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American Short Line and Regional Railroad Association

VIEWS & NEWS

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As of
April 6,
**H.R. 876 has
265 Co-sponsors**
and
**S. 1703 has
18 Co-sponsors**

[Click here to find out if
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sponsors.](#)

**Currently, Railroad
Security Alert Level
2 is in Effect**

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ASLRRA's 2004 ANNUAL CONVENTION IS ONLY TWO WEEKS AWAY

ASLRRA's 2004 Annual Convention is April 20-24 at the Renaissance Grand Hotel in St. Louis, Mo. It's not too late to send in your registrations for this important meeting. The meeting program is one of the most informative ever, with educational sessions that cover every aspect of your business. The Annual Convention will encompass a Power Brake Training Seminar on April 20-21, an Operating & Maintenance Session on April 21-22, a CSX Reorganization Update on April 22, and the Annual Meeting and Exhibition on April 22-23-24. You can sign up for any or all of the components.

Rooms are still available at the Renaissance Grand Hotel in St. Louis for ASLRRA's group rate of \$129/night. To make a reservation, call 314-621-9600 and mention group code ASRASRA.

The Annual Meeting program is available by [clicking here](#). You can download meeting information and registration materials, by [clicking here](#).

2003 ASLRRA SAFETY AWARD WINNERS

In 1999, The American Short Line and Regional Railroad Association, in its continuing effort to recognize short line and regional railroads with outstanding safety records, developed a Safety Awards program. The program, co-sponsored by CANAC, Inc. and MARSH USA, is designed to use ASLRRA's new Severity Index, which is based on the railroad's employee injuries and man-hours. Each ASLRRA member railroad is then placed into one of five categories based on the railroad's man-hours worked: 1-10,000; 10,001 – 50,000; 50,001 – 250,000; and 250,001 and above. An additional category is for Switching and Terminal Railroads. In each category there are four award levels: Gold, Silver, Bronze and Copper. Five years after its creation, this Safety Awards program has become the standard by which all short line and regional railroads are measured.

Richard F. Timmons, President, ASLRRA, proudly announces the 2003 ASLRRA Safety Award winners:

ASLRRA 2003 Safety Award Winners

0 - 10,000 Hours

Gold	Chattooga & Chickamauga Railroad
Silver	Valdosta Railway, L.P.
Bronze	Texas South-Eastern Railroad
Copper	R.J. Corman Railroad Co./Cleveland Line

10,001 - 50,000 Hours

Gold	Grainbelt Corporation
Silver	York Railway Company
Bronze	Arkansas Louisiana & Mississippi Railroad
Copper	Livonia, Avon & Lakeville Railroad Corporation

50,001 - 250,000 Hours

Gold	Kiamichi Railroad Company LLC
Silver	Columbus & Ohio River Rail Road Company
Bronze	Illinois & Midland Railroad Inc.
Copper	San Joaquin Valley Railroad Company

250,001 and Above

Gold	Iowa Interstate Railroad
Silver	Willamette & Pacific Railroad
Bronze	Lake Superior & Ishpeming Railroad Company
Copper	Buffalo & Pittsburgh Railroad, Inc.

Switching and Terminal Railroads

Gold	Terminal Railroad Association of St. Louis
Silver	Birmingham Southern Railroad Company

Bronze The Belt Railway Company of Chicago
Copper Patapsco & Back Rivers Railroad Company

The awards will be presented during the business session on Friday April 23, 2004, at ASLRRA's Annual Meeting which will be held at the Renaissance Grand Hotel in St. Louis, Missouri. The awards will be presented by Richard Timmons, President, ASLRRA, Allan Rutter, FRA Administrator, Frank Trotter, President CANAC, and Ken Coy, VP – Transportation, MARSH USA, Inc.

2003 ASLRRA JAKE AWARD WINNERS

The American Short Line and Regional Railroad Association is pleased to announce the railroads that will receive the 2003 Jake With Distinction and Jake Awards. All railroads with no reportable injuries will be awarded the Jake With Distinction Award. Those railroads with no reportable injuries, but that have had train accidents will be presented a Jake Award. This year we will award 168 Jake With Distinction Awards and 31 railroads will receive the Jake Award. All safety awards have been determined based on the railroads' injury reports to the FRA and then rated based on the ASLRRA severity index ratio. ASLRRA firmly believes that every railroad that works safely and does not have a personnel injury, lost workday or fatality is a railroad that works to keep Safety Number One.

2003 Jake With Distinction Winners

Aberdeen, Carolina & Western Railway Company	Acadiana Railway Company
Adrian & Blissfield Rail Road Company	Alamo Gulf Coast Railroad Company
Alexander Railroad Company	Algiers, Winslow & Western Railway Company
Angelina & Neches River Railroad Company	Apache Railway Company
Appanoose County Community Railroad Co.	Ashtabula, Carson & Jefferson Railroad
Atlantic & Western Railway, L.P.	AT&L Railroad Company
B&H Rail Corporation	Ballard Terminal Railroad Company
Bauxite & Northern Railway Co.	Bay Colony Railroad Corporation
The Bay Line Railroad, L.L.C.	Bighorn Divide & Wyoming Railroad, Inc.
The Blacklands Railroad	Boot Hill and Western Railway Co.
Border Pacific Railroad	Buffalo Southern Railroad, Inc.
Burlington Junction Railway	Caldwell County Railroad Company
Canton Railroad Company	Carrizo Gorge Railway Inc.
Cascade & Columbia River Railroad	Central Columbiana & Pennsylvania Railway Inc.
Central Indiana & Western Railroad Company	Central Midland Railway Company
Central Montana Rail, Inc.	Central Railroad Company of Indianapolis
Chattahoochee Industrial Railroad	Chattooga & Chickamauga Railroad
Chesapeake & Albemarle Railroad Company	Chestnut Ridge Railway Company
Claremont Concord Railroad Corporation	Cleveland Works Railway Company
Columbia Terminal Railroad Company	Columbus & Ohio River Rail Road
Commonwealth Railway, Inc.	Conemaugh & Black Lick Railroad Company
Copper Basin Railway, Inc.	R.J. Corman Railroad Company/Bardstown Line
R.J. Corman Railroad Company/Cleveland Line	R.J. Corman Railroad Company/Memphis Line
Crab Orchard & Egyptian Railroad	Dardanelle & Russellville Railroad
Decatur Junction Railway Company	Delta Valley & Southern Railway Company
Dubois County Railroad	East Camden & Highland Railroad Company
East Cooper & Berkley Railroad	East Erie Commercial Railroad
East Tennessee Railway, L.P.	Eastern Alabama Railway Company
Effingham Railroad Company	Everett Railroad Company
Farmrail Corporation	Flats Industrial Railroad
Florida Central Railroad Company	Florida Midland Railroad Company, Inc.
Fordyce & Princeton Railroad Company	Fore River Transportation Corporation
Georgetown Railroad Company	Georgia Woodlands Railroad
Golden Triangle Railroad Company	Grand Rapids Eastern Railroad Inc.
Great River Railroad	Great Walton Railroad Company
Great Western Railway Company of Colorado	Gulf, Colorado & San Saba Railway Corporation
Hartwell Railroad Company	Hollis & Eastern Railroad Company

Hoosier Southern Railroad
Hutchinson & Northern Railway Company
Indiana & Ohio Central Railroad, Inc.
Jefferson Warrior Railroad
Kankakee, Beaverville & Southern Railroad Co.
Knoxville & Holston River Railroad Co., Inc.
Lake Shore Railway
Laurinburg & Southern Railroad Company
Little Rock Port Railroad Company
Livonia, Avon & Lakeville Railroad Corp.
M & B Railroad LLC
Massena Terminal Railroad Company
Michigan Shore Railroad
Middletown and New Jersey Railway Co., Inc.
Mississippi & Skuna Valley Railroad Company
Mississippian Railway Cooperative, Inc.
Nebkota Railway, Inc.
New Hampshire Northcoast Railroad
Nittany & Bald Eagle Railroad Company
Ogeechee Railway Company
Oil Creek & Titusville Lines
Ontario Midland Railroad Corporation.
Ouachita Railroad
Pickens Railway Company
Pittsburgh, Allegheny & McKees Rocks Railroad
Port Jersey Railroad
Port Utilities Commission of Charleston, S.C.
Progressive Rail Inc
Rarus Railway Company
Rochester & Southern Railroad, Inc.
Safe Handling Rail, Inc.
Salt Lake, Garfield & Western Railway Company
San Luis Central Railroad Company
San Pedro & Southwestern Railway Company
Santa Fe Southern Railway, Inc.
Shenandoah Valley Railroad
South Plains Lamesa Railroad, Ltd.
Steelton & Highspire Railroad
Talleyrand Terminal Railroad Co.
Texas - New Mexico Railroad Company
Thermal Belt Railway
Turtle Creek Industrial Railroad, Inc.
Upper Merion & Plymouth Railroad Company
Ventura County Railroad Company
Virginia Southern Railroad
Warren & Saline River Railroad Company
Wellsboro & Corning Railroad Company
Western Kentucky Railway, LLC
Wilmington Terminal Railroad, L.P.
Youngstown & Austintown Railroad

Huntsville & Madison County Railroad Authority
Indian Creek Railroad Company
Indiana Southern Railroad, Inc.
Joppa & Eastern Railroad Company
Kiski Junction Railroad
KWT Railway, Inc.
Landisville Terminal & Transfer Company
Little Kanawha River Rail
Little Rock & Western Railway, L.P.
Louisville, New Albany & Corydon Railroad
Madison Railroad
Meridian Southern Railway LLC
Middletown & Hummelstown Railroad Company
Mid-Michigan Railroad Company
Mississippi Tennessee Railroad LLC
Mount Hood Railway Company
New Castle Industrial Railroad
Newburgh & South Shore Railroad
Northwestern Oklahoma Railroad Company
Ohio Central Railroad Company
Omaha Lincoln & Beatrice Railway Company
Otter Tail Valley Railroad Company, Inc.
Pecos Valley Southern Railway Company
Pioneer Valley Railroad Company, Inc.
Port Bienville Railroad
Port Terminal Railroad of South Carolina
Prescott & Northwestern Railroad Company
Railroad Switching Service of Missouri, Inc.
Riverport Railroad, LLC
Rockdale, Sandow & Southern Railroad Company
Salt Lake City Southern Railroad Company, Inc.
San Diego & Imperial Valley Railroad
San Manuel Arizona Railroad Company
Santa Cruz, Big Tree & Pacific Railroad
SEMO Port Railroad, Inc.
South Chicago & Indiana Harbor Railway Co.
Southern Switching Company
Stourbridge Railroad Company
Texas, Gonzales & Northern Railway Company
Texas North Western Railway Co.
Tishomingo Railroad Company, Inc.
Union County Industrial Railroad Company
Valdosta Railway, L.P.
Vermilion Valley Railroad Company, Inc.
Wabash Central Railroad Corp.
WCTU Railway Company
West Virginia Central Railroad
Willamette Valley Railway Company
Wiregrass Central Railroad Company

2003 Jake Award Winners

Allegheny & Eastern Railroad, Inc.
Bloomer Line Shippers
Carolina Piedmont Division
Columbia & Cowlitz Railway Company
DeQueen & Eastern Railroad Company
Galveston Railroad, L.P.

Arkansas Louisiana & Mississippi Railway
California Northern Railroad Company
Central Railroad of Indiana
Connecticut Southern Railroad, Inc.
Fort Worth & Western Railroad
Georgia & Florida RailNet

Grainbelt Corporation
Illinois & Midland Railroad Inc.
Iowa Interstate Railroad
Knox and Kane Railroad Company
Nebraska, Kansas, Colorado RailNet
New Orleans & Gulf Coast Railway Co., Inc.
Old Augusta Railroad Company
Texas South-Eastern Railroad Company
West Texas and Lubbock Railway Co., Inc.
Willamette & Pacific Railroad, Inc.

Great Miami & Scioto Railway Company
Illinois RailNet, Inc.
Kiamichi Railroad Company LLC
Minnesota Northern Railroad, Inc.
Nebraska Northeastern Railway Company
North Shore Railroad
San Joaquin Valley Railroad Company
Tulsa-Sapulpa Union Railway Company
Wichita, Tillman & Jackson Railway Co., Inc.
Yadkin Valley Railroad Company

NARCOA TO SUPPLY JAKE PINS

The North American Railcar Operators Association has announced that they will once again provide a lapel pin to all ASLRRA 2003 Jake With Distinction and Jake Award winners. In a letter to ASLRRA, NARCOA states, "We have been impressed with the honesty and integrity of the railroad industry." They continue, "A certificate is certainly appreciated by the railroad and probably hangs in the central office. However it has taken a team effort to have a year's perfect safety record and all team members should receive a personal memento of this outstanding accomplishment. NARCOA is proud to supply all employees of a "Jake" railroad with a lapel pin at no charge to the railroad, including shipping."

Jake With Distinction and Jake Award winners can order pins by calling Al McCracken, NARCOA Safety Rule Book Test Administrator, 2916 Taper Ave, Santa Clara, CA 95051, e-mail: ALNETHIE@AOL.COM, Phone: 408-249-2953, Fax: 408-249-3120.

RAILWAY AGE ANNOUNCES 2004 SHORT LINE/REGIONAL RAILROADS OF THE YEAR

On March 25, Railway Age magazine announced that it has named Northumberland, Pa.-based Nittany & Bald Eagle Railroad Co. as 2004 Short Line Railroad of the Year and Brewster, Ohio-based Wheeling & Lake Erie Railway Co. as 2004 Regional Railroad of the Year. The awards will be presented at ASLRRA's annual meeting in St. Louis on April 23.

"This year's awards are presented to carriers who have consistently proven that persistence pays off," said Railway Age Publisher Robert P. DeMarco. "Nittany & Bald Eagle recovered from a loss of 50% of its annual carloads in just three years. And Wheeling & Lake Erie solved a grain shipper and grain receiver's trucking problems by bringing rail into the equation. Their focus on initiating shorter-haul moves and providing quality customer service has helped them boost both carloads and revenues."

The Nittany & Bald Eagle Railroad Co. (NBER)—one of eight North Shore Railroad Co. properties—is being honored for its remarkable turnaround efforts. The winning entry was submitted by NBER Director of Marketing Todd Hunter.

After losing four core customers that provided nearly 8,000 carloads or 50% of its business, NBER aggressively marketed its services and expanded operations. Its first priority was to increase aggregate business. What started as an 8,000-ton stone move in 1984 rose to a 1.1 million-plus ton move in 2003. The short line now runs a 12-car shuttle twice a day over eight miles, eliminating more than 20,000 truckloads from area highways. NBER developed several other short-haul moves, which have added up to \$1 million a year in revenue. In 2003, NBER was presented with ASLRRA's marketing award for this business growth. The short line also was selected as one of the top "100 Best Businesses in Central Pennsylvania" by PA Business Central Newspaper.

"The Nittany has been able to weather significant hits by taking advantage of and creating new opportunities," says Jeff Stover, executive director of the Lewisburg, Pa.-based SEDA-COG Joint Rail Authority, owner of the 70 miles of track that NBER operates. "Through our classic public-private partnership, we are trying to make it easy for companies to do business with us. It's not 'no, we can't do that,' but 'how can we help you do that?'"

NBER also improved track infrastructure in 2003. Working with the SEDA-COG JRA and the state of Pennsylvania, NBER completed installation of 12 more miles of new continuous welded rail (for a total of 36 miles in just five years) and 4,300 new crossties. NBER's parent company brought in a full-time track surfacing gang to resurface the entire main line. The railroad now operates as a 40 mph Class III on its 55-mile, 286K compliant main line.

The Wheeling & Lake Erie Railway Co. (W&LE) is being recognized by Railway Age for outstanding achievement in marketing and attention to customer service. Jeff Sunderland, W&LE's Market Manager-Grain, Food, and Forest Products, submitted the winning entry.

Among the largest Class II's with more than 800 miles of track, W&LE handles nearly 130,000 carloads annually. In 2002, it identified a number of local, short-haul grain opportunities with its traditional unit grain train elevators—markets dominated by short-haul truck moves of 75 miles or less. Determining that rail could offer cheaper rates and more timely delivery to receivers, W&LE marketed its service and purchased 22 4,750-cubic-foot covered hoppers. W&LE teamed up with large on-line grain shipper Sunrise Cooperative—with grain elevators in Clarksfield and Monroeville, Ohio—and grain receiver Star of the West—with a flour mill in Kent—to start a "Partners in Wheat Production" program. Star had been receiving 60% of its shipments via truck, and Sunrise was among its truck carriers. Because the milling company wanted to expand its on-site storage capacity, and access to its facility was already difficult due to lack of space and congestion, Star and Sunrise decided to give W&LE a chance to carry wheat by rail. Under a 10-year contract, W&LE specified competitive rail rates, and Sunrise spent \$1 million to provide additional storage space for Star. To handle the increased wheat shipments and growth in other on-line grain business, W&LE acquired another 50 covered hoppers.

The partnership program resulted in a reliable supply of high-quality wheat for Star, an increase in revenue for Sunrise, an increase in new business for W&LE, and a more reliable wheat market for Sunrise-area farmers. The percentage of wheat now moving by rail into Kent is 65% and it continues to grow. Sunrise shipments to Kent have increased by 300%, and now all move by rail.

This success led to additional truck-competitive rail business. In less than a year since the partnership began, W&LE moved more than 400 carloads carrying 1.3 million bushels of wheat, soybeans, and corn to local receivers, taking more than 1,600 trucks off Ohio roads. According to Sunderland, "it's a win-win-win all around."

The awards will be announced in the April issue of Railway Age.

IOWA NORTHERN GOES GLOBAL



On March 31, 2004, Iowa Northern Railway Company carried the first leg of a time-sensitive shipment of approximately 125 John Deere tractors originating at the John Deere manufacturing facility in Waterloo, Iowa, enroute to the Port of Tacoma, Washington for transshipping to China. Iowa Northern serves as the haulage carrier for Union Pacific between UP's customers in Waterloo and the east-west transcontinental line at Cedar Rapids, as well as their "Spine Line" at Manly. The movement provided a showcase example of the critical role that the short line railroads play in our global economy.

RIVERPORT RAILROAD RECEIVES FIRST UNIT TRAIN

The arrival of Riverport Railroad's first unit train marked a new milestone in the history of this local redevelopment success story. The unit train, consisting of over 70 cars loaded with fertilizer from Florida destined for heartland farms, arrived early on the morning of March 30, on the Robinson Spur interchange with the Burlington Northern Santa Fe. Riverport Railroad will be responsible for switching and marshaling of the railcars making them available as required for further distribution to the wider agricultural market. This business will complement the existing work load which last year saw over 7,000 switches associated with the marshaling and repair of railcars.

Jack Koster, CEO of Riverport Railroad, stated "This unit train demonstrates the recognition by major rail lines of both our local capabilities and our strategic location". With the winning of unit train business Riverport will grow their operations and continue to make improvements to the infrastructure at the Depot, expanding their capabilities and enhancing the value offered to their rail and rolling stock clients. The Railroad has invested millions of dollars in both the railroad infrastructure and the maintenance and rehabilitation of buildings at the Depot.



Riverport Railroad has built a successful commercial business from the track and rolling stock of the US Army's now closed Savanna Depot. Switching and marshaling of railcars at the Savanna Depot provides much needed and desirable jobs and has a marked impact on the local economy. Riverport began operations in 1996 on a rail yard which had no revenues, no customers and significant deferred maintenance and has steadily increased the value of the railroad and the Depot as a whole. With the activation of the Riverport Railroad, additional opportunities are being created including the opening of a railcar repair facility by Rescar Companies of Downers Grove, IL.

EVERETT RAILROAD CELEBRATES 50th ANNIVERSARY

The Everett Railroad Company marked a milestone last week, recognizing the 50th anniversary of the company's first operation in Everett, PA.

The Everett Railroad was incorporated in 1954 by business leaders and citizens of Everett, PA, for the purpose of saving rail service to their community. The company began operations on April 1, 1954, purchasing approximately four miles of track from the bankrupt Huntingdon & Broad Top Mountain Railroad & Coal Company.

In its early years, The Everett Railroad Company prospered, hauling thousands of freight cars loaded with sand, lumber, farm goods, and many other products. In 1961, the Everett Railroad's largest customer, a sand quarry, closed. The loss of business devastated the tiny railroad, but thanks to hard work and a dedicated community spirit, the company carried on.

Operations on the original line ended in 1982 after Conrail discontinued the Everett Railroad's connecting service, and in 1984, the Everett Railroad moved to a new location in Blair County, Pa. The railroad has since expanded the line twice and now operates a total of 25 miles of track.

The Everett Railroad connects with Norfolk Southern at Hollidaysburg. Principal customers include Appleton Papers, Cargill, Pennfield Feeds, A.P. Green Refractories, Smith Transport, and Roaring Spring Paper Products, NPC, Inc., and others. The railroad employs nine people and owns four locomotives. An office is located in Duncansville, PA, and a repair shop in Claysburg, PA.

RAILROAD RETIREMENT ANNUITY ESTIMATES TO BE AVAILABLE ONLINE

The U.S. Railroad Retirement Board announced that railroad employees can now get estimates of their future annuities over the Internet.

Employees can access this new service, called "Retirement Planner," by visiting the Board's Web site at www.rrb.gov and clicking on "MainLine Services" for directions on establishing an RRB Internet Service account. Once employees establish their online accounts, they will be able to get annuity estimates for themselves and their spouses, as well as conduct other business with the Board, over the Internet. However, to ensure security, employees must first go online to get a Password Request Code, which they will receive by mail in about 7 to 10 days. Employees are encouraged to establish online accounts so the account is ready whenever they need to use this or other Internet services. Employees who have already established online accounts do not need to do so again.

The Retirement Planner will provide employee and spouse estimates for employees who have not yet retired under the Railroad Retirement Act. The estimates will be based on the service and earnings records maintained by the Board and will show the earliest date the employee can receive a full annuity and, if applicable, the earliest date he or she can receive a reduced annuity. In addition, employees can view and print a summary of their current record of railroad retirement service months, compensation, and social security wages. By adding service months, compensation, and wages in future years, they can also obtain an estimate based on projected earnings.

The new service is part of the Board's plan to implement comprehensive Internet services that will expand access to information and allow the railroad public to conduct its business with the agency online. For those who choose not to conduct business over the Internet, the Board's field offices are available to answer in-person, telephone, and written inquiries.

Most Board offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays. Addresses and phone numbers for all Board offices are available by calling the toll-free RRB Help Line at 1-800-808-0772. The RRB Help Line is an automated telephone service available 24 hours a day, 7 days a week. Board office locations and phone numbers can also be found on the Board's website.

RMI ANNOUNCES AVAILABILITY OF AUTOMATED MANIFEST SYSTEM SERVICE

RMI, the largest independent provider of rail information services to the transportation industry, announced the availability of its Automated Manifest System (AMS) Service. The new service provides carriers, port authorities, and freight forwarders with the ability to participate in the U.S. Customs' AMS cargo release notification system, which uses EDI to facilitate the rapid identification and release of shipments.

"RMI is committed to creating a 'Paperless Railroad' system so that railroads can truly streamline operations, control costs and improve customer service," said Paul Pascutti, vice president of marketing for RMI. The introduction of RMI's Rail AMS Service further enables the "Paperless Railroad" environment by automating the formerly manual processing of customs documentation.

The AMS Service links directly to the U.S. Customs' AMS System, allowing faster identification and release of shipments. AMS speeds the flow of cargo and entry processing and provides participants with electronic authorization to move cargo prior to arrival. AMS reduces reliance on paper documents and speeds the processing of manifest and waybill data.

RMI's Rail AMS System provides shipping parties with several action and notification services designed to make U.S. processing and clearance seamless, secure and accurate. Key features of the service include:

- Send Customs a "train enroute, one hour out" message within one-hour of reaching the border
- Receive authorization, through the Internet, for multi-transit border or in-transit border moves
- Designate a broker in the bill of lading who will then receive the bill of lading in U.S. Customs

- CATAIR format, as well as bill status notifications
- Amend, delete or re-add bill of lading data via the Internet
- Receive in-bond authorizations via the Internet
- Designate secondary parties to receive carrier status notifications
- Receive notification of APHIS, other government agency, and U.S. Customs holds and removals

For more information, visit www.railcarmgt.com.

2nd QUARTER RAIL COST ADJUSTMENT FACTOR

The Surface Transportation Board has announced that for the second quarter of 2004, the Rail Cost Adjustment Factor (RCAF) (Unadjusted) is 1.033, the RCAF (Adjusted) is 0.518, and the RCAF-5 is 0.493.

A copy of the STB's Decision, ExParte No. 290 (Sub-No. 5) (2004-2), can be found on the AAR's web site at <http://www.aar.org/AboutTheIndustry/RailCostIndexes.asp> or the STB's web site www.stb.dot.gov/.

STB USER FEE UPDATE

The Surface Transportation Board has issued a user fee update. The Board has approved 19 fees for services for which no fee currently is assessed and has updated several existing fees. The new fees will take effect on April 28, 2004.

The revised STB fee schedule, STB Ex Parte No. 542 (Sub-No. 4), Regulations Governing Fees for Services Performed in Connection with Licensing and Related Services - - 2002 New Fees, is available on the Board's webpage, www.stb.dot.gov, or [click here](#) to view the complete decision.

ASLRRR.ORG ADDITIONS

(Click on the item to view.)

[ASLRRR President, Richard Timmons' Testimony Before the House Transportation and Infrastructure Committee- Subcommittee on Railroads.](#)

[March, 2004 60-Day Letter to the Board of Directors](#)

[Richard Timmons' Remarks at the NITL Spring Forum](#)

RAILROAD TRAFFIC

According to the AAR, U.S. carloads were up 3.1 percent in the week ending March 27, 2004. Carloadings are up 3.0 percent compared to 2003 for the year to date. Carloads for U.S. Non-Class I's that submit data to the AAR were down 2.9 percent for the week, and are down 4.9 percent for the year. Carloads for Week 12 were down 0.7 percent in the East and up 6.5 percent in the West. U.S. intermodal traffic was up 8.3 percent for the week and is up 7.1 percent for the year. U.S. and Canadian intermodal traffic was up 6.9 percent for the week and is up 5.5 percent for the year, with a total of 2,845,153 trailers and containers. Total volume for the week was up 4.4 percent from 2003, with an estimated 30.8 billion ton-miles. Total volume for the year is up 4.4 percent, with 354.2 billion ton-miles through the 12th week of 2004.

For just the week ending March 20, 2004, U.S. carloads were up 5.7 percent and carloads for U.S. Non-Class I railroads that submit data to the AAR were down 2.9 percent. Carloads were down 0.4 percent in the East and up 11.5 percent in the West for the week. U.S. intermodal traffic was up 10.8 percent from the 9th week of 2003 and U.S. and Canadian intermodal traffic was up 9.1 percent from the prior year.

EMBARGO NOTICES & REROUTE ORDERS

A complete listing of embargo notices is available at embargo.railinc.com.

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