Pa. – Larry Salone, president of the East Broad Top Preservation Association, has opened a railcar repair facility in Mount Union. EBT Railcar LLC is engaged in repairing and washing railcars on the former Pennsylvania Railroad spur off the main line that once interchanged with the East Broad Top, Salone tells the Huntingdon Daily News.

Salone hopes to expand operations to include part of the recently rehabilitated EBT yard as well as the enginehouse that still houses one of the EBT's standard gauge steam

switchers, 0-6-0 No. 3. As the business expands, he may erect a building in the Riverside Business Center, about two miles south of the EBT yard along the original EBT main line. The group currently owns about 4.1 miles of track, extending from "Jacks," along the Norfolk Southern main line west of Mount Union, to a point south of Allenport.

Salone revealed that he is also in discussions with PASS Box, a firm which manufactures a "supply hopper" system. It uses an intermodal container designed to handle commodities such as plastics, chemicals and similar products in a closed, contaminant-free unit that can be shipped by rail or truck. Salone said the PASS Box system could be used to handle frac sand and other products needed by the natural gas industry.

Asked about progress by the EBTPA in purchasing the rest of the East Broad Top from the Kovalchick family, Salone says, "I'm hopeful for the future. We just keep plugging away."

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## ***Several overnight trains in Europe face the axe***

*By Keith Fender*

Published: August 11, 2014

BERLIN – German rail operator Deutsche Bahn's long distance passenger subsidiary DB Fernverkehr is planning to further restructure its City Night Line night train and Autozug auto train services, both of which have been losing more than \$30 million annually in recent years. The CNL service is the only remaining international overnight sleeper train service in most of Western Europe. In many cases, the various national rail operators either dropped out of the overnight market or decided to work with DB.

Unlike many passenger trains in Europe sleeper services are normally operated on a commercial "for profit" basis without subsidies from governments, with exceptions in both France and Britain.

DB has said in recent weeks that significant changes are needed now if the network is to survive into the future. The relatively low income earned from operating overnight services, which has not grown in recent years, along with the relatively high and largely fixed operating costs of running are the main causes for the upheaval in service.

The typical European night train involves a journey of 12 to 16 hours, leaving in the late evening and arriving by mid morning or earlier. In recent years overnight trains between Paris and cities in Spain, between Paris and Rome, and between Amsterdam and Milan have all been withdrawn. In some cases new daytime high speed rail services have replaced the overnight trains. In other cases competition from low cost airlines has led to the overnight services being axed.

During 2013, and earlier this year, DB removed restaurant cars from the few CNL routes that still carried them, with passengers instead being served breakfast in their car.

Beginning in December 2014, DB intends to remove some international routes, but

retain others. The changes will remove overnight trains from Germany to both Denmark and France.

The Basel/Amsterdam/Prague to Copenhagen service routed via Hamburg and Hamburg/Berlin/ Munich to Paris service will both cease running altogether.

The new City Night Line network from December 2014 will be based on the following core routes:

- Amsterdam to Munich/Innsbruck
- Amsterdam/Berlin/Binz /Hamburg/Prague to Zurich
- Munich to Berlin /Hamburg
- Munich to Milan/Rome /Venice
- Warsaw/Prague to Cologne

These services will run as combined trains, where possible. As an example, there will only be one train from Amsterdam with cars for all destinations. These cars will be switched en route in Germany. Similar car switching between night trains already happens nightly in Germany.

The future for European night trains is not completely bleak. New Talgo-built overnight trains should start running on the Berlin to Moscow route next year, operated by Russian Railways and DB. A new overnight service connecting Istanbul, Turkey, with Prague and Budapest is planned. It will use the latest Turkish Railways equipment and may start in 2015. In the U.K., new sleeping cars are on order for services between London and Scotland, which will enter service on existing routes in 2018.

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### ***Housatonic Railroad pushes passenger plan to regional planners***

Published: August 11, 2014

PITTSFIELD, Mass. – Housatonic Railroad President Colin Pease has met with regional planners to consider future station sites for the company's proposed passenger service, iBerkshires.com reports. The move follows a July announcement by the Massachusetts Department of Transportation to purchase the tracks operated by railroad for \$12.3 million and invest an additional \$35 million in upgrades.

Pease is pushing a plan that would return through passenger service to the Berkshire Line between Pittsfield, Mass.; Danbury, Conn.; and Grand Central Terminal in New York City. Massachusetts Gov. Deval Patrick has expressed support for the plan in the past, and the state's recent purchase of the line is seen as a step in the right direction. There has been no such similar support from the state of Connecticut, however, and no word on how trains would reach Grand Central on tracks that are owned and operated by Metro-North Railroad.

Station sites in Pittsfield, Great Barrington, and Lee have been identified. Original station sites in Lenox and Stockbridge are controlled by the Berkshire Scenic Railway Museum, whose tourist train operation left Housatonic rails in 2012 once an easement agreement came to an end and was not renewed.



The Housatonic's 2010 ridership survey estimated two million riders a year, traveling from the greater New York City metropolitan area to the cultural and scenic attractions of the Berkshire Mountains.

The last regularly scheduled passenger service north of Danbury was operated by Penn Central on April 30, 1971.

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### ***Caboose museum to liquidate equipment following vandalism***

Published: August 11, 2014

ST. LOUIS, Mo. – A startup caboose museum in suburban St. Louis is liquidating much of its collection following a bout of vandalism that nearly ended the organization. The American Railway Caboose Historical Education Society Inc., formed in 1995, is reducing its collection and focusing on a smaller display rather than its previously planned caboose museum.

According to President Richard Eichhorst, organized vandals cut up and removed four cabooses in 2013 that were vital to the group's plans for a caboose museum.

Since the break-in, the museum has decided to change its plans and concentrate on smaller caboose preservation projects, rather than develop an entirely new caboose museum. Because of this, a number of other cars in the museum's collection are available.

Cabooses available for purchase include:

- Cupola-style: Chicago Great Western No. 10507, Chicago & North Western No. 12575, Norfolk & Western Nos. 518536 and 518570, and Soo No. 6.
- Bay window-style: Baltimore & Ohio No. 903757 and C&NW Nos. 10860 and 11102.
- Transfer-style: Alton & Southern Nos. 7 and 14, Manufacturers Railway No. 512, and Terminal Railroad Association Nos. 577 and 590.

What is not sold by Sept. 2 will be auctioned with Ozark Mountain Railcar.

For more information, go to [www.arches.org](http://www.arches.org).

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### ***Power plants demand more coal shipments to bolster dwindling stockpiles***

Published: August 11, 2014

MINNEAPOLIS – Electric utilities across the upper Midwest are trying to pressure BNSF Railway into delivering more coal to replenish supplies on hand and keep up with demand. According to the Minneapolis Star Tribune, several power plants across the region are forced to work at reduced levels to conserve available coal supplies. This report comes on the heels of recent struggles by BNSF Railway to keep up with record agricultural crops as well as increased freight traffic across its system.

Stockpiles at Minnesota generating stations were down 22 percent in May, compared with five-year averages for the same month. Coal supplies are not only reduced across Minnesota, but also power plants as far away as Kansas, Arkansas, and Texas are affected as well, according to the National Rural Electric Cooperative Association.

None of the utilities are expected to run out of coal in the short-term, however, thanks to conservation measures and reduced power output. “We believe that the chance that BNSF would allow the plant to run out of coal is very remote,” said Tom Imbler, vice president of commercial operations for Xcel.

“We are OK right now,” said Dave McMillan, an executive vice president with Minnesota Power, “but if deliveries don’t get back on track, we are going to have a problem.”

Dairyland Electric is concerned one of its plants in Wisconsin could shut down by January without increased shipments of coal. Members of the Surface Transportation Board were contacted by U.S. Rep. Tim Walz, D-Minn., and Sen. Chuck Grassley, R-Iowa, and asked to work with BNSF to increase deliveries.

Bowing to pressure from federal regulators in response to complaints of delays across the system, BNSF is expanding its fleet of locomotives, hiring additional crews, and spending more than \$5 billion on maintenance and expansion projects.

Some shippers requested intervention by federal regulators, however, many of the power plants affected are only served by one railroad, and neighboring Union Pacific also lacks capacity for additional coal traffic.

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## ***Group prepares to move, restore former NJ Transit U34CH***

*By Justin Franz*

Published: August 11, 2014

PASSAIC, N.J. – The legendary chug, rattle, and roar of General Electric's U34CH could soon return to the suburbs of northern New Jersey. The United Railroad Historical Society of New Jersey has obtained permission to move its former NJ Transit U34CH No. 3372 from its current location in Passaic to the group's restoration facility in Boonton where it will be repainted and restored to operation. The move comes on the 20<sup>th</sup> anniversary of the locomotives' last runs in commuter service.

URHS President Larry Gross tells Trains News Wire that the locomotive's upcoming move is a big step forward in preserving an engine that played a big part of New Jersey railroading. Thirty-two U34CHs were built for the New Jersey Department of Transportation, later NJ Transit, between 1970 and 1973 for use on the Erie Lackawanna's commuter lines out of Hoboken. The locomotives were the first GE units built exclusively for passenger service and the first locomotives to have head-end power, now standard on passenger engines. Because of the U34CH's head-end power, the engines had a unique and constant roar, even when they were stationary.



“It was a revolutionary locomotive and it laid the ground work for the locomotives of today,” Gross says. “It's unique and it's the only one in existence.”

In August 1994, NJT retired the U34CHs from regular commuter service, although a few remained in work train service until the end of 1994. One of the engines, No. 3372, was preserved by URHS and has been sitting at the former New York & Greenwood Lake Railroad yard in Passaic for a number of years. Unfortunately, the engine has fallen victim to vandals and, according to Gross, windows have been broken and copper wire has been stolen from the engine.

Despite the damage done, Gross says the engine is a good candidate for restoration, a fact backed up by the preliminary mechanical inspection that took place on the locomotive earlier this year. Once the locomotive is moved to Boonton, a more extensive inspection will take place and the group will be able to determine how much the project will cost.

Gross says the group will first cosmetically restore the engine before diving into the mechanical restoration. Once done, the URHS hopes to run excursions behind the locomotive somewhere in New Jersey.

For more information about the restoration or to make a donation, go to [www.urhs.org](http://www.urhs.org).  
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### ***Choices narrowed down for Chicago's proposed Red Line extension***

Published: August 11, 2014

CHICAGO – Culled from five options, the Chicago Transit Authority announced the two preferred alternatives for extending its Red Line service from its current 95<sup>th</sup> Street terminal to 130<sup>th</sup> Street. According to WLS-TV, one option would place the rapid transit line along the east side of the existing Union Pacific tracks from 99<sup>th</sup> to 118<sup>th</sup> Street. The second option would install the extension along the west side of the UP.

The \$2.3 billion, 5.3-mile extension would include four new stations near 103<sup>rd</sup> Street, 111<sup>th</sup> Street, Michigan Avenue, and 130<sup>th</sup> Street. Either plan would require the CTA to purchase nearly 250 properties along the route. Formal negotiations with UP have not started as the project is still under review.

The extension to serve Chicago's Far South Side neighborhoods is part of an overall maintenance and modernization program for the CTA Red Line. The “Red Ahead” program includes station reconstruction and renovation, as well as the proposed service extension.

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### ***KCS names Erik Hansen vice president of intermodal***

Published: August 11, 2014

KANSAS CITY, Mo. – Kansas City Southern has named Erik B. Hansen vice president intermodal. Mr. Hansen is responsible for intermodal sales and marketing and intermodal and automotive operations. He is based in Kansas City and reports to

executive vice president sales and marketing Patrick J. Ottensmeyer.

“We are delighted that Erik has joined the KCS management team,” Ottensmeyer says. “He brings a wealth of experience and leadership across a wide spectrum, including sales, marketing, operations and finance. His expertise in the Mexican intermodal market, in particular, fits very well with KCS’ strategic focus.”

Hansen joins KCS after more than 25 years in leadership positions at A.P. Moller-Maersk and affiliated companies. Most recently, he served as managing director of Maersk Line Middle America, where he managed an organization of 200 people in six countries. Prior to that, Mr. Hansen served as country and regional chief financial officer for subsidiaries in A.P. Moller-Maersk in the Far East and later in Latin America.

He holds a graduate diploma in business administration - financial and management accounting from Copenhagen Business School, and has taken courses at IMD in Switzerland, the Columbia Business School in New York, DTU Executive School of Business in Denmark and the A.P. Moller Shipping Academy. He served as a non-commissioned officer in the Royal Danish Army Artillery.

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### ***Railroad filmmaker Don Olsen dies***

Published: August 11, 2014

SACRAMENTO, Calif. – Railroad enthusiast and filmmaker Don Olsen has died at age 90.

At age 20, around the time of World War II, Olsen was hired as a fireman on the Southern Pacific in Dunsmuir. In the late 1960s he entered the model railroad business with Ultra Scale Models, making O scale resin freight car kits.

As a long time railroad cinematographer, Olsen took his love of trains and films and created Catenary Productions. Also using footage from other well-known train filmmakers, Don used his skills to create some of the most interesting films on American railroad history. Topics covered included Pickering Lumber Co., West Side Lumber Co., Southern Pacific, and Niles Canyon.

Olsen was extremely knowledgeable in railroad history. He was involved in the earliest planning stages of the California Railroad Museum in Sacramento. Much of his film collection is now in the museum’s collection. Additional material from his collection, including drawings and research memorabilia, is in the Western Railroad Museum in Rio Vista.

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### ***Union Pacific achieves best-ever first half derailment safety performance***

Published: August 12, 2014

OMAHA, Neb. – Union Pacific has achieved a record low 2.95 reportable rail equipment incident rate for the first half of the year through June 30, 2014. This is a 4 percent

improvement compared to the same period in 2013, when the company reported a 3.07 reportable rail equipment incident rate, and surpasses the previous first half-year record of 3.01, set in 2010.

A company's rail equipment incident rate is calculated using the number of reportable derailments per million train miles.

"Safety is ingrained in our culture at Union Pacific," says UP Vice President - Safety, Security and Environment Bob Grimaila. "Our reduced derailment rate is driven by our dedicated employees who work hard to identify the causes of incidents and put effective solutions in place. This moves us one step closer to our goal of zero incidents."

In the past 10 years, UP has invested about \$30 billion to strengthen its infrastructure and decreased derailments 23 percent. The prevention and risk reduction process includes, among others, the following measures:

- Using lasers and ultrasound technology to identify rail defects.
- Forecasting potential failures before they happen by tracking the acoustic vibration on wheels and heat trends on wheel bearings.
- Performing a real-time analysis of every rail car each time it passes a trackside sensor, equaling 20 million car evaluations per day.
- Regular employee participation in rigorous safety training, including training to identify and prevent potential derailments.

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### ***Trains Magazine accepting proposals for annual preservation award***

Published: August 12, 2014

WAUKESHA, Wis. – Trains Magazine is accepting proposals through Oct. 15, 2014, for its annual \$10,000 preservation award. The grant will go to a nonprofit educational organization in the U.S. or Canada for the restoration or repair of a locomotive, rolling stock, or a structure; or for the establishment or conservation of archives.

Priority goes to projects of regional or national significance, for which the grant will make a significant impact, and that will be spent by Dec. 31, 2015. Proposals should be no more than 200 words in length, include an additional basic project budget and up to five images.

Applications may be emailed to [presaward@trainsmag.com](mailto:presaward@trainsmag.com) or mailed to Trains Preservation Award, P.O. Box 1612, Waukesha, WI 53187. Editor Jim Wrinn will announce the winner at the Association of Tourist Railways & Railway Museums annual meeting in Tyler, Texas, on Nov. 8.

The winner will be profiled in Trains' January 2015 issue in the Preservation department.

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### ***CP's Harrison addresses shipping delays with North Dakota leaders***

Published: August 12, 2014

MINOT, N.D. – U.S. Senators Heidi Heitkamp and John Hoeven have met with Canadian Pacific CEO E. Hunter Harrison to address system-wide shipping delays in the face of record crop yields across the state. While Harrison has expressed disappointment in the performance of his railroad, he is defensive against what he called inaccurate reports that claim the railroad is behind by as many as 22,000 cars, AgWeek reports.

The Plaza-Makoti Equity Elevator in Plaza, N.D., has not received a rail car for loading since the end of May. “We’ve only gotten 80 cars since January 1,” says director Keith Deutch.

John Berthold, vice president of Walhalla Bean in Grand Forks, says that his plant has not had a single car shipment since February.

According to the latest STB reports, shippers are waiting on average 10.5 weeks for their cars, with only a 5 percent improvement since June. Harrison says one of the issues is a crew shortage, even though Canadian Pacific only handles 20 to 25 percent of the grain traffic in North Dakota.

Sen. Heitkamp says a study from North Dakota State University indicates a \$66 million loss by farmers because of the delay in getting crops to market.

According to Dan Wogsland, executive director of the North Dakota Grain Growers Association, the railroads have yet to move 35 million bushels of last years 235-million bushel crop. This year’s yield is expected to be 267 million bushels.

Harrison has promised better communication moving forward. “I don’t like what I hear, it’s because sometimes the truth hurts,” he says. “In spite of weather and all that stuff, it’s in our interest to get a lot of grain moved here.”

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## ***Proposed rules may send thousands of tank cars to an early retirement***

Published: August 12, 2014

WASHINGTON – New rules recently proposed by the U.S. Department of Transportation may cause the retirement – and scrapping – of thousands of otherwise serviceable tank cars in the North American fleet. The loss of those cars could worsen an existing shortage of tank cars, the Wall Street Journal reports.

That could mean the end of the line for up to 90,000 tank cars if they cannot be retrofitted to meet the proposed standards. Car owners claim that retrofits could cost as much as \$60,000 per car while the government estimates the cost at about half that. The starting price for a new tank car is about \$150,000.

"Given the great expense of this retrofit, and the older age profile of the our [tank cars], in most cases we're more likely to try to redeploy the cars into other types of service or send them to scrap," says GATX GEO Brian Kenny.

The current tank car manufacturing backlog is more than 52,000 cars, according to the report, and the industry can only produce about 35,000 new cars annually. That could push the wait to more than four years to produce enough cars to fill current orders and replace a large portion of the fleet.

"We want to do whatever we can to improve safety, but as I look at this proposal [the government has] been disproportionately focused on the tank car," says Bob Dinneen, president of the Renewable Fuel Association, which represents the ethanol producers. Instead, he says, regulations should be based on the frequency of fires and explosions of specific commodities are associated with the derailments.

According to the Association of American Railroads and the Renewable Fuels Association, U.S. railroads moved about 330,000 carloads of ethanol in 2013, compared with 408,000 carloads of crude oil.

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## ***Crowd funding sought for second season of 'Have Steam Engine, Will Travel'***

Published: August 12, 2014

FORT WAYNE, Ind. – Producers of the television show "Have Steam Engine, Will Travel," which chronicles the exploits of Indiana's Gramling Locomotive Works and its traveling steam locomotives, are seeking funding for a second season through the Internet.

Up in the Air Productions has turned to Internet sensation Kickstarter to fund the upcoming season of the show, which airs on public television. The production company is seeking \$500,000 to start production. The fundraising campaign runs through Sept. 7 and is an all-or-nothing proposition: If the goal of \$500,000 is not met then no funding is received.

Contributions can be made starting at \$1. Donors receive prizes for contributions starting at \$25. Various levels of contribution include the inclusion of a donor's name in the credits, limited-edition apparel, and the opportunity to visit the set during filming or even appear in an episode as an extra.

Producer Bert Brander tells Trains News Wire that after administrative and fixed costs it will have about \$35,000 to produce each of the 13 episodes. While that seems like a lot, he says, it will have to cover travel expenses for six crew members as they follow the Gramlings and their steam locomotives across the country, as well as the post-production process for each episode.

Brander says he is hoping for a licensing deal with American Public Television, the distribution arm of the public television network, that will allow for free distribution of the program to stations in all 50 states for up to two years. This distribution method makes the Kickstarter program even more important, he adds.

For more information, or to make a contribution, go to [www.kickstarter.com](http://www.kickstarter.com).  
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### ***Murex and Cetane to double capacity of crude oil transloading facility***

Published: August 12, 2014

CARLSBAD, N.M. – Murex LLC and Cetane Energy LLC are implementing capital improvements at their crude oil transloading terminal in Carlsbad that will double the operational capacity of the facility. The existing unit train crude oil transloading terminal will begin implementing improvements immediately that will allow for the loading of 40,000 barrels of crude oil per day by July 2015.

Initially, Murex and Cetane installed 40,000 barrels of crude oil storage, 12 tank truck offloading stations and over 18,000 feet of rail track to accommodate unit train loading at the facility. The facility shipped its first unit train of crude oil on Dec. 18, 2013. The capital improvements project will include additional on-site storage, further rail track enhancements, and increased capacity for truck offloading and rail car loading.

"Murex and Cetane have worked closely with the BNSF Railway and Southwest Railroad to convert Cetane Energy from a 25-car-per-day manifest terminal into a unit train capable facility, allowing for the shipment of up to two unit trains per week," Murex President Robert Wright says. "The additional investment into the facility will allow us to ship four to five unit trains per week. We believe this facility offers a unique, long-term and economical takeaway opportunity for Permian Basin crude oil production. We look forward to further expanding the facility to meet the distribution needs of our suppliers."

Carlsbad is located on the Southwestern Railroad. It interchanges with BNSF at Clovis.  
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### ***\$2.16 million in track upgrades planned for Finger Lakes Railway***

Published: August 12, 2014

SENECA FALLS, N.Y. – The Finger Lakes Railway hopes to upgrade six miles of track from Cayuga Lake through Seneca Falls in upstate New York, according to the Finger Lakes Times. New rail and ties are part of the upgrades, in addition to working with a contractor to cut brush and remove trees encroaching on the right of way.

An application has been submitted to New York State Department of Transportation in the amount of \$2.16 million to pay for the track upgrades, of which Finger Lakes would pay 10 percent. The project will also improve and replace several grade crossings in Seneca Falls.

The work will be performed by the railroad's own 10-member track gang. "Our crews inspect the tracks every week and make general safety repairs all year long," says Jon Gadsby, track manager for the short line.

Launched in 1995 to operate a number of former Conrail branch lines radiating out of Geneva, New York, the Finger Lakes Railway has grown to serve more than 89 regular



shippers throughout the region.

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### ***Dailey Foundation makes grant awards***

Published: August 12, 2014

CHICAGO – The board of directors of the Tom E. Dailey Foundation has approved 14 grants for a total of \$44,765. 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:

**Milwaukee Road Heritage Center – \$3,000**

This Minnesota group, formed in 1992, preserves the history of the Milwaukee Road. It has several early rail cars, donated by Canadian Pacific. Grant funding will be used to repair and restore a 90-foot long turntable built in 1913.

**Beaver Area Heritage Foundation – \$1,000**

The project is to restore the Beaver, Pa., station back to its original appearance. It will house a local genealogy collection and two classrooms. Grant will be used toward renovation of the exterior of the structure.

**Steam Into History – \$2,000**

The group was formed in 2010 as an educational effort to provide Civil War railroad history to the general public. Visitors board a replica train which travels a 30 mile route taken by Lincoln to deliver his Gettysburg Address. The grant is for the purchase and installation of a handicap lift.

**New Mexico Steam Locomotive & Railway Historical Society – \$7,500**

The group is restoring Atchison, Topeka & Santa Fe 4-8-4 No. 2926 to running condition – an Albuquerque landmark of historical value. The project began in 2000 and is expected to be completed by 2016. The locomotive will be used to provide not-for-profit excursions in New Mexico in celebration of railroad heritage. The grant is for a portion of the cost of fabricating a modernized version of a brake stand subsystem to meet Federal Railroad Administration certification.

**Sarpy County Historical Society – \$2,500**

The project is the restoration of a Union Pacific CA-9 caboose built in May 1967. The grant request is for a portion of the \$12,000 estimated cost to relocate and restore the interior and exterior of the caboose. The expense is for materials only. All time to be provided by retired railroad workers and Eagle Scouts.

**Northwestern Pennsylvania Railroad and Tooling Heritage Center – \$4,465**

This grant will be used for insulation of the exterior walls of a former trolley station as part of a capital improvement project for completion of a transportation museum. The main goal of the project is to create and operate the trolley station museum as an educational and interpretive center emphasizing the industrial history of trolley, railroad and canal transportation in northwestern Pennsylvania. Eight supervised high

school vocational education students will work on the restoration project.

Pennsylvania Trolley Museum Inc. – \$3,000

The group's collection includes a 1926 vintage suburban streetcar, Philadelphia Suburban Transportation Co. center door "Red Arrow" car No. 66. After serving visitors since 1974, it needs major refurbishment. Work will include repainting the exterior, reupholstering the interior, rebuilding the second truck with overhauled traction motors, replacing windows, and rebuilding the center door steps and underframe.

Austin Steam Train Association Inc. – \$2,000

Among the group's collection is the Rippling Stream, a stainless-steel, sleeper-buffet-lounge car. This car was originally delivered to the New York Central in 1949. The group was founded in 1989 and runs historic rail excursions through the Texas Hill Country, serving 27,000 passengers last year.

Hoosier Valley Railroad Museum Inc. – \$3,300

This group has operated a working railroad museum and display site in North Judson, Ind., since 1988. It preserves and maintain 33 miles of former Chesapeake & Ohio track. The grant request is to replace 250 railroad ties.

New England Steam Corp. – \$2,000

The group was formed in 2012 to purchase, relocate, rebuild, and care for Maine Central 4-6-2 No. 470. Once complete, the locomotive will be a steam technology classroom. Funds will be used to transport the locomotive via truck.

The Toy Train Depot – \$4,000

This Alamogordo, N.M., railroad historical preservation group is restoring a Chicago & Eastern Illinois caboose. Funds will be used to upgrade the electrical service and to replace the platform to the caboose.

Railroad Museum of New England Inc. – \$2,500

This organization, in existence for 46 years, owns and maintains the historic 1881 Thomaston, Conn., railroad station. The station is located in the central business district of Thomaston, and is listed on the State Register of Historic Places. The group operates the Naugatuck Railroad, a 19.5-mile tourist train ride, and conducts special events at the station. Funds will be used for masonry wall repairs.

Railways To Yesterday Inc. – \$2,500

This Allentown, Pa.-based group is restoring a Johnstown Traction Co. trolley, No. 311, that served the city of Johnstown, Pa. It is a Birney Safety Car built in 1922 by the Wason Manufacturing Co. of Springfield, Mass. Safety trolleys are designed to operate with just a motorman, saving the cost of the conductor. The car, which ran on the museum's line, was removed for repairs in 2004 and is now undergoing restoration to working condition.

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## ***UP spending \$6 million on Iowa branch***

Published: August 12, 2014

EAGLE GROVE, Iowa – Union Pacific is investing \$6 million in its branch between Burt and Goldfield in northern Iowa. The railroad will replace 33,000 ties and install 13,300 tons of ballast. In addition, crews will renew the surfaces at 66 road crossings.

The former Chicago & North Western line is part of a cluster of branches in northern Iowa that are operated out of Eagle Grove. It also connects with former Chicago Great Western and Rock Island routes still operated by UP.

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## ***Restoration of historic Sturtevant depot nears completion***

Published: August 12, 2014



This 2012 photo shows the condition of the structure before the start of restoration.

*Photo by J. David Ingles*

CALEDONIA, Wis. – The former Milwaukee Road depot that served the community of Sturtevant since 1902 has a new lease on life thanks to the Caledonia Historical Society, the Racine Journal-Times reports.

The historic wood frame structure was rendered obsolete by a new \$3.2 million dollar facility in 2006. The historical society acquired the structure in 2010, and moved it seven miles to its 5-acre historic campus at Linwood Park. The campus includes other historic structures from the area, including the original 1877 Caledonia Town Hall.

LeRoy Schmidt, president of the historical society, has overseen the painstaking restoration process. Old photographs were used as a guide, helping to recreate key features like decorative scroll work. Paint colors were matched to original chips discovered by scraping away layers added over the years.

The interior of the station was been restored and houses many railroad artifacts donated by the community. The agent's office has been reconstructed as well, complete with "scissors" phone and a telegraph set. While there are no active tracks that run near the museum campus, a panel has been constructed for the display of a wooden caboose alongside the restored station. Schmidt is in negotiations with the Illinois Railway

Museum to acquire a small steam locomotive for display as well.

Volunteers are looking to complete their work in time for the annual Caledonia Homecoming and Roundup celebration, Sept. 6-7.

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### ***DEA pays Amtrak 'secretary' for passengers' names***

Published: August 12, 2014

WASHINGTON – The U.S. Drug Enforcement Administration paid an Amtrak "secretary" \$854,460 for lists of passengers' names for almost two decades, Fox News and the Associated Press report, while the names were available without a fee through law enforcement channels.

Through police agreement, money seized as a result of drug task force operations would be shared with the Amtrak police department. That agreement was circumvented by this system, according to the Amtrak inspector general's office, depriving the Amtrak police department of money it would have otherwise received in the investigations.

A report on the incident by the inspector general's office characterizes the railroad employee in question as a "secretary to a train and engine crew." The unidentified employee has been allowed to retire, rather than face discipline through the company.

According to the report, Amtrak's privacy policy allows it to sell or share passenger information with contractors or "certain trustworthy business partners."

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### ***With Big Boy in the house, UP steam crew turns to No. 844 and the shop***

Published: August 12, 2014



The view from inside the Cheyenne steam shop that has not been seen in two decades.

*Photo by Union Pacific*

CHEYENNE, Wyo. – Three months after completing the monumental task of moving 4-8-8-4 Big Boy No. 4014 to its new home in Wyoming, the Union Pacific steam crew is spending the summer of 2014 preparing never-retired 4-8-4 No. 844 for operation in 2015 and updating the shop to handle the program's needs for the next 30-40 years, Trains News Wire has learned.

After a year filled with work to retrieve one of the largest steam locomotives ever built, for now it's back to the basics of the UP steam program's business.

Following a busy spring that saw E9 No. 949 go east to play a role to the "Streamliners at Spencer" festival and the annual running of the Cheyenne Frontier Days excursion in

July, the emphasis is now on completing a 1,472-day inspection on No. 844 and making improvements to the shop, Senior Manger-Heritage Operations Ed Dickens told Trains News Wire in an exclusive phone interview last week.

“We’ve done a little work on the Big Boy – we’ve taken the pumps and other appliances off – but our focus is on getting the 844 back together,” Dickens said of the 4-8-4, whose last appearance under steam was the 2013 Cheyenne Frontier Days train.

Renewing No. 844 involves minor running gear work and staybolt cap maintenance. The tender is getting work to repair years of corroded metal, old boiler tubes have been removed, and new boiler tubes are on hand. The engine has 537 days of service on its 300 psi boiler since its 2000-2004 rebuild.

Steam locomotive experts say it may be possible to get the maximum time the Federal Railroad Administration allows between retubing a locomotive, 15 years or 1,472 days, with a highly controlled treatment program and a consistent water source. UP’s steam program, which ranges across the West, faces the challenge of drawing from a variety of water sources. Dickens said during this rebuild his crew cleaned out a “heavy accumulation of scale” from the boiler. He reiterated the importance of effective boiler washes and water treatment, adding that the UP steam crew evolved the chemistry of its water treatment program in 2011 to meet the needs of engines 844 and 3985, the later of which is now stored as No. 4014 takes priority.

Asked about a timetable for No. 844’s return to the mainline, Dickens said, “We’re hoping for sure next summer, but possibly earlier.” Doing the 1,472-day inspection on No. 844 now positions the railroad to have the engine in steam in 2019, the 150<sup>th</sup> anniversary of the completion of the first transcontinental railroad and the tentative completion date for Big Boy No. 4014. The 4-8-8-4 was removed from the RailGiants Train Museum in Pomona, Calif., and hauled almost 1,300 miles to Wyoming in a laborious effort between August 2013 and May 8, 2014, when it was placed in the UP steam shop.

The multi-year shop, grounds, and roundhouse renovations are aimed at showcasing the locomotives and the facility and improving the way the crew does things.

The railroad removed a false ceiling in the steam shop that was installed about 20 years ago inside the 1920s backshop to open the area above to accommodate new cranes that will be useful in removing heavy items from the locomotives. The cranes that were once part of the shop are gone, so these will potentially be replacements.

Additionally, the shop will get new windows, a new heating system, and fall protection gear. A truck table will supplement a single-axle drop table. Many new machine tools have already been obtained in addition to upcoming modifications to a stall/platform to facilitate shop operations. As part of this work, the railroad is dealing with one environmental task that nobody could have anticipated -- cleaning up pigeon droppings that accumulated in the false ceiling over the past two decades.

“Getting the shop the way we want it is part of the Big Boy project,” Dickens said. “It’s a great opportunity to take us to the next level.”

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## ***STB approves route for second section of California High-Speed Rail***

Published: August 13, 2014

SACRAMENTO, Calif. – This week the Surface Transportation Board released its 56-page report authorizing the construction of a new 114-mile high-speed rail corridor between Fresno and Bakersfield. The majority decision by the board read in part, “The proposed line will provide the public with electric-powered high-speed rail service that provides predictable and consistent travel times between major urban centers.”

Board members approved the route in a 2-1 vote. Conditions of the approval require the California High-Speed Rail Authority to comply with National Historic Preservation Act regulations that will prevent pile driving near sensitive structures, as well as mitigating any interference with regular freight rail operations.

The dissenting vote comes from STB member Ann Begeman, who calls the decision “hasty,” and expresses concerns that BNSF Railway operations paralleling the route could be affected. Officials from BNSF have expressed their own concerns about possible interference as well.

The Fresno-Bakersfield segment represents just one part of a \$68 billion, 500-mile high speed rail system linking San Francisco and Los Angeles. The first phase connecting San Francisco and San Jose with Fresno is expected to be in service by 2022.

While construction is slated to begin in 2014, no groundbreaking date has been announced.

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## ***CTA to upgrade Blue Line stations***

Published: August 13, 2014

CHICAGO – Two of the CTA’s oldest stations will receive major renovations and a third will receive upgrades starting in September, as part of the modernization program for the O’Hare branch of the Chicago Transit Authority’s Blue Line. There will be \$33 million in improvements conducted at the California, Western, and Damen stations.

CTA plans to close the California and Damen stations and platforms to complete the extensive work. The Western station underwent a major renovation in 2001 and needs less extensive improvements and repairs, so the station will remain open through the construction period.

The California, Damen, and Western stations were all built in the late 1800s and are among the oldest on the CTA system. Station closures are as follows:

- California will close for 42 days on Sept. 4 and will reopen Oct. 16.
- Damen will close for 63 days on Oct. 20 and will reopen Dec. 22.



The California and Damen stations will get extensive station and platform upgrades and repairs that include structural repairs. They will also receive improved lighting, signage, more turnstiles and new bike racks. Historic features of the stations will be preserved and restored.

All three stations will receive new public artwork, to be installed following the completion of the project.

The station work follows extensive track upgrades that are also part of the Blue Line project. Track work began in March 2014 on the branch to increase speed and reliability and is to be completed in September.

More than 80,000 passengers ride the Blue Line on weekdays, which had 25 million rides last year. The rebuilding program on the line will update a total of 13 stations as well as make elevated and subway infrastructure, track, signal, and traction power upgrades.

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## ***Genesee & Wyoming reports North American traffic growth for July 2014, traffic for new South Dakota operation***

Published: August 13, 2014

DARIEN, Conn. – Genesee & Wyoming's traffic in July 2014 was 177,186 carloads, an increase of 12,114 carloads, or 7.3 percent, compared with July 2013, buoyed by North American operations.

North American traffic increased 8,527 carloads, or 5.9 percent, primarily due to increased minerals and stone (up 30.6 percent) and coal (up 10.6 percent). Other leaders in North American included agricultural products (up 20.6 percent) and food products (up 19.5 percent).

The new Rapid City, Pierre & Eastern Railroad contributed 3,280 carloads of agricultural products traffic, 1,254 carloads of minerals & stone traffic, 647 carloads of chemicals and plastics traffic, and 191 carloads from all other commodities during July, its second month of operation.

Australian traffic decreased 1,785 carloads, or 8.2 percent, primarily due to decreased agricultural products and intermodal traffic.

G&W's consolidated same-railroad traffic in July 2014 was 171,814 carloads, an increase of 6,742 carloads, or 4.1 percent, compared with July 2013. This figure discounts the traffic of 2014 startup RCP&E.

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## ***Amtrak expands Thruway bus service to embargoed 'Sunset Limited' cities***

Published: August 13, 2014

NEW ORELANS – Amtrak has expanded its Thruway bus network in the Gulf Coast Region to cities once served by the Sunset Limited east of New Orleans. The new partnership with Capitol Trailways and Greyhound will offer connections to trains in Jackson, Miss., Tuscaloosa, Ala., and New Orleans, such as the *City of New Orleans*, *Crescent*, and *Sunset Limited*.

Among the communities served by the new bus connections are Biloxi, Miss., and Mobile, Ala., which were served by Amtrak until 2005, when the *Sunset Limited* was suspended east of New Orleans following Hurricane Katrina.

Amtrak says it is analyzing its national network “to identify more opportunities to form partnerships with other bus carriers to expand connectivity, increase ridership and provide additional intercity travel options for more communities.”

Bus stop and station information is available at [www.amtrak.com](http://www.amtrak.com).  
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## **Central Pennsylvania coal branches see traffic shift to other sources**

By Keith Burkey  
Published: August 13, 2014



A bucket loader tops of a Norfolk Southern "Top Gon" gondola, the last car to be loaded at Cherry Tree on Tuesday.  
Photo by Keith Burkey

CLEARFIELD, Pa. – Tough times in the coal fields are spreading beyond West Virginia. Amfire Mining's Clymer Prep Plant has shipped its last unit train this week, marking the last coal train on R.J. Corman's Cherry Tree Branch in central Pennsylvania.

At 12:58 p.m. on Tuesday, a Komatsu WA600 loader dumped the final scoop of coal into the train. An hour later, the 55-car train – actually the second half of a 105-car train – departed Clymer one last time.

An equipment operation on the scene said, "They told us to fill them as full as possible."

The train marks the end of shipments by the steadiest coal producer on the "Clearfield Cluster" lines. The nearby Rosebud Coal processing plant at Bigler, on another branch line in Corman's network, shut down at the beginning of the summer, ending the operation of the railroad's shuttle trains. Now the railroad moves unit coal trains from smaller operators irregularly, and an ethanol plant at Clearfield is the operation's largest customer.

R.J. Corman acquired the line from Conrail in 1995 as its "Pennsylvania Lines" operating group. It was previously Penn Central and before that a joint operation of the

New York Central and rival Pennsylvania Railroad.

For more information on the R.J. Corman "Clearfield Cluster" lines, including the recently ended coal shuttle trains, see the September 2012 issue of Trains Magazine. [Back to The Week's Headlines](#)

### ***Swiss passenger train caught in landslide***

*By Keith Fender*

Published: August 13, 2014

ZURICH – A Swiss Railways passenger train derailed Wednesday after being struck by a landslide at Tiefencastel south of Chur in southeast Switzerland.

The train was a regional service hauled by an electric locomotive, which remained on the tracks, but the First Class car immediately behind it ended up down a ravine, leading to several serious injuries.

The second car was left hanging over the ravine and passengers onboard had all moved to the back end of the car to provide a counterweight to prevent it from falling into the ravine.

Local police are describing the situation as "serious." Seven people are reported to have major injuries, five of them serious. All the most seriously injured passengers were airlifted to hospital by helicopter.

The train on the meter-gauge Rhaetische Bahn was traveling from Chur to St. Moritz on the route also used by the famous Glacier and Bernina Express trains. The line itself is listed as a UNESCO World Heritage site.

The landslide that caused the derailment followed heavy rain in the area overnight. [Back to The Week's Headlines](#)

### ***Baltimore, CSX reach agreement over retaining wall repairs***

Published: August 13, 2014

BALTIMORE – Heavy rains were a contributing factor in the retaining wall collapse and subsequent landslide that swallowed cars and blocked the CSX tracks on Baltimore's north side at the end of April. While neither the city nor CSX is taking full responsibility, both parties have agreed to split the costs of construction and clean up, according to the Baltimore Sun. The total cost of the repair project is estimated at about \$15 million.

The agreement to be reviewed by the Board of Estimates this week has both parties sharing the cost of construction, with totals near \$12 million. Furthermore, the city will cover the costs of engineering as well as emergency response and staffing totaling \$1.5 million. Costs related to clearing debris and repairing tracks will be covered by CSX. The railroad will also be responsible for the maintenance of the new retaining wall along 26<sup>th</sup> Street, and working with the city to assure steps are taken to mitigate any future degradation of the structure.

The issue of responsibility has been argued on both sides for months, with CSX blaming a failing city street, while the city accused the aging 1890s-era retaining wall alongside the railroad. The complexity of the railroad's intersecting property lines throughout Baltimore added to the conflict.

Baltimore city council President Bernard C. "Jack" Young expresses disappointment with the agreement, holding the railroad responsible for the entire cost. Convinced the retaining wall belonged to the railroad and was the primary cause of the collapse, he expects CSX to "pay for it all."

While neither party has accepted blame, Councilman Carl Stokes trusts "the wisdom of the city administration" and supports the agreement if it helps avoid a lengthy court process.

Deputy city solicitor David Ralph says, "This is a complex and significant incident. It's not easy to determine causation."

A spokesman for Mayor Stephanie Rawlings-Blake calls the agreement with CSX "equitable and fair."

Residents in the area claim that complaints regarding the condition of the street and the wall were ignored in the months prior to the collapse. The city has conducted its own review of the incident, and is in the process of preparing a report.

Residents are expected to return to their homes this week.

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### ***ZTR updates locomotive axle generator for added compatibility***

Published: August 13, 2014

MINNEAPOLIS – ZTR has updated its modern locomotive axle generator for compatibility with non-Timken bearings.

Like the Timken version, the non-Timken version is field-configurable and replaces most existing axle generators. It mounts with a typical 6 x 4.5 PCD bolt pattern.

The interest in this product was immediate and generated a number of requests for a non-Timken version," says Dave Brooks, product development manager. "Given the demand we have developed a locomotive axle generator for non-Timken bearings."

ZTR launched its locomotive axle generator for Timken bearings in late 2013, which features a low-profile design. For more information, go to [www.ztr.com](http://www.ztr.com).

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### ***Teen charged in fire that destroyed historic Erie Railroad depot in Salamanca***

Published: August 13, 2014

SALAMANCA, N.Y. – When a devastating fire ripped through the abandoned Erie

Railroad station in Salamanca at the end of July, fire investigators eliminated “everything but human hand” as a potential cause, according to Salamanca Fire Chief Nicholas Bochrski. According to WIVB-TV, a 14-year-old boy has been arrested in connection to the crime, charged with fourth-degree arson, second-degree criminal mischief, second-degree reckless endangerment, and third-degree burglary. The suspect’s name has not been released and the matter has been referred to family court due to his age.

The structure was vacant since Conrail’s departure in the late 1970s. Plans for renovation as a railroad museum in the 1980s never came to pass. The property had been under the jurisdiction of the Seneca Nation of Indians since a city lease expired in 1990.

The fire rendered the 1904 depot, which once housed the division headquarters, a total loss. Seneca Nation Treasurer Rodney Pierce called the fire “a tragic chapter in the proud railroad history of this region.” Erie Lackawanna’s *Lake Cities* was the last passenger train to call at the depot in 1970.

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### ***Cornerstone from 19th century shop placed on display at Cheyenne depot***

Published: August 13, 2014

CHEYENNE, Wyo. – A 1,019-pound sandstone cornerstone from Union Pacific shop buildings built in the 19th century is now on display at the Cheyenne Depot Museum, Wyoming News reports.

The cornerstone was laid in one of the new UP shop buildings in Cheyenne on July 10, 1889. It was placed on a pedestal at the Cheyenne Depot this summer. The stone was salvaged when some of the shop buildings were torn down in 1971.

The cornerstone was preserved by Tom Johnson, who hollowed out a bowl shape in the top for a birdbath. He sold it in 1997 to Ladd and Treva Larson, who, upon learning of its history, donated it to the museum on July 10, 2013.

The depot is celebrating its 125<sup>th</sup> anniversary this year. It opened in 1886 and was designed by Henry Van Burnt. He patterned his blueprints after the buildings of Henry Richardson, whose designs combined elements of 11<sup>th</sup>- and 12<sup>th</sup>-century European architecture into a style that included round arches, clusters of broad columns, recessed entrances, and cylindrical towers with conical caps.

Once completed, many considered the depot one of the best-articulated examples of the Richardsonian Romanesque style in the West.

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### ***Milwaukee Road Historical Association celebrates caboose restoration***

Published: August 14, 2014

PRESTON, Minn. – Working together with the Preston Historical Society, members of the Milwaukee Road Historical Association will dedicate the restoration of caboose No. 02095 on Aug. 16. The event will take place at 10:30 a.m. at the trailhead at the intersection of Fillmore and Center streets.

The steel, bay window caboose, built for the Milwaukee Road in 1951, has been completely refurbished inside and out. This dedication marks the completion of a five-year effort by volunteers and local contractors.

The new caboose display is part of a historic campus in Preston, which includes a 1902 grain elevator, listed on the National Register of Historic Buildings; a restored schoolhouse; and a 1939 rib-side Milwaukee Road boxcar.

The caboose was purchased from a salvage company in Mauston, Wis., and moved to Preston in 2009. The total cost of restoration was \$25,000, aided by fundraisers as well as grants from the Preston Area Community Foundation and the MRHA. Steel repairs were made at the Preston Iron Works, and the body was sandblasted and painted by local contractors.

MRHS president Bob Storozuk will be the keynote speaker at the dedication event. He has led the organization for the past 17 years and has a life long interest in the Milwaukee Road.

The Milwaukee Road abandoned service to Preston in 1976, and the tracks were removed soon after.

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### ***Schumer, CSX come to agreement over idling garbage trains***

Published: August 14, 2014

BUFFALO, N.Y. – CSX Transportation CEO Michael Ward has assured U.S. Sen. Chuck Schumer of New York that the railroad will “do everything possible” to keep trains hauling garbage from being parked in residential areas of Buffalo and Depew along Walden Avenue. According the Buffalo News, the use of deodorizers is also promised by Ward, in an effort to combat the unpleasant stench that has plagued residents all summer.

One local resident expresses appreciation, but remains skeptical of the railroad’s actions. “If something happens and they need to park a train in a residential area, you can’t possibly open these [containers], so how do you deodorize them?” asks Linda Hammer, a village trustee. Her main concern is the proposed increase of garbage train traffic potentially headed her way en route to an incinerator in Niagara Falls. “I don’t understand how they’re going to divert all these trains.”

In addition, Schumer has secured a pledge from CSX that trains carrying hazardous materials will not idle in Depew. According to a statement released by Schumer, Ward has “pledged to take positive actions” to help improve the quality of life for those who live in residential areas near the busy CSX terminal area.



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## ***Pennsylvania transportation plan updated***

Published: August 14, 2014

HARRISBURG, Pa. – The Pennsylvania State Transportation Commission has updated the state's 12-year transportation program with a sizeable boost in transportation improvements. The new plan anticipates \$63.2 billion being made available through the state's Act 89 transportation plan. The funds will be used over the next 12 years for improvements to railroads, roads, bridges, transit systems, and airports. That compares with \$41.6 billion in the last update two years ago.

The newly adopted program, which takes effect Oct. 1, anticipates \$12.3 billion being available for highway and bridge projects in the first four years. Public transit will receive for \$7.9 billion; aviation, \$370 million; the state's freight railroad's \$228 million; and the newly created multimodal fund will receive \$284 million in the first four years.

Four rural planning organizations, 19 metropolitan planning organizations, and one independent county partnered with PennDOT in the review and development of the update. It will now be submitted to the Federal Highway Administration and the Federal Transit Administration for review and approval. The Federal Highway Administration will coordinate with the U.S. Environmental Protection Agency to review the plan's conformity with air quality requirements.

The commission consists of 10 appointed citizens and the majority and minority chairpersons of the state House and Senate transportation committees. State law requires the commission to review and update the 12-year program every two years. No capital project can move forward unless it is included in the program.

To review the plan, go to [www.dot.state.pa.us](http://www.dot.state.pa.us).

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## ***Amtrak, Memphis officials meet for possible service increase***

Published: August 14, 2014

MEMPHIS, Tenn. – Officials with Amtrak and the city of Memphis have met to discuss the possibility of increasing rail passenger service to the west Tennessee city, the Memphis Flyer reports. This would entail extending one or both of the state-supported Chicago-Carbondale, Ill., round trips more than 200 miles south to Memphis.

Such a service expansion would first require the state to conduct a feasibility study to show the costs, benefits, and possible ridership for such an expansion. With that data, Amtrak would then work out the details with the Tennessee and Illinois departments of transportation.

"This is the most likely venue for expanding and adding new service to Memphis," says Charlie Monte Verde, a government affairs official with Amtrak. "So, the future of expanding rail service in Memphis would be having a train in and out of here to Chicago

every single day in each direction."

His comments are echoed by local officials. "Our long-term goal would be to get another train coming through Memphis at Central Station," says Memphis Councilmember Myron Lowery. "The markets between Chicago and Memphis and Memphis and New Orleans are very productive markets and are increasing on an annualized basis."

Amtrak's current service to Memphis is the daily *City of New Orleans* between Chicago and its namesake city. It is scheduled to stop in Memphis at about 6:30 a.m. southbound and 10 p.m. northbound. Amtrak traffic through Memphis has increased about 46 percent since 1997, the report says.

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### ***Iowa Pacific streamliner to return to Wisconsin for PBS***

Published: August 14, 2014

CHICAGO – Iowa Pacific Holdings' streamliner, painted in Illinois Central passenger colors, will return to the Wisconsin & Southern Railroad later this month as part of the filming for a documentary that will air on PBS in March 2015. The train made two runs over railroad earlier this year.

The trip is sponsored by Iowa Pacific's Pullman Rail Journeys. It will depart Chicago Aug. 22 at 8:10 pm, heading for Spring Green, Wis. On Aug. 23, the train will remain in Spring Green as passengers tour architect Frank Lloyd Wright's Taliesin home and studio, downtown Spring Green, or watch a performance at the American Players Theater. On Aug. 24 the train will return to Chicago in the morning. Crews from PBS's Great Scenic Railway Journeys program will be filming on board the train during the trip.

For more information, go to [www.travelpullman.com](http://www.travelpullman.com).

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### ***NS sues engineer for damages in Pennsylvania derailment***

Published: August 14, 2014

SEWICKLEY, Pa. – In an unusual move, Norfolk Southern is suing engineer Charles E. Hellig for damages resulting from a derailment when his train collided with the rear of another train on July 2 near Pittsburgh. According to the lawsuit, NS claims Hellig either "missed or ignored" a restricting signal which caused the accident.

The incident resulted in a fire that damaged trains and spilled diesel fuel. The company is hoping to recover the cost of repairs and cleanup, according to the Pittsburgh Tribune-Review.

Attorneys familiar with employment law are not certain why the railroad is taking this unusual step. One possibility is to forestall a lawsuit from Hellig against the company, according to Eugene Keefe, a Chicago-based employment lawyer.

Attorney Sam Cordes suggests NS might try to secure a settlement from the engineer's

insurance policy, though it is unlikely he would have a policy that would cover a judgment resulting from this incident.

Two Union Pacific locomotives were damaged in the derailment, along with freight cars owned by TTX. Nearly 6,000 gallons of diesel fuel were spilled.

According to Norfolk Southern, both the engineer and conductor were injured in the derailment, both with non-life-threatening injuries. Since workers compensation laws do not cover railroad workers, they can sue the railroad for injuries sustained on the job. If Hellig won a judgment against Norfolk Southern for his injuries, the company might try to recover that money with a countersuit against the engineer.

Neither Norfolk Southern or engineer Hellig has offered comment.

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### ***UP seeks return of overpaid pension tax funds***

Published: August 14, 2014

OMAHA, Neb. – Union Pacific is seeking repayment of federal railroad retirement taxes it said that it overpaid by \$74.8 million, the Omaha World-Herald reports. The railroad has filed a civil complaint in U.S. District Court in Omaha against the U.S. government in the matter.

The railroad mistakenly paid taxes on stock options and grants that were awarded to employees, and on bonuses paid to union workers upon ratifying a new contract. It is seeking \$44.2 million in its own refunds and \$30.6 million in employee refunds.

The overpayments were made between 1991 and 2007, the railroad says.

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### ***CN returns Bessemer SD38-2 to service in Chicago area***

Published: August 14, 2014



No. 878 rests at Homewood before its Wednesday run on the former EJ&E.  
Photo by Chris Lastovich



B&LE SD38-2 No. 878 leads an L517 transfer from Homewood to Kirk Yard in Gary, Ind., down the Matteson Sub.  
*Photo by Chris Lastovich*

CHICAGO – Train-watching on Canadian National in the Chicago area is a little more interesting this week. With the railroad in need of motive power, shop crews have removed Bessemer & Lake Erie SD38-2 No. 878 from the Woodcrest Shop storage line in Homewood and returned it to service.

The locomotive was pressed into service within this past week, and is now in local service around Chicago, according to local observers. It is one of eight built by EMD for the Bessemer between 1973 and 1976.

“Not in a million years did I see myself chasing a pure B&LE SD38-2 leading a train on the old [Elgin, Joliet & Eastern],” but here we are,” says Chicago area railfan Chris Lastovich. “This was a shot for a record books.”

CN acquired the Bessemer in 2004 with its acquisition of holding company Great Lakes Transportation, a deal which also included the Duluth, Missabe & Iron Range.

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### ***Atlanta streetcar testing to begin this week***

Published: August 14, 2014

ATLANTA – Crews will begin testing of the Atlanta Streetcar along the system’s 2.7-mile route on Aug. 15, Intown Atlanta reports. The line’s four streetcars must undergo and pass specification, performance, and safety tests to be ready for service later in 2014.

The planned tow test of car No. 1003 will take place overnight, beginning at about midnight and going until about 10 a.m. Saturday morning. The streetcar will be pulled along the route to ensure proper clearances for the track and for the streetcar stops.

During the testing the streetcar will travel at about 5 mph, and will stop at each of the 12 stops on the line to measure clearances. The Atlanta Police Department will escort the vehicle along the route.

The testing will start with the streetcar being towed west along Auburn Avenue, through Woodruff Park, north on Peachtree Street, west on Ellis Street to Carnegie Way and Andrew Young International Boulevard. The streetcar will then turn south on to

Centennial Olympic Park Drive, head east on Luckie Street, south on Park Place, east along Edgewood Avenue, north on Jackson Street, and complete the loop on Auburn Avenue.

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## ***Duluth museum to continue work on Duluth & Northeastern 2-8-0 No. 28, other engines***

*By Steve Glischinski*

Published: August 15, 2014



No. 28 in the shop before rebuilding in 2011.

*Photo by Steve Glischinski*

DULUTH, Minn. – The Lake Superior Railroad Museum is planning to move Duluth & Northeastern 2-8-0 No. 28 from the Cloquet Terminal Railroad shop in Cloquet to Duluth to finish restoration work. Cloquet Terminal, the successor of the Duluth & Northeastern, had been performing a rebuild of No. 28 at its shop. A recent change in railroad management led to the decision to return the engine to Duluth for completion. The museum hopes to have the engine back in Duluth by October.

The museum has purchased new flues for the locomotive, and has been successful in raising funds to complete the restoration. Over the winter months and into the spring of 2015, volunteers and museum staff plan to continue work on the locomotive with the goal of having it operational for excursion runs over the museum's North Shore Scenic Railroad between Duluth and Two Harbors in autumn 2015. Until 2013, the North Shore Scenic used former Soo Line 4-6-2 No. 2719 for steam excursions out of Duluth, but the locomotive came due for its federally mandated 1472-day overhaul. That engine's final run was on Sept. 14, 2013.

Alco built No. 28 in 1906 for the Duluth, Missabe & Northern as No. 332. It was purchased by Duluth & Northeastern from DM&N successor Duluth, Missabe & Iron Range in 1955. It remained in regular service until 1964, and was retained by D&NE until 1974, when it was donated to the museum.

Other steam locomotives at the Lake Superior Railroad Museum are also seeing work. The museum has funding to repaint Duluth & Northern Minnesota 2-8-2 No. 14. The locomotive was built in 1913 by Baldwin Locomotive Works and is one of the last remaining engines from Minnesota's once vast network of logging railroads. It was built for the Duluth & Northern Minnesota Railroad, owned by the Alger-Smith Lumber Co. D&NM's headquarters were at Knife River, midway between Duluth and Two Harbors along North Shore Scenic's current route. The engine was restored and pulled excursion trains on the railroad between 1992 and 1998. The museum hopes to have the engine repainted before winter.

Work is also continuing at the museum shop to cosmetically restore Northern Pacific 2-6-2 No. 2435. Alco built the locomotive in 1907 at its Brooks Works at Dunkirk, N.Y. It is the last survivor of 150 examples of the Class T type, as NP categorized its 2-6-2 locomotives. The Class T engines were designed for use on the plains of Montana, North Dakota, and Minnesota.

Using funds from donors, museum members and a Legacy Grant from the state of Minnesota, more than \$30,000 is being invested to remove asbestos, rebuild the cab, sandblast and repaint the engine, replace several appliances, and install cab equipment that has been in storage.

No. 2435 made its final run in May 1954 after operating approximately 1,680,000 miles. Two months later it was selected for donation to the city of Duluth, and was placed on display at Duluth's Lake Superior Zoo (Fairmont Park) in July 1954. It was moved to the museum in 1977.

For more information on the organizations, go to [www.lsrn.org](http://www.lsrn.org) and [www.northshorescenicrailroad.org](http://www.northshorescenicrailroad.org).  
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### ***Bids for Honolulu transit stations \$100 million more than expected***

Published: August 15, 2014

HONOLULU – Three bids received this week to construct stations for Honolulu's new \$5 billion light rail project are significantly over budget. While Honolulu Authority for Rail Transit CEO Dan Grabauskas had expected costs to be somewhat higher than originally planned, Wednesday's lowest bid was more than \$100 million over budget, according to the Pacific Business Journal.

Three bids were submitted to HART for consideration. The highest bid came from Hensel Phelps at \$320.8 million, followed by Nordic PCL Construction at \$312.3 million. The lowest bid was submitted by Nan, Inc., coming in at \$294.5 million. The original HART budget allocated \$150 million for station construction, with \$34 million set aside for contingencies. While the agency cannot negotiate on the cost of construction, it can consider scaling back the scope of the project.

Grabauskas blames the inflated estimates on the two-year delay in construction that resulted from lawsuits aimed at stopping the project. During that time, Hawaii has been in the midst of a construction boom, with the increased demand leading to higher costs.

Plaintiffs in the legal challenge assert they are not to blame for construction delays and the resulting higher cost estimates. "At the time we filed the lawsuit [in 2011], our attorneys believed that it would all be resolved by the end of that year," says Cliff Slater, local businessman and author, "In the end, it was settled over two years later than that." The group of plaintiffs also includes former governor Ben Cayetano, former judge Walter Heen, and University of Hawaii law professor Randy Roth.



The last of the legal challenges were dismissed this past February.

HART will review the submitted bids in the coming weeks to determine the best course of action. The lowest bid is not always the one selected, as each company must prove they can meet the criteria set forth by HART and be “responsible and responsive.” Grabauskas is hesitant to dip into any contingency funds at this point, since there are still several more construction contracts yet to be put out for bid, including the next phases of guideway construction and utility relocation.

The first section is expected to open in 2017, with the full system coming online in 2019.

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### ***Western Maryland Scenic to be featured in Hollywood film ‘Ithaca’***

Published: August 15, 2014

CUMBERLAND, Md. – This week, production and film crews visited the Western Maryland Scenic Railroad in Cumberland to obtain footage for the 2015 film “Ithaca,” starring Meg Ryan and Tom Hanks.

According to producers, the Cumberland-based railroad was an ideal location for the filming due to its historical significance, extensive passenger car fleet, and its beautiful rural landscapes. While in Cumberland, filming crews used 2-8-0 No. 734 in numerous scenes along the 17-mile line from Cumberland to Frostburg.

“We are excited to have our authentic regular operational steam locomotive No. 734 featured in the movie ‘Ithaca’ where history will be played out on the big screen,” says Western Maryland Scenic Media Coordinator Jody Shaw.

The movie, which takes place during World War II, features the story of a 14-year-old boy determined to become the best and fastest bicycle telegraph messenger in the town of Ithaca. The film is scheduled for release in 2015. It is based on Pulitzer Prize-winning author William Saroyan’s 1943 novel, *The Human Comedy*.

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### ***Illinois to hold public meeting for Pullman site status***

Published: August 15, 2014

CHICAGO – The public will get a chance on Aug. 21 to discuss the possible options for including Chicago’s Pullman neighborhood within the National Park System. The Illinois Historic Preservation Agency will host the discussion at 6:30 p.m. at the Pullman Factory Complex in response to the many supporters advocating for national park status.

Representatives of the Illinois Historic Preservation Agency, Sen. Dick Durbin’s office, and the National Park Service will be on hand to discuss the efforts to include the site as a unit of the National Park System. Members of Congress have introduced legislation that would add Pullman to the park system, but supporters have also called on President Obama to use his authority to act more quickly.

The surviving parts of the Pullman complex have been made a state historic site, operated by the Illinois Historic Preservation Agency. A national park would encompass this site as well as the surrounding neighborhood, helping to preserve and interpret the area's historic significance.

The Pullman Factory is located at 11057 S. Cottage Grove Avenue, Chicago. Free on-site parking is available. Attendees can also take Metra from Millennium Station to 111<sup>th</sup> Street.

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## ***Connecticut railroad to host Amtrak exhibit train this month***

Published: August 15, 2014



Amtrak exhibit train display.

*Photo by Matt Donnelly*

ESSEX, Conn. – The Amtrak Exhibit Train will now visit the Valley Railroad Co., home of the Essex Steam Train & Riverboat, Aug. 23-24. Visitors are welcome aboard for free tours from 10 a.m. to 5 p.m. each day.

The date had been listed as “tentative” on the schedule released by Amtrak at the beginning of the tour.

The Exhibit Train features displays that include railroad signals, sleeping accommodation tours, a locomotive control stand, and air horns. It also includes photos, uniforms, vintage advertising, and memorabilia from the beginning of Amtrak in 1971 to today's modern sleeping cars and high-speed rail service. The train consists of three renovated baggage cars and one bistro car, all with historic paint schemes, in addition to Amtrak's military veterans' commemorative locomotive, P42 No. 42.

For more information, visit [www.essexsteamtrain.com](http://www.essexsteamtrain.com). Additional tour dates are available on [www.amtrak.com](http://www.amtrak.com).

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## ***STB sets 2013 railroad cost of capital***

Published: August 15, 2014

WASHINGTON – The Surface Transportation Board recently determined the railroad cost of capital for 2013. The cost of capital represents the Board's estimate of the average rate of return needed to persuade investors to provide capital to the freight rail

industry. It is also used by the STB to determine if railroads are revenue-adequate, and also figures in the STB's determination of reasonableness of a challenged rail rate, consideration of a proposal to abandon a rail line, and valuation of a particular railroad operation.

The STB found that, for 2013, the rail industry's after-tax cost of capital was 11.32 percent. In 2012, the railroad cost-of-capital was 11.12 percent. The STB further found that of Class I railroads, only Norfolk Southern and Union Pacific were revenue-adequate.

More information on the STB cost-of-capital determination may be found at [www.stb.dot.gov](http://www.stb.dot.gov).

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### ***Australia approves \$2 billion, 300-kilometer railway to serve Queensland coal mine***

Published: August 15, 2014

MELBOURNE – Queensland's Coordinator General has approved a new 300-kilometer railway connecting the new Carmichael Mine project, to be built by Indian conglomerate Adani Mining, Australian Broadcasting Corp. reports. The North Galilee Basin Rail project will be Queensland's first standard gauge line, connecting the mine to the port of Abbot Point. The new railway would provide a more efficient and shorter route than the existing lines in the region.

The new rail line is expected to take two years to construct, and will be subject to strict guidelines to protect the environment as well as the rights of local landowners. Despite these assurances, not all landowners approve of the new route, and are concerned about "compulsory land acquisition" and how it might affect groundwater and air quality.

Deputy Premier Jeff Seeney says that more than two years of research and development went into the state government's approval. Adani is required to reach agreement with each landowner before construction begins.

Estimated to carry up to 100 million tons a year, the new railway would serve one of the largest export coal mining operations in the world. The North Galilee Basin Rail project would form an important link in delivering coal to supply power plants in India, generating enough electricity to serve more than 100 million people.

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### ***CSX names Jenkins vice president of market strategy E-business***

Published: August 15, 2014

JACKSONVILLE, Fla. – CSX Transportation has named company veteran Ed Jenkins as vice president, market strategy e-business, effective Aug. 15. Jenkins, who will continue to report to Executive Vice President and Chief Commercial Officer Clarence W. Gooden, has fostered the development of the team responsible for translating customer needs and growth opportunities into service innovations that support each of the railroad's key markets.

"Ed has led remarkable innovations in e-business tools and customer analytics that have helped propel CSX's service insights and service culture and, in these areas, has set industry standards. His work has helped CSX gain genuine and constant customer engagement and insight," Gooden says. "As a result, the company is much more skilled in anticipating and addressing the needs and expectations of current and future customers. These skills will be essential as our service grows in volume and complexity, and I am very pleased to have Ed and his team in place to help take us forward."

Over a nearly 30-year career at CSX, Jenkins has held positions in operations, sales and marketing and strategy. He was appointed assistant vice president, market strategy and e-business in 2004 after having been named assistant vice president, corporate development and strategic planning in 2000.

Jenkins spent several years in management consulting and holds a bachelor's degree in marketing management from Virginia Tech and a master of management in transportation, finance, and marketing from Northwestern University.

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### ***Site preparation begins on East Lansing Amtrak station***

Published: August 15, 2014

EAST LANSING – Demolition of the former Michigan State University Surplus Store and Printing Services buildings has begun, marking the first step in construction of the Capital Area Multi-Modal Station in East Lansing that will be served by Amtrak.

The demolition launches construction of a new train station and bus depot, improved parking, landscaping, and signage. The new facility will be owned and run by the Capital Area Transportation Authority and be used by Amtrak and Greyhound, Megabus, and Indian Trails buses. The project, which will replace a 40-year-old station, is to be completed by the summer of 2015.

The current Amtrak station will remain open during construction. A total of \$6.3 million from the Federal Transportation Administration's Bus and Bus Facilities Program Livability Initiative, and \$500,000 from the Michigan Department of Transportation are funding the project.

The transit agency awarded a contract for the project to Laux Construction earlier this summer.

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### ***China opens controversial \$2 billion rail line extension into Tibet***

Published: August 15, 2014

LHASA, Tibet – Chinese officials have opened Tibet's second rail line this week, according to Reuters. The new extension of the Qinghai-Tibet Railway crosses spectacularly rugged and remote territory, connecting the capital of Lhasa with Shigatse, a key site in Buddhist culture. The first railroad into Tibet opened in 2006, linking China with Lhasa.

The new line represents yet another controversial move by the Chinese government. In addition to its disputed control of Tibet, critics claim the new route will encourage mass immigration that will threaten the region's culture and traditional way of life. Having the new railway across the Himalayas also gives the military a strategic advantage, which concerns neighboring nations.

Travel times between Lhansa and Shigatse have been reduced from four hours by road to two hours by rail. Groundbreaking for construction of the new line began in 2010. Numerous bridges and tunnels were required to build the new extension, resulting in China's most expensive rail construction project per-mile to date.

To cope with the harsh high-altitude environment, the railway uses specially designed Bombardier coaches that carry oxygen supplies and have special UV glass coating. Trains are hauled by General Electric NJ2-class diesel locomotives, based on the popular C44-9W and customized to operate reliably in the higher elevations.

As part of the Chinese government's plan to open up the western provinces for development, future rail extensions are planned to the borders of India, Nepal, and Bhutan by 2020.

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### ***Rail News in Transition***

Beginning with this issue of Rail News I am using a new version of Microsoft Outlook. As I get more familiar with the new version I will be making changes to the way I create Rail News so you may see some changes to the document format. Please contact me if you experience any problems.

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