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## SENATOR LINCOLN TOURS ARKANSAS MIDLAND, JOINS ASLRRRA MEMBERS FOR LUNCHEON



On Tuesday, May 25<sup>th</sup>, Senator Blanche Lincoln (D-AR) joined hosts Maggie Silver of Pinsky Railroad Company, Charles Laggan of Arkansas Midland Railroad, Scott Hulstrom, representing RailAmerica PAC, Reilly McCarren and Brent McCready of the Arkansas & Missouri Railroad, and Chuck McBride of the Arkansas, Louisiana and Mississippi, representing Genesee & Wyoming Inc PAC in conjunction with ASLRRRA for a very successful fundraising luncheon. Because of the efforts put forth by these hosts, over \$15,000 was raised for the Senator's re-election campaign. Those who contributed at the host level but were unable to attend include: John P. Levine (*host*) of Pinsky Railroad Company, Eugene H. Blabey II of Livonia, Avon & Lakeville Railroad Corp, John P. Gill, Dale R. Hawk of RJ Corman Railroad Group, and Walter G. Rich representing the Delaware Otsego Corp. PAC (*host committee*).

Following the luncheon, the Arkansas Midland Railroad hosted Senator Blanche Lincoln for a "meet and greet" tour of the Arkansas Midland operations. This tour allowed the Senator to see rail operations, meet employees and gain an overall understanding of the short line and regional railroad industry.

As a member of the important Senate Finance committee, Senator Lincoln was not only engaged but extremely supportive of industry needs; she talked at length about the need for rail infrastructure funding. She is a strong advocate of short line and regional railroads and recognizes that they provide the necessary service of connecting rural business to the main line and the rest of the world. The "meet and greet" is also featured on Senator Blanche Lincoln's campaign website: [www.blanche04.org/photo-album/](http://www.blanche04.org/photo-album/).

Special thanks go to Chuck Laggan, Barbara Vaught, Tommy Aaron and Gary Brown for all of their hard work on logistics for the event and in preparing a very delicious lunch for the Senator and guests.

If you are interested in learning more about our grassroots program or hosting a similar event for your elected representative, please contact Sally Johnson at 202- 638-7790 or [sally.johnson@cchinc.com](mailto:sally.johnson@cchinc.com).

### MULVEY SWORN IN AS STB MEMBER

Francis P. Mulvey was formally sworn in on June 2, 2004 as a Member of the STB. Mulvey was nominated for the position by President Bush on November 3, 2003 and was confirmed by the Senate on May 21, 2004.

Commissioner Mulvey, a Democrat from Maryland, is the STB's eighth Member and will serve for the remainder of a five-year term expiring December 31, 2007.

Mulvey formerly served as the Democratic Staff Director for the U.S. House Committee on Transportation and Infrastructure's Railroad Subcommittee. He previously had served as Deputy Assistant Inspector General for Rail, Transit, and Special Programs for the U.S. Department of Transportation. Prior to that position, Dr. Mulvey served as Assistant Director for the U. S. General Accounting Office. He has taught at

a number of universities, including most recently at the University of Maryland's R. H. Smith School of Business and Public Administration.

Commissioner Mulvey earned his bachelor's degree from New York University, his master's degree from the University of California at Berkeley, and his Ph.D. from the Washington State University.

The Board will meet on June 22 to introduce Commissioner Mulvey and Commissioner William Douglas Buttrey, also recently sworn in as a member of the Board. The STB will also elect a Vice Chairman, announce its agenda for the months of July and August, and consider several matters pending before the agency.

### **OHIO RAIL DEVELOPMENT COMMISSION RELEASES OP-ED ON NEED FOR RAIL FUNDING**

On June 3, 2004, the Ohio Rail Development Commission released an Editorial Opinion by ORDC Executive Director, James Seney entitled "Gasoline Prices: Time to Rethink Rail in Ohio." The article notes that the recent increase in gasoline prices has pushed the need for rail investment to the forefront.

As motorists and shippers seek out alternatives to highway transportation, Seney fears that rail will not be able to meet the higher demand without additional investment from the states and federal government. He writes, "We are literally seeing opportunities to improve our economy and mobility pass by for lack of adequate and dedicated funding for Ohio's and the nation's rail infrastructure." He notes that several rail projects are being planned across the country as state and federal officials realize the need for alternatives to highway funding. "But all of this requires a major federal commitment to the states in terms of transportation funding and a change in how we distribute those funds at the federal level. We hope the public, especially those cringing at that \$2.00-plus window glaring from the gasoline pump, begins demanding action from Congress and the administration to invest in our rail infrastructure."

To read the entire article, [click here](#).

### **N.C. BOARD OF TRANSPORTATION GIVES \$2M TO RAILROADS**

The North Carolina Board of Transportation (NCDOT) has awarded \$2 million in state funds through the Rail Freight Assistance Program to nine short line railroads. The grants, which come from funds for the *NC Moving Ahead* program and the department's Rail Industrial Access Program, will be used for track maintenance and improvements. According to assessments made by NCDOT, the improvements on the nine railroads will directly benefit 15 counties and 50 companies employing more than 5,000 people across the state. The Rail Freight Assistance Program was started earlier this year to help smaller railroads maintain and improve their tracks and better serve industries in primarily rural areas.

*NC Moving Ahead* is a two-year, \$700 million program designed to modernize roadways, improve highway maintenance and expand public transportation services. The following is a list of the short lines receiving the funds, the amount of the grant, and what the project entails:

- Aberdeen Carolina & Western Railway; \$500,000; Upgrade portions of track to 286,000 lb railcar standards, replace 1/3 of the crossties between Aberdeen and West End; construct 5700 feet mainline in Candor.
- Alexander Railroad; \$357,500; Upgrade I-40 bridge to 286,000 lb railcar standards
- Aberdeen & Rockfish Railroad; \$87,000; Repair Beaver Creek trestle near Skibo; treat timber on four bridges to preserve the structures

- Atlantic & Western Railway; \$52,500; Repair and upgrade Big Buffalo Creek bridge
- Carolina Coastal Railway; \$50,000; Replace 2,000 cross-ties over 18 miles as part of routine track maintenance
- Laurinburg & Southern Railroad; \$105,423; Surface track and replace 2,200 cross-ties in four-mile stretch
- Nash County Railroad; \$46,525; Surface several miles of track; replace deck ties and repair walkway on the Tar River bridge
- North Carolina & Virginia Railroad; \$452,902; Replace existing rail to meet 286,000 lb railcar standards along 7-mile stretch
- Yadkin Valley Railroad; \$348,150; Install 468 cross-ties per mile; surface 30 miles of track

For additional details, [click here](#).

### **P.A. RELEASES \$1.5M FOR RAIL-FREIGHT IMPROVEMENT PROJECTS**

On June 7, Pennsylvania state Transportation Secretary Allen D. Biehler, P.E. announced the release of more than \$1.5 million in state capital budget funds to help finance needed infrastructure repairs on four rail-freight projects.

"The smooth and efficient operation of our railroads contributes to economic development, job creation and safer highways," Biehler said. "These grants provide the capital necessary to maintain and expand essential rail-freight operations in Pennsylvania."

PennDOT's Bureau of Rail Freight, Ports and Waterways oversees the funding which will be used for the construction, maintenance, repair and rehabilitation of rail lines, rail sidings and grade crossings.

Recipients of capital budget funding are:

- Bessemer & Lake Erie Railroad Company, Monroeville, \$501,000. The grant will help pay for the rehabilitation of main line and passing lane and reconstruction of 75 miles to ensure continued freight service in Allegheny, Butler and Mercer counties.
- Energy Resources, Inc., Brockway, \$333,744. This project involves rehabilitation of a spur off the Buffalo & Pittsburgh mainline that will allow for an increase in coal loading and transloading other materials, including aggregates and salt.
- Northeast Freight Transfer, Inc., Scranton, \$500,000. Money will be used to rehabilitate the rail infrastructure at the Tyler Intermodal Facility in Taylor, Lackawanna County.
- SEDA-COG Joint Rail Authority, Lewisburg, \$210,000. The funding will be used to help finance construction of a bridge over a new railroad spur along the Whiterock Quarry track near Pleasant Gap, Centre County.

### **ASLRRRA ANNUAL REPORT, 60-DAY BOARD UPDATE ONLINE**

ASLRRRA's 2003 Annual Report is now available online. It features information about the ASLRRRA's activities for the year, as well as financial information about the Association. [Click here](#) to view the Annual Report.

ASLRRRA President Richard Timmons sends regular updates to the Board of Directors on the activities of the Association. To read the June letter to the Board of Directors, [click here](#).

## **RRB ISSUING STATEMENTS OF SERVICE**

Each year, the U.S. Railroad Retirement Board prepares a "Certificate of Service Months and Compensation" (Form BA-6) for every railroad employee who received creditable railroad compensation in the previous calendar year. The forms will be mailed to employees by the Board during the first half of June. While the Board has made every effort to compile and keep current a file of the addresses of all active railroad employees, employees for whom compensation was reported in 2003, but who have not received Form BA-6 by July 1, or need a replacement, should contact the nearest Board field office.

Form BA-6 provides employees with a record of their railroad retirement service and compensation and is used to determine whether an employee qualifies for benefits and the amount of those benefits.

It is important that employees review their Form BA-6 to see whether their own records of service months and creditable compensation agree with the figures shown on the form. In checking the 2003 compensation total, employees should be aware that only annual earnings up to \$87,000 were creditable for railroad retirement purposes in that year, and that \$87,000 is the maximum amount shown on the form.

Form BA-6 also shows the number of months of verified military service creditable as service under the Railroad Retirement Act, if the service was previously reported to the Board. Employees are encouraged to submit proofs of age and/or military service in advance of their actual retirement. Filing these proofs with the Board in advance will streamline the benefit application process and prevent payment delays.

On the Board's website, employees can request that printouts of their individual railroad retirement records of service months and compensation be mailed to them. A PIN/Password is not required to use this service. This service can be accessed simply by visiting the Board's Web site at [www.rrb.gov](http://www.rrb.gov), clicking on "MainLine Services," and selecting the "Request my Service & Compensation History" option.

Employees may also view their railroad retirement service and compensation records, as well as get estimates of their future annuities and apply for railroad unemployment benefits, through the Board's Web site. However, to use these additional online services, an employee must first get a PIN/password and then establish an RRB Internet Services account. To do this, the employee must first go to "MainLine Services" and then click on "Create my Pin/Password." If the employee's name was incomplete on Form BA-6, and he or she has not yet contacted a Board field office to correct it, the employee should enter his or her first and middle initials and his or her surname just as it appears on the Form BA-6 or a previously furnished printout of service and compensation, along with the other requested information.

For most employees, the address and phone number of the Board office serving their area are provided on the form. Addresses and phone numbers for all Board offices are available by calling the toll-free RRB Help Line at 1-800-808-0772 or by checking the Board's Web site at [www.rrb.gov](http://www.rrb.gov).

## **FRA / ASLRRRA SAFETY SEMINAR SCHEDULED**

The FRA, in cooperation with ASLRRRA and the Tourist Railway Association will hold a short line safety seminar August 10-12, 2004 at the Marina Hotel in San Pedro, California. The seminar will be hosted by the Pacific Harbor Line and will include three days of classroom sessions and field activities. [Click here](#) to view the schedule for the seminar. For registration information, contact FRA's Region 7 office at 916-498-6540.

## **RELCO FINANCE ACQUIRES JOSEPH TRANSPORTATION SERVICES' LOCOMOTIVE LEASING DIVISION**

RELCO Finance, Inc., an affiliate company of RELCO Locomotives, Inc., recently announced the acquisition of Joseph Transportation Services Inc.'s locomotive leasing division. The transaction includes all but one of Joseph Transportation's locomotive operating leases in the United States. Also included as a

part of the transaction were an undisclosed number of Joseph's non-leased locomotive assets. The leases, many of which include full-maintenance provisions, will be managed out of RELCO's corporate headquarters in Minooka, IL.

"The acquisition brings us almost 50 new operating leases and positions us as the largest operating lessor of switcher locomotives in North America. We look forward to continuing to provide these customers with excellent motive power and maintenance support services," said Donald L. Bachman, RELCO's Chairman and CEO. "The acquisition is a perfect complement to our core business; providing high quality locomotives for lease and supporting those locomotives with complete, onsite maintenance programs and repair services."

Since 1961, the RELCO companies have been a leading provider of quality locomotives and locomotive maintenance services throughout the United States and Canada. RELCO Finance, Inc. provides a full range of locomotive leasing options including both switcher and road power under net, full-service, financial, and sale/leaseback arrangements.

### **RAILAMERICA ANNOUNCES APPOINTMENTS OF SWINBURN AS CEO, REDFEARN AS PRESIDENT**

On June 10, 2004 RailAmerica, Inc. announced the appointment of Charles Swinburn, a former U.S. deputy assistant secretary for transportation and nine-year veteran of the RailAmerica board, as Chief Executive Officer effective August 1, 2004. The company also announced the appointment of Donald Redfearn, who has served as an officer and board member since 1992, as President.

"We are fortunate to be able to appoint to the CEO position someone with Mr. Swinburn's broad experience as a business executive, as a government official, as a practicing attorney, and as a Marine Corps officer," said RailAmerica Chairman Gus Pagonis. "More importantly, because of Charlie's long service on the Board he knows the Company and its personnel well - he will hit the ground running, and I look forward to working with him in the years ahead."

Mr. Swinburn said, "I am honored by the trust that my colleagues on the Board have placed in me. I am also excited by the opportunities ahead. The employee team at RailAmerica is first rate, from top to bottom of the organization. Our Board is made up of talented and dedicated people and the management skills and leadership that Gus brings to the Chairman's position will be invaluable to me as I look to him for advice and guidance in the years ahead."

Swinburn's involvement with the railroad industry dates back to the early 1970s. He held several positions in the Transportation Secretary's office, managing the DOT's staff efforts to resolve the Northeast rail crisis, establishing and managing \$2 billion in aid programs to the industry, as well as overseeing Amtrak's \$700 million-a-year budget, and serving on the Board of Directors of Amtrak and on the Management Committee of the Alaska Railroad. As the Deputy Assistant Secretary for Policy, he managed DOT staffs and railroad industry deregulation efforts. Former President Carter appointed Mr. Swinburn to the rank of Distinguished Executive for his government service.

In the private sector, Mr. Swinburn established and led Rollins Field Services, a company that performed approximately 2300 waste remediation projects and became a leader in "Superfund" cleanups. Since 1993, he has been an attorney with the Firm of Morgan, Lewis & Bockius in Washington D.C.

Mr. Swinburn was a highly decorated Marine major. In Vietnam he was twice awarded the Distinguished Flying Cross and was awarded the Air Medal 35 times, flying over 700 combat missions.

Swinburn earned his undergraduate degree from Princeton University, a Masters from Harvard Business School, and his J.D. from the University of Pennsylvania.

"Don Redfearn has served as an officer and director of the Company since its formation in 1992 and his promotion is well deserved. He has shown great ability to strategically build RailAmerica through the years," Mr. Pagonis said.

Mr. Redfearn has served as Chief Administrative Officer of RailAmerica since January 2000, has served as Executive Vice President and Secretary since 1994 and has served as an officer and director of the Company since 1992. Redfearn received his B.A. degree from the University of Miami and graduated from the School of Banking of the South at Louisiana State University.

### **OMNITRAX ANNOUNCES PROMOTION OF BREDE TO EVP – RAIL OPERATIONS**

OmniTRAX recently announced the promotion of Darcy Brede to the position of Executive Vice President of Rail Operations. Brede has been with OmniTRAX for two years and most recently held the positions of Regional Vice President of Rail for Canada and General Manager of the Hudson Bay Railway.

Mr. Brede will be relocating from Winnipeg to Denver Company headquarters. He will be responsible for all the OmniTRAX railroads and switching companies in the United States and Canada.

“Darcy has proven that he can effectively and efficiently run a large scale rail operation,” said Bob Parker, Chief Operating Officer of OmniTRAX. “We are very pleased to be able to put his talents to use on a broader scale.”

### **CATTRON-THEIMEG, INC. HIRES RON MARTIN AS REGIONAL DIRECTOR OF SALES**

Cattron-Theimeg, Inc., a leading manufacturer of portable radio remote control systems for rail applications has announced the appointment of Ron Martin as Regional Director of Sales.

Martin comes to Cattron-Theimeg with over 20 years in the railroad industry, most recently serving as Account Manager for Western U.S. Railroads for CANAC, Inc. Prior to CANAC, Martin was a senior manager for Modern Track Machinery.

With over 57 years of radio frequency experience and a total installed base of approximately 100,000 radio remote control systems globally, Cattron-Theimeg products are suitable for all industries, from railroads to shipyards, mining to aerospace, steel to agriculture, military to amusement parks, material handling and much more.

Cattron-Theimeg has operations in the USA, Canada, UK, South Africa, Brazil and Europe. Contact Cattron-Theimeg at (724) 962-3571 or through its web site at [www.cattron-theimeg.com](http://www.cattron-theimeg.com).

### **RAILROAD TRAFFIC**

According to the AAR, U.S. carloads were down 3.7 percent in the week ending June 5, 2004. For the year to date, carloadings are up 3.4 percent compared to 2003. Carloads for U.S. Non-Class I's that submit data to the AAR were down 6.9 percent for the week, and are down 3.5 percent for the year. Carloads for Week 22 were down 7.3 percent in the East and down 0.7 percent in the West compared to the same week in 2003. U.S. intermodal traffic was down 2.4 percent for the week and is up 8.4 percent for the year. U.S. and Canadian intermodal traffic was down 2.9 percent for the week and is up 6.9 percent for the year. Total volume for the week was down 2.7 percent from 2003 and total volume for the year is up 4.8 percent through the 22nd week of 2004.

For just the week ending May 29, 2004, U.S. carloads were up 10.6 percent and carloads for U.S. Non-Class I railroads that submit data to the AAR were up 14.1 percent. Carloads were up 11.1 percent in the East and up 10.3 percent in the West. U.S. intermodal traffic was up 26.2 percent for the week and U.S. and Canadian intermodal traffic was up 20.8 percent from the prior year.

## **EMBARGO NOTICES & REROUTE ORDERS**

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

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