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Westin Convention  
Center  
Pittsburgh, PA

Southern Region  
Meeting  
Oct. 30-Nov. 1, 2005  
Beau Rivage Resort  
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## **SENATE CONFIRMS BOARDMAN AS NEXT FRA ADMINISTRATOR**

On April 28, 2005, the Senate confirmed Joseph Boardman as the next head of the Federal Railroad Administration. In his Senate confirmation hearing, Mr. Boardman, who has served as the New York State Transportation Commissioner since 1997, said that his initial priorities as Administrator would be safety, intercity passenger rail, and FRA staff development.

“The recent announcement of Mr. Joe Boardman as the next Administrator for the Federal Railroad Administration is widely welcomed as an important milestone in the agency’s evolution,” commented ASLRRRA President, Rich Timmons. “He is recognized as an excellent spokesman for the railroad industry, having been deeply involved in transportation issues as the Commissioner for Transportation for the State of New York for the past 9 years and Chair of the Subcommittee on Rail Transportation (SCORT) for the American Association of State Highway and Transportation Officials (AASHTO). I look forward to working with him closely in the months and years to come on safety related matters and am confident that he will move the FRA to new achievements and areas of critical importance to our industry. I personally know of no other individual who is better qualified for the job and am certain his contributions will advance the small railroad community forward in this new era of railroading.”

### **STEVEN DALE EISENACH, 1949-2005**

Steven Dale Eisenach, 55, of Virginia Beach, VA, died May 6, 2005, in Durham, NC at the Duke Medical Center. He was employed with Norfolk Southern Railroad as Director of Public-Private Partnership.

Steve was born in Neenah, WI and was the son of Albert W. Eisenach and the late Josephine L. Eisenach. He was a graduate of Menasha High School, Class of 1967. Steve joined the U.S. Navy in 1970, where he served as an air crewman on an anti-submarine warfare (ASW) plane. He then attended the University of Wisconsin-Oshkosh where he earned a degree in geography and urban planning. He then earned a Masters in Public Administration in 1984, from the University of Indiana.

In 1984, he joined the Southern Railway Company, a predecessor of Norfolk Southern. The railroad industry was undergoing rapid change as it sought to adjust to a more competitive environment and Mr. Eisenach was an important player in those changes. He worked on the Norfolk and Western-Southern Railway consolidation that created Norfolk Southern as well as Norfolk Southern’s efforts in the mid-80’s to acquire Conrail.

By the late 1980’s, competitive pressures forced Norfolk Southern to shed thousands of miles of uneconomic lines; Mr. Eisenach was a key participant in that successful effort. Some lines were abandoned, but thousands of miles were saved by new, lower cost short line carriers. Once the downsizing effort was largely done, Mr. Eisenach focused on making the new partnership between big and little railroads work. He was an “honest broker” in many Norfolk Southern and industry efforts to create a true partnership with these new carriers.

In the mid-1990’s, mergers once again occupied center stage, and Mr. Eisenach was a key player in Norfolk Southern’s efforts to gain a large part of Conrail for the Norfolk Southern system, thus creating the present day Norfolk Southern system.

In recent years, Mr. Eisenach was once again at the forefront of change. Norfolk Southern embraced public-private partnerships, where railroads join with government to fund the expansion of rail infrastructure. Mr. Eisenach was a leader in this effort and his tireless effort to create alliances with government won him the respect of many in both the private and public sectors.

“Norfolk Southern and the railroad industry have lost a professional railroader of enormous value and ability,” said Rich Timmons, President of the American Short Line and Regional Railroad Association (ASLRRRA). “Steve Eisenach was one of those uniquely talented and balanced individuals who have the capacity to bring about significant change without fanfare and emotion and at the same time build

relationships and generate respect from all with whom they come in contact. His sincere interest and dedication to the work he did for NS and his determination to build a seamless network among railroad companies gained him the respect and admiration of short line and regional railroads, and was a vision that he talked about and pursued as a strategic planner for NS. All of the short line members who knew him trusted his judgment on a wide array of railroad issues and will deeply miss him.”

Roger Bell, President & CEO, Columbus & Greenville Railway and ASLRRRA Chairman, wrote:

On behalf of the hundreds of friends and acquaintances throughout the American Short Line and Regional Railroad community, we offer the Eisenach family our sincerest condolences; our thoughts and prayers are with you during this most difficult time.

During some twenty years of working closely with the many entrepreneurs, owners, and operators of short line railroads, Steve Eisenach, as Director of Corporate Development, and the Norfolk Southern created thousands of miles of short line railroad operations. Known as the Norfolk Southern Thoroughbred Shortline program, rail transportation service was saved to hundreds of communities and rail shippers on thousands of miles of rail lines through the creation of new, lower cost short line carriers with new operators, virtually all who have been very successful.

It was throughout this effort that Steve earned the respect and friendship of so many short line operators. We all learned that his word was his bond and every agreement he entered into was based on fairness. As the years went on we learned just how committed and devoted Steve was to these new operations. Steve took a leadership position in the arduous task of negotiating a Railway Industry Agreement, an effort to create an even greater partnership between the Class I's and this new wave of Short Lines. There were many times when the process appeared stalled, but Steve never gave up and the job was completed. Had it not been for this commitment, our industry would not have the effective agreement we have in place today.

In his latest assignment at Norfolk Southern, Steve was Director-Public Partnerships. During a recent visit with Steve, he and I talked about his physical challenges and the ordeal he was anticipating he would have to go through. But, the Steve we all know was looking ahead and was anxious to get back to full speed as he said the public-private partnership held opportunities like none he had seen before; he was excited about this new challenge.

Steve had the vision to recognize the enormous value, both to the communities all along the I-81 corridor and to NS, and the tremendous efficiencies that could be gained by reducing congestion on the highways and the tremendous improvement to the quality of life and protection of the environment.

For those who had the opportunity to work with Steve, the experience was a distinct privilege, as he will always be known for his character, his honesty, and his outstanding commitment to the industry he loved and the compassion he felt for those friends.

Sometimes we talk partnerships, but Steve Eisenach was what partnerships are all about. Steve was a dear friend to all of us at ASLRRRA and his talents, his dedication, and his commitment will be dearly missed.

Steve is survived by his loving wife, Dianne, his father, Albert, two sisters and their husbands, a brother and his wife, his mother-in-law, two brothers-in-law, several nieces and nephews; and many relatives and friends.

A memorial service will be held at 2:00 p.m. Wednesday, May 11, 2005, in Hollomon-Brown Funeral Home, Bayside Chapel. Burial will be private. In lieu of flowers, memorial donations may be made to Indiana University Foundation – SPEA, Attn: Ms. Susan Johnson, 1315 E. 10th Street, Bloomington, IN 47405. Upon receipt of \$25,000, a scholarship endowment will be set up in Steve's name for graduate students in IU's School of Public and Environmental Affairs. Condolences may be offered to the family at [www.hollomon-brown.com](http://www.hollomon-brown.com).

## **RAILCONNECT INDEX SHOWS DOUBLE DIGIT TRAFFIC INCREASES IN Q1 2005**

RMI, the largest independent provider of rail information services to the transportation industry, recently reported the RailConnect Index Quarterly Analysis of Traffic Statistics for the First Quarter 2005. In its Quarterly Analysis, which is designed to provide railroads and rail shippers with insight on short line growth and trends, RMI reports that short line carload traffic increased by 11.5 percent in the 12 weeks ending March 26, 2005.

The RailConnect Index provides traffic statistics, including summaries of 13 commodity groups, from approximately 200 short line, regional and switching and terminal railroads in North America.

“By making this information available to the public RMI’s goal is to elevate the awareness of the significant role played by short lines in providing critical rail transportation services all over North America.” said Pete Kleifgen, Chairman of RMI.

### **Extraordinary Increases in Commodity Traffic**

Excluding bulk commodities and intermodal traffic, carload growth for the short lines included in the RailConnect Index was 11.9 percent, while Class I carload growth equaled 2.3 percent. Sixty-three percent of all short line growth in the first quarter was accounted for by carload traffic, with intermodal accounting for 31 percent.

Stone, clay and aggregates at 32.5 percent grew faster than all other commodities on short lines quarter over quarter. Short line intermodal traffic took second place at 31.1 percent. Five commodities reported double digit growth in the first quarter of 2005 including stone, clay and aggregates; petroleum and coke; waste and scrap materials; metals and metal products and intermodal. Grain and ‘all other’ were the only commodities to decline.

### **Short Line Traffic Remains Solid and Consistent**

In looking at traffic volumes, short lines remain consistent quarter over quarter in the types of traffic handled.

- Originating traffic accounted for 36.5 percent of all short line traffic in 2005 verses 35.6 percent in 2004
- Terminating traffic accounted for 41.6 percent in 2005 verses 42.2 percent in 2004
- Bridge traffic accounted for 9.7 percent in 2005 verses 9.5 percent in 2004
- Local traffic accounted for 12.2 percent in 2005 percent verses 12.7 percent in 2004

In 2004, local traffic grew 6.84 percent during the first quarter and 14.4 percent for all of last year. Bridge traffic, the most vulnerable type of traffic for short lines, accounted for 9.7 percent of 2004 traffic and grew at 14.4 percent for the year.

### **RMI Data Collection Process**

RMI collects and aggregates the data for the RailConnect Index through the company’s RailConnect® suite of services. The RailConnect applications enable more than 260 railroads and rail shippers in the U.S., Canada, and Mexico to manage rail operations, improve customer service and reduce costs. From its current RailConnect customer base, RMI processes more than six million carloads annually for railroads, rail shippers and railcar leasing companies.

RMI’s RailConnect Index Quarterly Analysis is available for distribution and publication to industry analysts and trades journals. The Index is also available to RailConnect customers free of charge.

## **CHARLES HENRY BISCHOFF, 1936-2005**

Charles Henry Bischoff, 68, of Rutland, died April 13, 2005, at the Fletcher Allen Health Care Center in Burlington, VT, after a short illness.

Mr. Bischoff was born Sept. 8, 1936, in Summit, N.J., the son of Henry A. and Helen (Glaab) Bischoff. He graduated from the Barringer High School, Newark, NJ in 1954, and attended the Stevens Institute of Technology. After enlisting in the U.S. Army and receiving an honorable discharge, he married the former Cecelia Zabrosky on Sept. 9, 1967, in Burlington, VT.

He started his career with the Vermont Railway as chief engineer, retiring in 2003 as the vice president of operations. Following his retirement, the Vermont Railway honored his years of service by naming Engine 306, the Charles H. Bischoff.

Jim Warsher of Rutland, VT, commented,

I recently retired from Vermont Rail System, and I had the pleasure of serving under Charlie. He was a hard taskmaster, and his knowledge was all-encompassing. He knew all aspects of railroading intimately, and he would often get phone calls from the highest of high-ups at the mega-railroads like Union Pacific and Burlington Northern Santa Fe asking Charlie's advice.

Charlie was friends with our shippers and did many favors for them. He was friends with all those people of good will who wish to increase Amtrak's presence in Vermont. He was friends with many of our neighbors and abutters and helped them with their problems. He was friends with all of us employees and was never too busy to help anyone. Charlie understood civil and mechanical engineering; he knew his facts and he wasn't afraid of hard work.

In his later years, he trained the next generation of Vermont Rail managers and workers because the owners of the railroad continue to insist on nothing but the best for Vermont rail transportation, and Charlie wanted to pass on what he had learned over the years. So even with Charlie gone, he leaves us a living legacy of highly skilled, hard-working railroad people to carry on the tradition. He will be sorely missed."

Mr. Bischoff had been a Scout leader for the Boy Scouts and was a member of the Rutland Railroad Association. He enjoyed model railroads, golf, camping and the outdoors.

He is survived by his wife, Cecilia, a daughter, a son, four grandchildren, a niece and several nephews.

Memorial contributions may be made to American Heart Association, New England Affiliate, 20 Speen St., Framingham, MA 01701-4688.

## **GENESEE & WYOMING ANNOUNCES SENIOR MANAGEMENT APPOINTMENTS AND CHANGES AT ITS RAIL LINK, INC. SUBSIDIARY**

On May 2, 2005, Genesee & Wyoming Inc. (GWI) announced the following senior management appointments:

- John C. Hellmann has been named President of GWI. Mr. Hellmann has been the Company's Chief Financial Officer for the past five years. He will be working in Perth, Western Australia for the rest of 2005, on assignment at the Company's 50%-owned subsidiary, the Australian Railroad Group.

- Timothy J. Gallagher has been named Chief Financial Officer of GWI. Mr. Gallagher was previously Senior Vice President and Treasurer of Level 3 Communications. Prior to that, Mr. Gallagher held a number of senior financial positions during nearly five years at WilTel Communications and eight years at BP Amoco Corporation. Mr. Gallagher has a BSE from Princeton University, an MBA from The Wharton School of the University of Pennsylvania and an MS in Financial Mathematics from the University of Chicago.
- Charles N. Marshall has been named Vice Chairman of GWI. Mr. Marshall has been the Company's President and Chief Operating Officer for the past seven years. His 44 years of railroad industry experience have included positions with Conrail, Southern Railway and Chessie System Railroads.
- James W. Benz has been named Chief Operating Officer of GWI. Mr. Benz has been President of GWI's Rail Link subsidiary for the past seven years. He founded Rail Link in 1987, which was subsequently acquired by GWI in 1996, and he has built the business into one of GWI's largest operating units. His 33 years of railroad industry experience have included positions with the Seaboard Coast Line and CSX Transportation.
- Billy C. Eason has been named President of Rail Link, Inc. He also has been named GWI's Senior Vice President – Rail Link. Mr. Eason joined Rail Link in 2001 and was appointed Vice President Railroad Operations in 2002. His 38 years of railroad industry experience have included positions with the Atlantic Coast Line, Seaboard Coast Line and CSX Transportation.
- Murray J. Vitlich has been named Deputy Chief Executive Officer of GWI's 50%-owned subsidiary, the Australian Railroad Group (ARG). At the February meeting of the ARG Board, Mr. Vitlich was appointed to his new position in anticipation of CEO Mike Mohan's planned return to the United States at the end of 2005. Mr. Vitlich has served both as General Manager Finance and Chief Operating Officer of ARG since December 2000.

GWI also announced a number of organizational changes at its Rail Link, Inc. subsidiary following the appointments of Mr. Benz and Mr. Eason.

Rail Link is the largest of GWI's North American operations, managing 12 short line railroads and 32 industrial switching contracts at 28 locations from its headquarters in Jacksonville, Florida.

In addition to Mr. Eason's appointment as Rail Link President, two new positions have been created to manage Rail Link's growing portfolio of short line railroads:

- David J. Rohal, formerly Rail Link's Vice President Business Services, has been appointed Vice President Atlantic Short Lines, with responsibility for seven railroads; and
- Charles E. McBride, formerly General Manager of Rail Link's Arkansas Louisiana & Mississippi and Fordyce & Princeton railroads, has been named Vice President Gulf Central Short Lines with management responsibility for five railroads.

Rail Link also recently restructured its industrial switching operations in order to manage growth in this part of its business. Ronald L. Bierman joined the company in January 2005 as Vice President Switching Operations with responsibility for Rail Link's industrial switching locations. He was previously Vice President Sales & Engineering at RailComm, Inc., a supplier of rail dispatching software in Fairport, New York, and prior to that Assistant Vice President Yards & Terminals for CSX Transportation. Reporting to Mr. Bierman:

- Jeffrey E. Geary has been named General Manager Eastern Switching Operations (17 locations); and
- William E. Price has been named General Manager Western Switching Operations (11 locations).

"Rail Link has experienced significant growth over the past several years primarily due to its success in the award of competitively bid business in industrial switching and Class I branch line spin-offs," said GWI Chairman Mortimer B. Fuller III. "This new business is in addition to acquisitions made by GWI and

managed by Rail Link. We've been fortunate to have been able to attract and retain a team of experienced, high quality managers at Rail Link, which really has made this growth possible."

In other recent appointments: Tony Long, formerly Superintendent of Terminals for CSX Transportation, joined Rail Link in March 2005 as Vice President Customer Service. Rail Link's 24/7 customer service center supports all Rail Link short line railroads. Rick A. Leggett joined Rail Link in September 2004 as General Manager Maintenance of Way. He was previously Director Way and Structure Projects for Alaska Railroad, where he spent 26 years in various maintenance and operations positions.

William A. (Bill) Jasper continues as Rail Link's Vice President Operation Services and Jack N. Brown continues as Vice President Safety and Compliance. Both have been with Rail Link for over 16 years.

### **ARKANSAS MIDLAND TO HOST FRA TRAINING SEMINAR**

On June 21-23, 2005, Arkansas Midland Railroad in conjunction with the Federal Railroad Administration will host an FRA Training Seminar in Hot Springs National Park, Arkansas, at the Clarion Resort and Conference Center located on Lake Hamilton. They have reserved the entire resort at a special rate of \$75.95/night for attendees making reservations prior to June 10, 2005. You can make reservations by calling 1-800-432-5145 or by visiting their web site at [www.clariononthelake.com](http://www.clariononthelake.com) – be sure you mention that you are attending the FRA Seminar to receive the special conference rate.

The meeting will kick off with seminar registration and social activities beginning at 7:00 p.m., Tuesday evening. Seminar orientation will begin promptly at 8:00 a.m. Wednesday morning with a full day of seminar training events taking place. The day will wind down on Wednesday evening with a poolside cookout. Thursday's full slate of seminar activities will conclude with the presentation of seminar gifts and prizes and Friday has been designated as vendor/attendee play day.

Topics for the seminar will include:

- Motive, Power and Equipment Workshop
- Operating Practice Workshop
- Track Workshop
- Haz-Mat Workshop
- Signal/Grade Crossing Workshop

There will be two Operation Lifesaver Tabletop presenters, one from Texas and one from Arkansas. Bob Marcum and David Hicks will also be very active at the seminar.

This whole event is made possible by the generosity of vendor sponsors. As in the past, there will be no charge for meals or entertainment to railroad attendees – no rock has been left unturned toward making your trip memorable and informative. In addition, because of the generosity of our vendors, there will be some outstanding prize opportunities, including a gift certificate for a weekend package at Big Cedar Lodge (owned by Bass Pro Shop) in Branson, MO. To download a registration form, [click here](#).

### **RAILROAD TRAFFIC**

According to the AAR, U.S. carloads were up 1.8 percent in the week ending April 30, 2005, with 355,408 cars originated, compared to 349,086 cars originated in 2004. Carloads for U.S. Non-Class I's that submit data to the AAR were up 0.5 percent for the week and are up 6.2 percent for the year to date. U.S. intermodal traffic was up 7.3 percent for the week and is also up 7.3 percent for the year to date. U.S. and Canadian intermodal traffic is up 6.0 percent for the year. Total volume is up 3.4 percent for the year, with an estimated total of 539.7 billion ton-miles.

According to RMI's RailConnect Index, which includes traffic summaries for 200 short line and regional railroads, short line carloads were up 1.82 percent for the week ending April 23, 2005. Short lines reporting to RMI moved 92,984 cars for the week, compared with 91,326 cars for the same week in 2004. For the year-to-date, short line traffic was up 12.00 percent, with 1,508,734 cars handled in 2005, compared to 1,347,025 cars handled at the same point in 2004. Intermodal traffic makes up the largest percentage of traffic for a single commodity group, with 248,631 carloads handled for the year-to-date. Metals & Products make up the fastest growing commodity group, with a 36.41% increase in carload shipments over 2004.

### **EMBARGO NOTICES & REROUTE ORDERS**

A complete listing of embargo notices is available at [embargo.railinc.com](http://embargo.railinc.com).

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