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http://www.aslrra.org/whats_in_the_news/views_and_news/

American Short Line and Regional Railroad Association

VIEWS & NEWS

VOLUME 72

NUMBER 23

DECEMBER 5, 2005

**Make Plans to
Attend the
ASLRRA 2005-06
Meetings and
Annual**

Convention

(Click on the meeting
name for more
information)

FRA/ASLRRA
Safety Workshop
Dec. 6-8, 2005
Hyatt Regency
Union Station
Saint Louis, MO

Rail Security
Conference
Jan. 30-31, 2006
Marriott Hotel
Washington, DC

2006 Annual
Convention
Apr. 23-25
World Center
Marriott
Orlando, FL

Questions? Comments?
E-Mail Us.

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

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ORVILLE HARROLD, P&W PRESIDENT, PASSES AWAY AT 73

Orville R. Harrold, president of the Providence and Worcester Railroad company, died unexpectedly Tuesday, November 22. Robert H. Eder, Chairman and C.E.O. of the P&W, will assume Mr. Harrold's duties pending an election by the company's Board of Directors.

Mr. Harrold graduated from Brooklyn Tech High School and The Pratt Institute in 1954 with a bachelor's degree in mechanical engineering both in Brooklyn, N.Y. Mr. Harrold then went to work for two years at Westinghouse Air Brake Co. in Wilmerding, Pa. as a test engineer. He served in the U.S. Marine Corps as a Captain from 1956-60.

Over the next 13 years, he worked for the Pennsylvania Railroad (Penn Central) and rose to assistant regional mechanical superintendent of the metropolitan region.

He joined the P & W Railroad in 1973 as its chief engineer. He was named general manager in 1974 and a director in 1978. He became president of the Railroad in 1980.

The funeral will be held Monday, Nov. 28 at 10 a.m. in the Brookfield Congregational Church, Central Street, Brookfield. Burial will follow in Pine Grove Cemetery, West Brookfield. Calling hours are from 3:00-7:00 PM Sunday, Nov. 27 in the J. Henri Morin & Son Funeral Home, 23 Maple Terr., Rte. 31 So., Spencer. In lieu of flowers donations can be made to The Kiwanis Club of Worcester, 75 Hammond Street, Worcester, MA 01610 or to the Brookfield Congregational Church, P.O. Box 457, Brookfield, MA 01506.

GENESEE & WYOMING PROVIDES AID TO STRICKEN AREAS

The Genesee & Wyoming Railroad recently made a donation to the American Red Cross Hurricane Katrina Fund on behalf of residents in the Gulf Coast region. G&W employees from around the country donated \$33,000, with the company matching 2 to 1 for an additional \$67,000, bringing the total to \$100,000.

A special thank you goes out to Bob Grossman for contributing this story, and also to Genesee & Wyoming for providing much needed monetary donations. If you have a similar story, comments, or questions, please contact Dave Whorton at (202) 585-3430 or send an e-mail to dwhorton@aslrra.org.

PORTEC WELCOMES NEW STAFF

Portec Rail Products Ltd., a leader in providing rail freight and transit operators with innovative engineering, products, services and solutions is proud to announce the following appointments;

Mr. Mike Yared has joined their team as Manager, Sales and Marketing. Mr. Yared's will oversee the Canadian accounts and will be instrumental in the continued growth of all product lines. Mr. Yared will be reporting to Mr. Gerry Clark, Vice President and General Manager, Portec Rail Products Ltd.

Mr. Michael Myronov has joined their team as Regional Manager – Sales. Mr. Myronov will cover Eastern Canada and northeastern US accounts and will be reporting to Mr. Yared.

Both Mr. Yared and Mr. Myronov will be based in the Portec Rail Products, Ltd in Lachine Quebec.

Portec Rail Products, Inc., headquartered in Pittsburgh, Pennsylvania, manufactures, supplies and distributes a broad range of railroad products, including rail joints, rail anchors and spikes, railway friction management products, railway wayside data collection and data management systems and load securement systems. The Company's largest business unit, the Railway Maintenance Products Division, operates a manufacturing and assembly plant in Huntington, West Virginia, an engineering and assembly facility in Dublin, Ohio (Salient Systems), and is also headquartered in Pittsburgh. The Company also has two Canadian subsidiaries, one of which is headquartered near Montreal with a manufacturing operation in St. Jean, Quebec and the other headquartered in Vancouver, British Columbia that is a technology and manufacturing facility (Kelsan Technologies). In addition, the Company sells load securement systems to the railroad freight car market through its Shipping Systems Division located near Chicago, Illinois. The Company also manufactures railway products and material handling equipment at its wholly-owned subsidiary in the United Kingdom with operations in Wrexham, Wales and Leicester, England. Portec Rail Products, Inc.'s web site address is www.portecrail.com.

FLETCHER & SIPPEL, LLC, WELCOMES TWO TO FOLD

Fletcher & Sippel, LLC, recently welcomed two new staff Richard A. Capra and Michael J. Barron, Jr. to their team. Mr. Capra was formerly the Associate General Counsel for the Northeast Illinois Regional Commuter Railroad Corporation (METRA), and Mr. Barron was Counsel-U.S. Legal Affairs for Canadian National Railway Company.

EVANSVILLE WESTERN AIMING FOR FLYING START

The Evansville Western Railway, a new short line set to begin operating Dec. 30, is promising better service to some big customers. One of its biggest believes the promises.

The U.S. Surface Transportation Board approved a plan this fall to create a 124-mile short line by the Paducah & Louisville Railway from Howell yard in Evansville, Ind. to Okawville, IL.

Paducah & Louisville won a bidding contest on the route, bought the track and ties of CSX Transportation's St. Louis Subdivision for an undisclosed sum and agreed to lease the line for 20 years with an option to renew.

A.V. "Tony" Reck, Paducah & Louisville's president and chief executive, said the business center and anticipated headquarters for EVWR will be Mount Vernon, Ind., with industries including a major coal terminal at Southwind Maritime Centre. Other Mount Vernon industries on the line include GE Plastics, ADM and Growmark Refinery. Also along the line is Vectren's A.B. Brown Station. Reck said he expects 55,000 to 60,000 carloads a year on the new short line.

With a number of Southeastern power plants installing sulfur dioxide scrubber systems, Reck sees resurgence in the market for high-sulfur coal mined in Southern Illinois and Southwestern Indiana. "We hope to get our share" of the business, Reck said.

Paducah & Louisville, created nearly two decades ago from 281 miles of abandoned Illinois Central right of way, spans the two Kentucky cities via Madisonville and Elizabethtown and hauls mostly coal and chemicals. The Evansville-to-Okawville route was attractive, Reck said, because "we're trying to expand. The traffic base is very similar to what we currently have. And the line is close to us." Mount Vernon, Ill., also on the route, is 95 miles from Paducah; Evansville is 55 miles from Madisonville. The Evansville Western will increase by nearly 50 percent the system's track.

Transactions such as that creating the Evansville Western have gone on since the 1980 Staggers Act simplified the rail abandonment process, Evansville rail consultant John DiDomizio said. Frequency of deals ebbs and flows with the business climate, but "there's been an ongoing trend for a while in Class I spinoffs."

A Hoosier example is Canadian Pacific Railway's sale in early November of 92 miles of track to Indiana Rail Road Co., another successful short line running on abandoned Illinois Central right of way. Indiana RR's current track from Indianapolis through Bloomington, Ind., to Newton, Ill., will be joined by the acquisition of the new line, connecting Bedford to a point near Terre Haute, Ind., with track rights over CSX stretching to Chicago and Louisville, Ky.

"This kind of arrangement allows the Class I railroad to focus on the long haul," said DiDomizio. CSX's Chicago-Evansville-Nashville corridor is one of the carrier's busiest and is targeted for major investment over the next few years to relieve congestion and increase capacity. The Evansville-to-Okawville line, part of the old Louisville & Nashville's St. Louis line, "generates a lot of traffic – agreements like this enable short lines to feed them (big railroads) traffic."

CSX owns 35 percent of Paducah & Louisville's common stock, but Reck said the relationship is "strictly arm's length." In fact, the Evansville Western's link will be Paducah & Louisville system's strongest with CSX, until now fourth down the list of its Class I rail connections.

“We’d like to be an important part of their business plan going forward,” Reck said of CSX. “A lot of bigger roads are going to this idea of letting the small guy do the short haul. We can give better local service than the Class I’s; we can customize service to meet the shippers’ needs; we can make better projections on what we can provide and when we can provide it. It’s easier when you’re that small.”

Indiana Port Commission spokesman Jody Peacock said “communication and service should improve” with Evansville Western – a boon to industries located at Southwind. The port’s 17,000 annual rail carloads help make Mount Vernon, with population considered, one of the state’s top rail users. Peacock said the port commission hopes that will increase now. “We hope to attract cargos from a wider area because of the improved rail service.”

FRA FINAL RULE ON REFLECTORIZATION TAKES EFFECT

The Federal Railroad Administration amended and clarified its January 2005 final rule mandating the reflectorization of freight cars and locomotives, and also limited the stay of the rule’s effectiveness published on May 26, 2005.

In November 2003, FRA published a notice proposing to require retroflective material on the sides of freight rolling stock (freight cars and locomotives) to enhance the visibility of trains. The notice provided background information on the need for the reflectorization of rail equipment, and a description of FRA’s research and public outreach efforts to identify the most effective method for implementing a nationwide reflectorization program. Following consideration of written comments, FRA published a final rule on January 3, 2005, and in response, received petitions for reconsideration and clarification of certain provisions of the rule. As a result, FRA stayed the effectiveness of the final rule until further notice could be published in the Federal Register. By this notice, the amendments of the January 2005 final rule are approved effective November 28, 2005.

For further information, contact Dr. Tom Blankenship, Mechanical Engineer, Office of Safety, Mailstop 25, phone (202) 493-6446; or Lucinda Henriksen, Trial Attorney, Office of Chief Counsel, Mailstop 10, phone (202) 493-6038. Both officials can be contacted by mail at FRA, 1120 Vermont Ave., NW, Washington, DC 20590.

AFTER-EFFECTS OF TRAGEDY SHAPE SWITCHING PROCEDURES

In what might be the lasting legacy of this year’s Graniteville train disaster, the nation’s 600-plus railroads had until November 22 to re-educate thousands of employees responsible for hand-operated switches used to route trains onto one track or another in non-signaled territory.

In October, the industry was given a 30-day window to review existing switch rules, and in some cases strengthen them, per an Emergency Order issued by the FRA. The announcement came after one of the industry’s most reckless stretches of time in the past five years and was fueled in large part by the Graniteville crash and chlorine spill in January that killed nine people and injured hundreds more.

“There is absolutely no excuse for a switch to be left in the wrong position,” FRA Administrator Joseph H. Boardman said in a statement when the Emergency Order was announced. “This dangerous, preventable and increasingly frequent situation must stop, starting now.”

Accidents caused by improperly lined track switches in non-signaled territory, where personnel are often responsible for moving switches, has become an increasing problem in the past two years, statistics show. From 2000 to 2003, there were no more than three accidents per year caused by improperly lined switches, according to FRA figures. The figure jumped in 2004, when eight such accidents were reported, and has spiked in 2005, with nine accidents caused by improperly lined switches through September.

During a six-week period that culminated in September, there were three accidents caused by improperly lined switches that resulted in eight injuries and one death. At an accident in Shepherd, Texas, 11 of the 13 train cars involved contained hazardous materials, according to the FRA. Though a spill was avoided, about 500 people were evacuated as a precaution.

The rash of accidents has forced the industry to reexamine and reinforce some long-standing rules. “You have to look back at history,” said Steve Kulm, an FRA spokesman. “For a long time, the issue of misaligned switches in dark territory was not as prominent as it is now.”

The Emergency Order tells railroads to review operating rules relating to hand-operated switches with employees who use them and dispatchers and also to maintain records of the mandated reviews. During the exercise, railroads are responsible for discussing switch position awareness forms and radio communication, conducting job briefings with individual employees and distributing the actual Emergency Order.

Railroad representatives, including Norfolk Southern, which owned both trains involved in the Graniteville crash, say they are working toward compliance. They face civil penalties as much as \$27,000 if they don't. But, as the Graniteville wreck illustrates, there is room for error even with rules in place.

An investigation by the National Transportation Safety Board released last week revealed that a three-man crew who parked a train outside Avondale Mills Inc. failed to properly align a track switch, causing an oncoming locomotive to leave the main track and move onto a siding. The crew radioed to dispatchers that the track switch was properly aligned, according to transcripts of interviews with investigators. Subsequent inspections of the track proved the crew was mistaken. The FRA also announced last week that it was testing electronic devices attached to track switches that would alert dispatchers to the switch's position.

An additional element of security might be needed. As American Association of Railroads spokesman Tom White said of the Emergency Order, “the railroads were already sort of doing these things beforehand. There are lots of ways to cut down on accidents. We'll see if this is one of those ways to accomplish that.”

UNIV. OF TENNESSEE SCHEDULES TRACK INSPECTION WORKSHOP

The University of Tennessee Center for Transportation Research has announced its Railroad Track Inspection and Safety Standards workshop will be held March 13-17 in Chattanooga, Tennessee. For more information see the registration brochure [here](#).

CCT HOSTS SAFETY SEMINAR



Left to right: Attendees listen intently; Dave Buccolo cooks sausages for lunch; CCT employees and FRA guests in front of CCT locomotive. Pictures courtesy Central California Traction Co.

The Central California Traction Company hosted over 120 attendees at an FRA/ASLRRA Safety Seminar in Stockton, California September 13-15. Over 120 25 railroads were represented, as well as signal contractors and the FRA. A special thank you to David Buccolo for providing the information and the pictures.

GREENBRIER TO SHIFT RAILCAR PRODUCTION

The Greenbrier Companies disclosed November 24 that it will continue to move new railcar production to its more profitable U.S. and Mexican operations. As a result of this decision, it will decrease production at its TrentonWorks facility located in Nova Scotia, Canada, moving to a one-line operation, effective today. The production shift will reduce the workforce at Trenton by about 400 workers.

Greenbrier is the only new railcar builder with facilities in all three NAFTA countries. Trenton's decreased production is occurring at the same time Greenbrier's overall North American operations continue to produce railcars at near record levels. Greenbrier is concentrating new railcar production and increasing its capacity at lower cost facilities in the U.S. and Mexico. These facilities have an overall lower cost structure, greater operating and work rules flexibility, established global sourcing initiatives, and favorable foreign currency exchange rates.

RMI RAILCONNECT INDEX OF SHORT LINE TRAFFIC

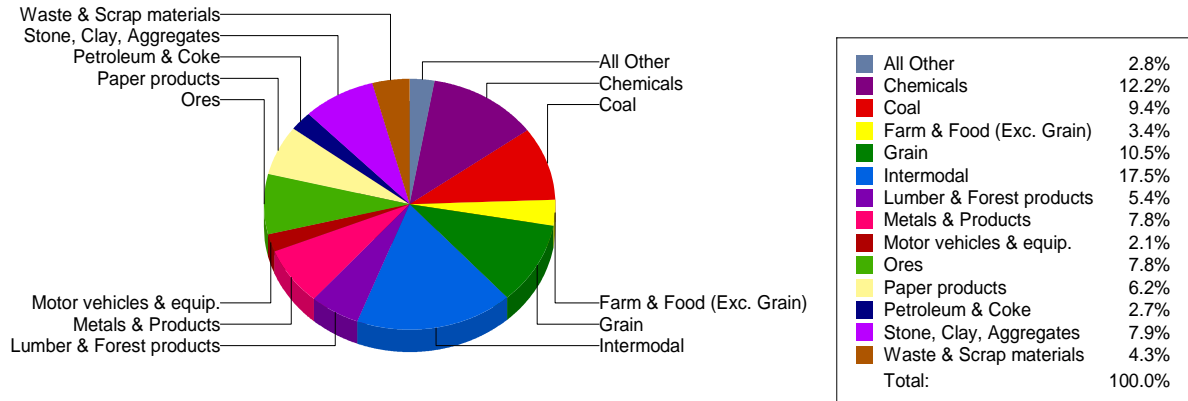
For the week ending: 11/12/2005

Number of Railroads: 212

	Current Week			Year-To-Date		
	2005	2004	% Change	2005	2004	% Change
Carloads Handled						
Coal	10,051	10,352	-2.91%	413,595	431,935	-4.25%
Grain	10,337	10,449	-1.07%	464,562	454,558	2.20%
Farm & Food (Exc. Grain)	3,799	3,614	5.12%	151,994	136,539	11.32%
Ores	8,439	9,258	-8.85%	345,645	349,276	-1.04%
Stone, Clay, Aggregates	8,520	8,154	4.49%	347,661	304,893	14.03%
Lumber & Forest Products	5,480	5,431	0.90%	237,757	229,295	3.69%
Paper Products	5,977	6,066	-1.47%	273,244	261,215	4.61%
Waste & Scrap Materials	4,540	4,864	-6.66%	187,329	186,442	0.48%
Chemicals	11,953	12,061	-0.90%	538,111	500,046	7.61%
Petroleum & Coke	3,992	4,053	-1.51%	118,213	103,459	14.26%
Metals & Products	9,988	9,320	7.17%	342,365	330,430	3.61%
Motor Vehicles & Equipment	1,657	2,090	-20.72%	92,954	95,148	-2.31%
Intermodal	17,828	13,172	35.35%	771,952	610,250	26.50%
All Other	2,551	2,703	-5.62%	121,274	133,505	-9.16%
Total	105,112	101,587	3.47%	4,406,656	4,126,991	6.78%

RailConnect Index

Year-To-Date



RAILROAD TRAFFIC

According to the AAR, U.S. carloads were up 0.3 percent in the week ending November 26, 2005, with 295,174 cars originated, compared to 294,434 cars originated in 2004. Carloads for U.S. Non-Class I's that submit data to the AAR were down 17.4 percent for the week but are up 3.9 percent for the year to date. U.S. intermodal traffic was up 4.4 percent for the week and is up 6.1 percent for the year to date. U.S. and Canadian intermodal traffic is up 5.7 percent for the year. Total volume is up 2.4 percent for the year, with an estimated total of 1,530.8 billion ton-miles.

For just the week ending November 19, 2005, U.S. carloads were down 2.5 percent and carloads for U.S. Non-Class I's that submit data to the AAR were down 9.7 percent. Carloads were down 5.1 percent in the East and down 0.3 percent in the West. U.S. intermodal traffic was up 2.8 percent for the week.

EMBARGO NOTICES & REROUTE ORDERS

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

American Short Line and Regional Railroad Association
 50 F Street, N.W., Suite 7020, Washington, DC 20001
 (202) 628-4500 FAX (202) 628-6430 aslrra@aslrra.org