

**H.R. 876 has
265 Co-sponsors
and
S. 1703 has
18 Co-sponsors**

[Click here to find out if
your representatives or
senators are co-sponsors.](#)

**Make plans now to
attend our fall regional
meetings!**

Southern Region Meeting

Marriott's Griffin Gate
Resort
Lexington, KY
Sept. 12-14, 2004

Eastern Region Meeting

Hyatt Regency on the
Hudson
Jersey City, NJ
Sept. 30-Oct. 2, 2004

Central / Pacific Region Meeting

Hyatt Regency
Riverwalk
San Antonio, TX
Oct. 10-12, 2004

[Questions?](#)
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**Currently, Railroad
Security Alert Level
2 is in Effect**

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2004 REGIONAL MEETINGS APPROACHING

Make plans now to join us this fall for ASLRRA's 2004 Regional Meetings. Click on the meeting name for additional information. Look for program and registration details for the Southern Region Meeting within the next week. Details on the Eastern Region Meeting and Central / Pacific Region Meeting will be out in the next few weeks.

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NY LOOKS TO INCREASE RAIL FREIGHT TRAFFIC ON LONG ISLAND

According to an article in *Newsday*, a Long Island newspaper, New York state officials are looking for ways to increase rail shipments to the island. Currently nearly 100 percent of all freight arrives on Long Island by truck and state officials are hoping that increasing rail shipments to Long Island would result in multiple benefits, including relieving highway congestion, reducing emissions and economic benefits.

The state is proposing to build a truck-rail intermodal facility on a portion of the Pilgrim State Hospital in Brentwood, where freight containers could be moved from rail to truck for local shipping. Using Long Island Rail Road tracks and existing rail siding right-of-way, freight would be delivered via train to the site then transferred to trucks for local delivery and vice versa.

Bruce Lieberman, chairman of the New York & Atlantic Railway, said it is a project that can work on Long Island. Since 1997, the NYA has operated freight trains on the lines owned by the LIRR and serves more than 100 businesses.

"We do understand how the intermodal business works – it takes infrastructure. It will take some design," Lieberman said. "We realize with the amount of trucks driving long distance to get onto Long Island – what they are going to be doing is...take a percentage of that long-haul trucking away, put that container or that flatcar right onto LI for local delivery."

The location is key to the plan. The idea for an intermodal facility has been around for years, but a site was never secured or funding found. A feasibility study by a 28-member coordinating committee found in 2001 that the Pilgrim site could be of beneficial use.

To read the complete article in *Newsday*, [click here](#).

STEELROADS SHORT LINE EVENT REPORTING TOOL UPDATED

The Steelroads.com Short Line Event Reporting tool has been updated to include additional events required under Phase II for July 1, 2004, as well as Phase III reporting requirements scheduled for September 1, 2004. Phase I events included Interchange, Actual Placement and Releases. Phase II adds Constructive Placement, Pull, Bad Order and Hold. Phase III which was scheduled for September 1, 2004, includes Intermediate Arrival and Departure, and Intermodal Events. Currently there are over 79 roads signed up on the Steelroads reporting tool, with 33 active users. Since January, 2004, over 40,000 events have been reported through the Steelroads tool. Visit www.steelroads.com to sign up for this free event reporting tool.

INDIANA RAILROAD TRANSPORTATION GROUP LAUNCHES WEBSITE

The Indiana Railroad Transportation Group has recently launched its new website, www.itrg.org. The website includes information about railroads operating in Indiana, listings of railroads operating throughout various parts of the state, and information about the challenges facing Indiana's railroads. It also provides information on their members, which include Class I's, regional and short line railroads, and rail suppliers. IRTG's current officers are Dick Neumann, Hoosier Southern Railroad, Chairman; John Secor, Louisville and Indiana Railroad, Vice Chairman; and Mark Brown, Central Indiana and Western Railroad, Secretary-Treasurer.

WASHINGTON POST ARTICLE FEATURES H.R. 876 SPONSOR

On July 13, 2004, *The Washington Post* ran an article featuring Jerry Moran, the original sponsor of H.R. 876 and one of Congress's steadiest supporters of short line railroads. The article looked at Moran's experience as a Congressional intern during the Nixon impeachment hearings in the summer of 1974 and how that experience has shaped his political career.

"I think of the summer of 1974 as a watershed," Moran commented. "It was one of the things that changed my life. For the first time I thought maybe it was possible for me, a small-town kid from Kansas, to come to Congress and make things better."

Moran remembers wondering about the future of the country and whether it could survive such an ordeal. He compares today's Washington with the city he first experienced in 1974 and says that the city seems more partisan now.

[Click here](#) to read the full article.

HAYNES CORPORATION ACQUIRES HATCH & KIRK FUEL INJECTION SYSTEMS

On June 28, 2004, Haynes Corporation completed the acquisition of Hatch & Kirk Fuel Injection Systems, located in Norwalk, CA, from its parent company, Hatch & Kirk, Inc., of Seattle, WA. The company will conduct business under the name of Haynes Fuel Injection Corporation and will continue to operate in its present location.

The acquisition will enhance Haynes' product offerings to further develop technologies to meet worldwide and USA-EPA emissions standards. In addition, Haynes will increase its overall capacity to manufacture and produce various fuel injection nozzle assemblies, plunger and barrel assemblies and other engine component parts for industrial diesel engines utilized in locomotive, marine, and stationary applications.

All sales, purchasing and accounting related activities will be conducted from Haynes' corporate offices in Naples, FL.

D. DALE LEAKE RETIRES

Effective July 1, 2004, D. Dale Leake has "officially" retired from L.B. Foster Co. Dale will continue as a Senior Marketing Consultant for L.B. Foster and will continue to represent them at ASLRRRA's meetings and on ASLRRRA's Board of Directors. Dale's new contact information is:

5265 Redfield Road
Dunwoody, GA 30338
Phone: (770) 393-3408
E-Mail: ddleake@bellsouth.net

UNION PACIFIC MOVES CORPORATE OFFICES

Union Pacific Railroad's offices are in the process of moving to a new location. Due to this relocation, any correspondence relating to handling carrier payments after July 31, 2004 should be directed to the following address:

Sr. Manager – Revenue Analysis
Union Pacific Railroad
1400 Douglas Street, STOP 1720
Omaha, NE 68179-1720

As a result of the relocation, the telephone numbers will also be changing effective July 21, 2004. Their new contact information is as follows:

Shawn Ossenfort, Sr. Mgr. – Revenue Analysis
(402) 544-0294
snossenf@up.com

Duane Anderson, Sr. Proj. Mgr. – Revenue Analysis
(402) 544-0031
lmunson@up.com

Lanny Munson, Sr. Proj. Mgr. – Revenue Analysis
(402) 544-0292
drander1@up.com

If you currently fax a copy of your invoice, the new fax number will be (402) 233-3133. If you currently e-mail a copy of your invoice, please continue using the same e-mail address.

CROUCH ENGINEERING MOVES OFFICES

After a decade of steady growth, Crouch Engineering, a premier engineering service provider to the short line and regional railroad industry, announced that it has moved its corporate offices to Brentwood, Tennessee. The new offices are located at 428 Wilson Pike Circle, P.O. Box 1186 Brentwood, TN 37024-1186. All other contact information remains the same. Crouch Engineering has provided planning, survey, track and bridge inspection and design services to short line and regional railroads, state and local governments, and private industries since 1991. Additional contact information is available on their website www.crouchengineering.com.

RAILROAD TRAFFIC

According to the AAR, U.S. carloads were up 20.7 percent in the week ending July 3, 2004. For the year to date, carloadings are up 4.0 percent compared to 2003. Carloads for U.S. Non-Class I's that submit data to the AAR were up 15.9 percent for the week, and are down 1.3 percent for the year. Carloads for Week 26 were up 35.3 percent in the East and 11.4 percent in the West compared to the same week in 2003. U.S. intermodal traffic was up 33.1 percent for the week and is up 9.6 percent for the year. U.S. and Canadian intermodal traffic was up 27.9 percent for the week and is up 7.9 percent for the year. Total volume for the week was up 22.2 percent from 2003 and total volume for the year is up 5.3 percent through the 26th week of 2004.

For just the week ending June 26, 2004, U.S. carloads were up 2.4 percent and carloads for U.S. Non-Class I railroads that submit data to the AAR were up 6.2 percent. Carloads were up 0.6 percent in the East and up 3.8 percent in the West. U.S. intermodal traffic was up 10.6 percent for the week and U.S. and Canadian intermodal traffic was up 8.9 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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