

## FROM THE PRESIDENT

We had a good turnout for last month's meeting. We were treated to another excellent program by Greensboro NRHS member, Gene Lewis. Thanks to Gene for taking his time to be with us.

We are making progress with our up-grades in the meeting room at SMR. We had a joint meeting last week with members of the model club and discussed many issues. Quotes have been submitted for new carpet and we will be making a decision soon. If anyone has any contacts with individuals or businesses that might be interested in donating items or money for our meeting room, please contact me.

We have talked about many possible chapter outings, in-state and out-of-state. We need someone to step up and make one or more of these trips happen. Do I have a volunteer who will put a plan together and present it to the chapter?

Gene Lewis, from Greensboro NRHS, says that his group is interested in a joint outing with us and has suggested some possibilities. Would someone like to contact him and come up with a plan?

Our **Program for February** - We have had a change in programs for this month. **Ralph Hawkins**, from the Blue Ridge Chapter, will be with us and George and Barney will do their program in April. The program description follows below. I have seen this program and I highly recommend it. The photos are terrific and Ralph's background narration puts you right in the action. You don't want to miss this presentation!

### **Monochrome Machines - A Tribute to My Father by Ralph W. Hawkins**

It's September of 1960, near Kingsport, TN, and ET&WNC's handsome little #207 (a Richmond 2-8-0, blt 1904) makes a reverse move to reconnect with it's excursion consist during the annual NRHS convention held in Bristol. This photo of #207 is but one of the fruits of Ralph W



Hawkins' most recent railfan project: making hundreds of digital scans from his father's expansive 120 negative collection. From 1948 to 1990, Ralph's father John Hawkins shot copious rolls of 120 film, first in black & white and later in color. During those years he took in shortline and mainline action all over the southeast. For the February program, Ralph will present a wide sampling of scans from the black & white collection, with special emphasis on southeastern shortline steam from the 1950s and '60s. A native of southeastern Louisiana, Ralph is a Presbyterian minister and resides in Altavista, VA, with his wife Elizabeth and their daughter. He has been an NRHS member most of his life, and currently is a member and webmaster of the Blue Ridge Chapter in Lynchburg.

I hope to see you on the 11<sup>th</sup>.

**Steve**

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*Do you have some railroad info to share with your fellow members?  
If so, please email or mail your items to ([geoweber@triad.rr.com](mailto:geoweber@triad.rr.com)) or the  
Newsletter return address. Thanks, **George***

## **Rail Could Benefit from Transportation Funding Proposal**

(From *Trains* Newswire, January 15, 2008)

WASHINGTON - The country is in a transportation death spiral, and the solution will involve freight, passenger, and commuter railroads. That's the conclusion of a high-profile report conducted by a non-partisan panel Congress created to study the issue. The report, titled "Transportation for Tomorrow," was issued by the National Surface Transportation Policy and Revenue Study Commission.

The report says current U.S. transportation spending is 40 percent of what it should be, reports the in the *Kansas City Star*. The solution, the panel concludes, is to phase in a gasoline tax that would reach up to 40 cents per gallon. The report identifies rail as a big part of the solution.

The National Association of Rail Passengers was quick to seize on the study as evidence of what it's long been saying. Executive Director Ross Capon said the study vindicates NARP's "Grid and Gateway" proposal for creating an improved and expanded passenger rail system.

Freight railroads are similarly pleased. Edward Hamberger, President of the Association of American Railroads, said in a press release, "The nation's freight railroads are pleased that this comprehensive, two-year study by the commission very clearly sets out the need for a robust freight rail industry, and recognizes the opportunity for freight railroads to play a major role in alleviating traffic congestion, increasing highway safety, reducing pollution, and saving energy."

AAR recently completed a study recommending similar massive spending to prepare for future freight-rail bottlenecks.

The commission's report also recommends levying fees on both passengers and freight moving on the rail network to help fund infrastructure expansion. The report recommends building high-speed rail lines in 13-15 corridors nationwide.

The recommendations are sure to face strong opposition in Congress, but they'll likely raise transportation funding as an issue in the 2008 elections, where the issue has, so far, gotten almost no attention.

### **Request from Greensboro**

Dave Bott asks if anyone has or knows where to get scanned images of A & Y Employee Time Tables or the Winston-Salem Division ETTs that included the A & Y lines included in W-S Division

## **Amtrak, Commuter & Light Rail**

(From *Trains* Newswire)

### **Amtrak unions hopeful after favorable finding at Presidential Emergency Board**

January 9, 2008

WASHINGTON - Unions representing several Amtrak crafts said they were heartened by the recommendations of a special Presidential Emergency Board, Reuters reported. The board's decision, released Thursday, found that Amtrak was unreasonable in some of its demands.

"The Board's recommendations should form the basis for settlement of this dispute," said Dan Pickett, chairman of the bargaining committee representing half the railroad's workforce.

Disputes stem primarily from issues of back pay and work rules. Amtrak had opposed issuing any back pay and had wanted big work rule changes.

### **Rising cost estimates could hurt Central Corridor**

January 10, 2008

ST. PAUL, Minn. - The estimated cost of a light rail link between downtown Minneapolis and St. Paul has risen again, threatening the project's chance of getting needed federal funds, the *St. Paul Pioneer Press* reported. The earlier price tag of \$932 million rose to \$990 million, but federal backers will only pay half if the project doesn't surpass \$840 million.

"The reality is this: we cannot afford to build this project unless the federal government pays half the cost," said Peter Bell, chair of the Metropolitan Council.

### **LIRR sets record for on-time performance**

January 10, 2008

QUEENS, New York - Long Island Rail Road trains ran on time 94.07 percent of the time in 2007, a new record for the commuter line, *Newsday* reported. That represents about a .75-percent improvement over 2006.

Railroad President Helena Williams said, "We know that our customers want service reliability. They expect to arrive at their destination safely and on time."

### **Denver RTD abandons plan to buy land from UP**

January 10, 2008

DENVER - The Denver Regional Transportation District, operator of Denver's light rail lines, won't agree to pay Union Pacific Railroad what it wants for land planned for use in the Denver International Airport expansion, Denver's *Rocky Mountain News* reported. That means the RTD will have to adjust plans for the extension, particularly with relation to maintenance facilities.

"The basic corridors will remain the same," said RTD spokesman Scott Reed. "This has more to do with the maintenance and internal operation functions than with the route of passenger lines."

RTD officials didn't disclose how much UP wanted for the properties, which include the 36th Street rail yard and western portions of the Smith Road alignment along RTD's East Corridor.

The district will now examine alternatives to the UP properties.

## **Quad Cities Amtrak Service Could Attract 111,000 Riders Annually**

January 10, 2008

DAVENPORT, Iowa - Amtrak service between Chicago and the Quad Cities could attract 111,000 riders annually and cost about \$6 million in annual operation costs, according to an Amtrak study and story published at Quad Cities Online.

The report, conducted at the behest of the state of Illinois, also said track upgrades to allow the service would cost between \$14 and \$23 million. The Quad Cities are Bettendorf and Davenport, Iowa, and Rock Island and Moline, Ill., and are located about 175 miles west of Chicago on the Mississippi River. The report recommended a route that would use BNSF Railway rails between Chicago and Wyandot, Ill., and Iowa Interstate's main line west of Wyandot. It also considers an all-Iowa Interstate route via Joliet and Morris.

The state of Illinois subsidizes a series of Amtrak routes that connect outlying Illinois cities to Chicago. Ridership on those routes has grown greatly in the last few years as more frequent trips have been implemented. In addition to the Quad Cities service, the state is eyeing a new route between Dubuque, Iowa, and Chicago, via Rockford, Ill.

## **Missouri DOT to ask for \$10.6 Million to help Amtrak Trains**

January 15, 2008

JEFFERSON CITY, Mo. - The Missouri Department of Transportation will ask state lawmakers to finance a \$10.6 million plan to relieve congestion on routes used by Amtrak trains in the state, the Associated Press reported.

Missouri's Amtrak routes, including the state-supported Missouri Mule and Ann Rutledge between Kansas City and Chicago, lost ridership in fiscal-year 2007. That's likely because on-time performance has suffered, mostly due to delays wrought by freight traffic on Union Pacific's line, host to the Amtrak trains.

The money would go to building sidings on the route. But supporters acknowledge funding may not be forthcoming. There have been several legislative attempts in recent years to cut off funding for the routes because of declining service.

## **Proposed Labor Settlement Would Leave Amtrak with Shortfall**

January 16, 2008

WASHINGTON - Amtrak will face a \$150 million shortfall next year if its proposal for a settlement with unions recently on the verge of striking is implemented, the Wall Street Journal reported. That gives Amtrak's opponents more ammunition against the national passenger railroad as supporters push to expand its role in moving people nationwide.

"This is just symptomatic of a Soviet-style train operation, and it isn't going to get any better," said Rep. John Mica (R-Fla.), a longtime Amtrak critic.

Amtrak spokesman Cliff Black said Amtrak is considering cutting its budget elsewhere, asking Congress for additional funding, or some combination of the two to make up the shortfall.

Last month, a Presidential Emergency Board sided mostly with unions and against Amtrak, recommending the railroad offer

significant back pay and work-rule concessions after years without a contract.

## **Amtrak, Unions Reach Agreement**

January 18, 2008

WASHINGTON - In an advisory to employees dated today, Amtrak President Alexander Kummant said he signed a tentative agreement, along with representatives of unions until recently poised to strike, that averts a strike. Sources indicate a formal announcement will take place this morning, though it will take longer for details of the tentative agreement to emerge publicly. Members of the unions will have to ratify the tentative agreement before it will officially take effect.

## **Schwarzenegger Drops Demand that High-Speed Rail Funding be Removed from Ballot**

January 21, 2008

SACRAMENTO, Calif. - Amid opposition from the state legislature, California Gov. Arnold Schwarzenegger has dropped a demand that legislators remove \$9.9 billion in funding for high-speed rail from the ballot this fall, the AP reported. However, he's asking them to tie the funding to federal and private support, a move proponents say might kill the deal.

Assemblywoman Fiona Ma, a San Francisco Democrat and lead supporter of the project, said she has business partners that would like to support the project, but first want to see engineering studies, environmental data, and some right-of-way in state hands. By forcing commitments from those people before such things can be done, supporters fear, the project couldn't be built.

California has proposed a 700-mile rail system linking its biggest cities with trains running up to 220 mph. The first segment, a connection between Los Angeles and San Francisco, is estimated to cost \$40 billion.

## **Light Rail Under Construction, Develops Cracks**

January 21, 2008

PHOENIX - A light-rail line under construction in Phoenix is inexplicably developing rail separations of about two inches even before the first train has moved, the East Valley Tribune reported. The mysterious breaks will force the Metro to dip into its contingency fund; the agency declined to estimate the cost of fixing the cracks.

Workers found the first break in mid-December, which prompted a study of the whole line, which in turn located a series of other cracks. Metro's director of construction, Brian Buchanan, worked on the Hiawatha light-rail line in Minnesota, and said similar cracks developed in very cold weather. Buchanan said cold-weather contraction may have caused the cracks.

As study continues, Metro continues to extend the line toward its full 20-mile length.

## **Connecticut report gives Metro-North high marks**

January 22, 2008

HARTFORD, Conn. - A report commissioned by Connecticut's legislature gave Metro-North high marks for its commuter trains, but recommends better communication with the public, WestportNow.com reported. The report found an on-time performance of 97.1 percent, a remarkable achievement.

However, when delays did occur, communication with the riding public wasn't adequate, since passengers were used to on-time trains.

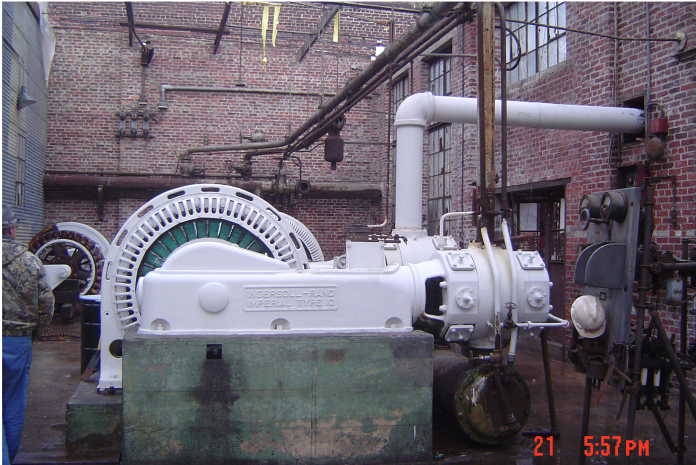
## **Carolinas & Virginia RR News**

(From *Trains* Newswire)

### **N. C. Transportation Museum Gets Grant to Renovate Power House**

January 7, 2008

SPENCER, N.C. - The North Carolina Transportation Museum will get a \$2.2 million grant from the state of North Carolina to renovate its Power House. Improvements will include roof repair, supports to meet seismic requirements, door repair, window repair, and masonry repair. For more information on the museum, visit [www.nctrans.org](http://www.nctrans.org).



(Photo from G Weber Collection)

### **NS Runs into Trouble Moving Locomotives from Roanoke Scrap-yard**

January 18, 2008

ROANOKE, Va. - Norfolk Southern Railway officials can't figure out how they'd move the surviving pieces of four steam engines and two diesels at a Roanoke scrapyard, the Roanoke Times reported. Preservationists would like to see the locomotives go to the Virginia Museum of Transportation.

"We have looked at the feasibility of moving those old locomotives out of there, and I guess the short of it is, we really have not come up with a practical way to do that," said NS spokesman Robin Chapman.

He said the barriers to moving the equipment include the fact that the locomotives are sitting on the ground, not on rails, and that the railroad doesn't know how much they weigh. Once they're loaded on flatcars, it would be an easy trip across town to the museum.

The engines at Virginia Scrap Iron & Metal include Norfolk & Western 4-8-0s 1118, 1134, and 1151, and 2-8-0 917, as well as two Chesapeake Western Baldwin diesels. The steam engines have sat there since 1950, and have badly rusted and been picked over.

### **Construction to Begin on I-81 Corridor Improvements in Virginia**

January 24, 2008

RICHMOND, Va. - The Commonwealth of Virginia and Norfolk Southern officially executed their \$57 million agreement Tuesday to improve rail lines in the hopes of diverting trucks from highways. The public-private partnership requires NS to deliver

specific public benefits, with the aim of diverting 597,000 truck trips off Virginia highways.

The improvements will focus on the most congested portion of the rail line, which stretches from Manassas to Front Royal. Included will be sidings, signals, and double track. If necessary permits are secured, NS could begin work as early as next month.

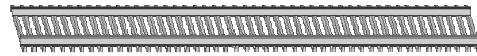
### **NC Railroad Plans Track Realignment in Kinston**

January 25, 2008

KINSTON, N.C. - A 2,200-foot segment of track in downtown Kinston will be realigned if the state-owned North Carolina Railroad has its way, Tribune Information Services reported. The \$1.9 million project would see the tracks straightened and moved 15 feet south of its current route.

The line currently slows trains to 10 mph. That's a pain for both growing Norfolk Southern train traffic, serving the port at Morehead City, and drivers downtown.

However, some buildings, including the historic Atlantic & East Carolina station, would need to be moved or razed. The station, still owned by the railroad, is listed as a national historic site. The railroad has proposed to donate the station, along with \$300,000 for renovations or other work, to the city.



### **Dreams of Steam**

Jan 17, 2008 – Chinese Steam in Kentucky

Lexington Herald-Leader by Jim Warren – Photos by Charles Bertram, AP

### **It's been roughly 50 years since a steam locomotive operated on the railroad tracks around Lexington.**

**But that's about to change.**

The R.J. Corman Railroad Co. has taken delivery on a Chinese-built steam locomotive, which it plans to park on a siding just off Cox Street, both as a piece of historic preservation and for actual use on as-yet-unspecified "special occasions." Company owner Rick Corman says he expects to fire up the engine and try it out on the track within a few weeks, as soon as it's inspected and spruced up from its long trip from China.



That day can't come soon enough for local rail fans, several of whom braved 30-degree weather Wednesday morning for a rare glimpse of a real, working steam

locomotive. They watched and snapped pictures for more than two hours, as work crews from the Corman company carefully unloaded the 140-ton steam engine from two railroad flatcars that brought it and its tender car to Lexington over the weekend.



"You know it can't be a cost-efficient project, but I'm just glad that there is someone who has the resources to preserve something like this," said Lexington's Way Thompson, one of those watching the unloading. "I've always loved trains and steam engines."

Corman actually bought the engine from Railroad Development Corp., a Pittsburgh firm that had acquired three of the Chinese locomotives. Corman's engine traveled to the U.S. by ship, arrived in New Orleans last month, and then was shipped to Lexington by rail. Though built in China, the engine is based on a U.S. design from the 1920s.

Why buy a Chinese locomotive rather than an American one? The few steam locomotives seen in this country today typically are museum pieces rescued from the scrap heap.

But Corman's engine is no antique. It was built in 1986 and was in use on Chinese railroads as recently as 2005, hauling coal and passengers. According to Corman, Chinese railroads continued to rely on steam power until recently, and only now are replacing their outmoded steam engines with modern diesels. So, steam engines now available in China are only a few years old and require little restoration, compared with old U.S. engines that must be rebuilt.

American railroads abandoned steam for diesel power decades ago. But for many rail fans, no diesel ever built can match the romance and appeal of a smoking, snorting steam locomotive.

The Bluegrass Railroad Museum in Versailles at one time owned a steam engine, but sold it because of high operating costs. Steam excursion trains pass through

Lexington occasionally. But there is no steam locomotive regularly operating in Central Kentucky today.

Which is why the prospect of having one in Lexington is such a thrill for fans like Way Thompson -- and for Matt Schwerin, 30, who didn't know much about steam engines until lately, but has had to learn a lot about them very quickly. Schwerin, who works for the Corman Railroad Co., will be the person mainly responsible for operating the locomotive.

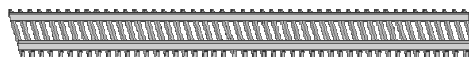
"It started in June when Mr. Corman told me, 'I need you to go to China,'" Schwerin said. He ultimately made two trips to Jinzhou, China, to see the locomotive, watch it being refurbished, and learn to operate it. Schwerin's regular job at the Corman company is as manager of operation practices. And while he's a certified railroad engineer, he had never before run a steam engine.

Indeed, until recently, Schwerin had never even seen a steam locomotive except in a museum. At age 30, he was born too late to experience the steam era on American railroads. Now, he's getting a second chance to learn what it was like.

"I sort of put myself through a crash course on steam once Mr. Corman told me I'd be involved in this project," Schwerin said. "Operating a steam locomotive is a totally different experience from a diesel. I think it's really exciting that a for-profit railroad company would make this kind of investment and commitment."

Rick Corman said he sees the engine as a door into history. "How do you know where you're going if you don't know where you've been?" he said. "We're going to maintain it and operate it some two or three times a year, just for special occasions."

"Steam engines aren't very efficient, but they do have character and people love them. I think it will be a nice addition to our company."



## **Recent Railroad News & Events**

(From *Trains* Newswire)

### **Short line, tourist pike sold to private group**

January 2, 2008

CORNING, Pa. - The Tioga Central Railroad, a tourist railroad, and the Wellsboro & Corning, a freight-hauling shortline railroad, have been sold to a private group called the Myles Group, the Corning Star-Gazette reported.

The new owners, A.T. Myles, A.T. Myles IV, and W.B. Myles, have extensive railroad experience, including service at Conrail, CSX, and Burlington Northern.

W&C operates 38 miles of track and connects to the Norfolk Southern and Canadian Pacific railways. TC operates a tourist train from Wellsboro Junction. The sale closed on January 1<sup>st</sup>.

## **Adirondack Scenic sells out 25 'Polar Express' runs**

January 3, 2008

UTICA, N.Y. - Between November and mid-December, the Adirondack Scenic Railroad sold out 25 "Polar Express" trains, moving some 8,300 passengers to the "North Pole," according to a story in the Observer-Dispatch newspaper. All 25 trains sold out before the first one ran.

The Polar Express takes passengers from Utica to a North Pole display in Holland Patent, N.Y., where kids meet with Santa Claus. Readings from the book "The Polar Express" and snippets from the movie run during the trip.

The Adirondack Scenic runs tourist trains between Utica and Lake Placid, N.Y. For more information, visit [www.adirondackrr.com](http://www.adirondackrr.com).

## **Memphis leaders hope NS will move intermodal yard**

January 4, 2008

MEMPHIS - Though the railroad won't admit it, Memphis leaders told the Memphis Commercial-Appeal they think Norfolk Southern will move its intermodal yard to the Pidgeon Industrial Park this year. The city expects the move would reduce truck congestion on some key through streets.

"We had a highly successful meeting," said Robert Lipscomb, director of the city's Housing and Community Development Division. "Should the discussions go well, the affected neighborhoods - Orange Mound, Cooper-Young, Parkway, University District, Pidgeon Roost, and Glenview - will be pleased."

NS currently lacks direct access to the industrial park, but it's considering several options to reach it, including reviving an abandoned route. Canadian National/Illinois Central reaches Pidgeon, but NS has said it won't seek trackage rights, as it doesn't want to work around another railroad's trains.

## **CSX paid almost \$350,000 in civil penalties for safety violations**

January 4, 2008

WASHINGTON - The Federal Railroad Administration levied \$349,265 in civil fines against CSX for safety lapses discovered during inspections a year ago, according to a story in the Albany (N.Y.) Times-Union. Inspectors proposed 199 separate fines for violations found on inspection, of which 33 were not sustained during review. Twenty-five will be resolved this year.

Some of the violations related to procedures followed by CSX employees. For example, in one incident, the FRA levied a \$4,320 fine against CSX for a train crew that didn't properly maintain information on hazardous materials in its train.

At least some track defects also resulted in fines, but the FRA declined to go into detail about these defects. The inspection blitz was launched in the wake of several derailments believed to have been caused by track defects.

The good news for CSX is that Federal Railroad Administrator Joseph Boardman noted an improvement in safety practices in his statement on the issue. "CSX has made significant strides in the short term to lay new rail, increase its own inspections of track

and equipment and installed trackside detection systems in more locations to identify potential problems early," he said.

## **Missing snowmobilers take shelter in Cumbres & Toltec station**

January 7, 2008

OSIER STATION, Colo. - Six snowmobilers missing since Friday were stranded in Cumbres & Toltec Scenic Railroad's Osier Station today, and rescuers were on the way, Yahoo News reported. They used the station's telephone to dial 911, and are reported to be hungry but alive.

The six New Mexico natives had been snowmobiling around the 10,222-foot Cumbres Pass. Rescue efforts have been hindered by four feet of snow that has fallen on the region since Friday. Rescuers were using snowmobiles to get to the station, the only way to get there in winter.

## **Railroads move second-greatest tonnage in 2007**

January 7, 2008

WASHINGTON - The Association of American Railroads reported that U.S. railroads originated 16,952,288 carloads in 2007, the second highest annual total ever, with 2006 being first, Logistics Management reported.

AAR Director of Editorial Services Tom White said these 2007 volumes reflect a decline in the housing and automotive sectors, which began late in 2006 and continued throughout 2007.

"The key to what happened in 2007 is the housing industry and the construction industry being negative this year, and the automotive industry doing poorly again," said White. "Those are very important parts of our traffic base, and if you take a look at the numbers that is a very high percentage of the reason why our total volume was down."

## **Maine narrow gauge railroad may be forced from Portland waterfront**

January 7, 2008

PORTLAND, Maine - The Maine Narrow Gauge Railroad Co. & Museum is exploring what to do if it's forced from its current Portland waterfront location, the Kennebec Journal & Morning Sentinel reported. Plans to redevelop the area may displace the railroad's yard and museum.

The owner of the complex where the railroad is now located announced a new push to redevelop the 10-acre site that's been home to the railroad since its inception in 1993.

The railroad would like to stay at its current site, but it's also scouting locations in Cumberland and Kingfield. "We are considering several options," said Susan Davis, the railroad's executive director. "We're pursuing each of the options equally. Our best option is to develop right where we are."

The Maine Narrow Gauge Railroad & Museum operates a 1.5-mile line along the Eastern Promenade and provides unique views of Casco Bay. For more information, visit [www.mnqrr.org](http://www.mnqrr.org).

## **SP&S 700 and SP 4449 may soon be homeless**

January 8, 2008

PORTLAND, Ore. - Perhaps within a few months, Union Pacific Railroad may evict the City of Portland from the Brooklyn Roundhouse, a move that would leave three steam engines

without a home, the Portland Tribune reported. The three steam engines, owned by the city, are the Spokane, Portland & Seattle 4-8-4 No. 700, Southern Pacific 4-8-4 No. 4449, and Oregon Railway & Navigation 4-6-2 No. 197.

Union Pacific has leased the Brooklyn Roundhouse to the city for \$1 per month. However, the railroad wants to expand its yard onto the territory now occupied by the roundhouse. The Oregon Rail Heritage Foundation has been searching for a new location for the engines, but they've yet to locate one.

"We hope we won't have to store everything out in the open, where the elements and vandals can get to them," said Doyle McCormack, president of the foundation.

The group would like to find a location that could serve as a museum in addition to housing the engines.

### **Wyoming coal reaches record volumes in 2007**

January 9, 2008

GILLETTE, Wyo. - Coal shipments from Wyoming edged up 1.1 percent above 2006 levels, according to a story in the Casper (Wyo.) Star-Tribune. The increase, revealed in Energy Information Administration statistics, show less of an increase versus the previous year, when Wyoming coal production gained 10 percent. In all, Wyoming produced 451.3 million tons of coal last year.

The Powder River Basin in eastern Wyoming and southeastern Montana is a massive originator of rail traffic for BNSF Railway and Union Pacific Railroad, and two would-be haulers, the Tongue River Railroad and the Dakota, Minnesota & Eastern Railroad, are also vying for access to the Basin.

### **Reading Fs to be displayed at Strasburg**

January 11, 2008

STRASBURG, Pa. - Reading FP7s 902 and 903 will be displayed for at least the next year at the Railroad Museum of Pennsylvania, according to a story in the Intelligencer-Journal. Nos. 902 and 903 are owned by the Reading Co. Historical and Technical Society and the Philadelphia Chapter of the National Railway Historical Society, respectively. The pair most recently hauled special trips on East Penn Railways' Perkiomen Branch in October. They've been extensively overhauled, and are painted in Reading's black, green, and yellow paint scheme.

### **STB gets earful at EJ&E merger hearings**

January 16, 2008

MATTESON, Ill. - Dozens of concerned homeowners near the Elgin, Joliet & Eastern Railroad showed up at a Surface Transportation Board hearing to voice opposition to the railroad's proposed merger with Canadian National, the Southtown Star reported. "Nobody is going to buy any of the houses along the train tracks," local homeowner Sharon Root told the STB. "We never, ever thought this could happen."

The proposed merger would route CN trains away from Chicago's core and over EJ&E's line, which forms a broad loop around the area. The STB is requiring an environmental impact statement be completed in the case, which will delay approval. Nancy Madrigal of Blue Island, Ill., came to the hearing to find out if it might result in trains being diverted away from her community. About 75 people on average have attended recent STB hearings

### **B&O Museum to unveil locomotive damaged in 2003 storm**

January 17, 2008

BALTIMORE - The B&O Railroad Museum will unveil Memnon No. 57, a historically significant locomotive damaged in the devastating 2003 President's Day snowstorm. No. 57 will be the first engine damaged that day to be restored and put back on display. The New Castle Manufacturing Co. built No. 57 in 1848. Following years of hauling coal over the Allegheny Mountains, it hauled union troops, Confederate prisoners of war, munitions, and supplies during the Civil War. It was retired and became part of the museum's collection in 1892. Visit [www.borail.org](http://www.borail.org).

### **CSX earnings, stock rise**

January 22, 2008

JACKSONVILLE, Fla. - Long under fire for its sub-par financial performance, CSX reported better-than-expected earnings, Reuters reported. Its shares grew more than 4 percent as a result. The growth resulted from CSX's rates increasing faster than rising fuel costs and at a rate fast enough to offset declining freight volumes.

CSX Chief Executive Officer Michael Ward said he foresees economic growth this year. "It'll be slower growth, but I don't think we'll see a recession this year," he said. Fourth-quarter net income for CSX rose more than 5 percent to \$365 million, or 86 cents per share, up from \$347 million, or 75 cents per share, one year earlier.

CSX is under siege from its second-largest owner, a hedge fund known as The Children's Investment Fund. The fund plans to run candidates at CSX's shareholder's meeting in May, and these results may give the company's management some cover.

### **Key analyst optimistic on rail performance**

January 24, 2008

NEW YORK - Investment house Bear Stearns gave the railroad industry a big thumbs-up yesterday when it upgraded railroad stocks to "overweight," Reuters reported. The designation means Bear Stearns expects the industry to perform well. The company anticipated that transportation companies will lead the U.S. economy out of its current funk. It singled out Class I Canadian National, BNSF Railway, and Union Pacific as railroads it expects will "outperform" others. UP is best-positioned for volume growth, said Bear Stearns, because it will benefit from growth in ethanol, containers, and coal from Wyoming's Powder River Basin.

### **BNSF initiates ECP-equipped coal trains from Powder River Basin**

January 25, 2008

FORT WORTH, Texas - A BNSF coal train equipped with electronically controlled pneumatic brakes departed Wyoming's Powder River Basin coal fields bound for Southern Co.'s power plant near Birmingham, Ala. BNSF has tested the equipment on intermodal and iron ore trains in the past. Electronically controlled pneumatic brakes use an electronic signal to cause all brakes in the train to apply simultaneously. With standard air brakes, the brakes on the first cars in the train apply before the cars behind them, causing slack action. New York Air Brake is providing the technology to equip 12 BNSF locomotives with ECP brakes, while Wabtec Corp. will equip 300 coal cars owned by Southern.

NS applied ECP brakes to some regular-service trains last fall.

### **Future Events – PLAN AHEAD**

**Feb 11<sup>th</sup>** – Winston-Salem Chapter Meeting, Southbound Model Railroaders Building; 7:00 PM; Ralph Hawkins from the Blue Ridge Chapter NRHS will give his "Monochrome Machines" program. A black & white PowerPoint presentation from his Dad's negative collection of southern short-line steam.

**Feb 23<sup>rd</sup> & 24<sup>th</sup>** – Train Show at Upper State Fair Grounds in Easley, SC – See Flyer at Feb 11<sup>th</sup> Meeting

**Mar 10<sup>th</sup>** -- -Winston-Salem Chapter Meeting, Southbound Model Railroaders Building; 7:00 PM; Ed Reilly will present his program of the Scottish Highlands after his recent trip.

**April 2008 – Premier of "The Leatherheads"** filmed last April and May in part at the N.C. Transportation Museum.

**Apr 5<sup>th</sup>** – **Hickory Train Show** – Details to be provided in later issues of *The Rail*.

**Apr 14<sup>th</sup>** -- -Winston-Salem Chapter Meeting, Southbound Model Railroaders Building; 7:00 PM; Barney and George will present their program on RPO and their trip to Boyce and Winchester, VA in December 2006

**Apr 26<sup>th</sup> & 27<sup>th</sup>** – Rail-Days at NC Transportation Museum, Spencer; Return of Steam, Visiting Flagg Steam

**May 12<sup>th</sup>** -- -Winston-Salem Chapter Meeting, Southbound Model Railroaders Building; 7:00 PM; A Contemporary Diesel Power Program

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## **THE RAIL**

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