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American Short Line and Regional Railroad Association

# VIEWS & NEWS

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## Upcoming 2006 Events

(Click on the meeting  
name for more  
information)

Railroad Day on  
Capitol Hill  
March 8, 2006  
Grand Hyatt  
Washington, DC

Drug &  
Alcohol/Engineer  
Certification  
Seminar  
March 14-16, 2006  
Philadelphia, PA

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

## Deadlines

ASLRRA  
Marketing Awards  
March 17, 2006

ASLRRA Safety  
Person of the Year  
March 24, 2006

Questions?  
Comments?  
E-Mail Us.

Currently, Railroad  
Security Alert Level  
2 is in Effect

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## **DON'T MISS OUT ON RAILROAD DAY ON CAPITOL HILL**

Wednesday, March 8, 2006 is Railroad Day on Capitol Hill. Railroad Day brings together all of the nation's railroads, shippers, and rail supply companies for a day-long series of meetings with Congressional leaders. These sessions provide an opportunity to talk with our elected representatives about infrastructure spending, tax policy and regulatory issues, all of which affect the economic well-being of our businesses. Together, our industry represents hundreds of thousands of working Americans and we need a big turnout on March 8 to drive that point home to Congress.

Railroad Day on the Hill begins with a breakfast orientation at the Grand Hyatt Washington Hotel, followed by a full day of Congressional visits and will conclude with ASLRRRA's Annual Legislative Dinner. This has become one of our most effective lobbying events of the year and every ASLRRRA member is strongly encouraged to attend. Our staff, in consultation with you, will coordinate all of your Congressional visits.

Our room block at the Grand Hyatt Washington Hotel is sold out. For a list of alternate area hotels, [click here](#).

[Click here](#) for additional details and registration forms.

Contact Kathy Cassidy at [kcassidy@aslrria.org](mailto:kcassidy@aslrria.org) for meeting info. Contact Tom Corcoran at [tom.corcoran@cch-llc.com](mailto:tom.corcoran@cch-llc.com) for information on Hill appointments.

## **ASLRRRA WELCOMES NEW MEMBERS**

The following company recently became a member of ASLRRRA:

Caney Fork & Western Railroad, 102 Wilson Drive, O'Fallon, Illinois 62269, (618) 632-4400, Fax (618) 632-4562, e-mail: [cfwr@blomand.net](mailto:cfwr@blomand.net), of which Barry McClure is Executive Vice President, Randy Cundiff is Vice President, Carolyn Dellamand is Controller, Marty Bronch is Operations Manager and Sharon Hobbs is Administrative Manager.

The following companies have recently become associate members:

Kalmbach Publishing Company, P.O. Box 1612, Waukesha, Wisconsin 53226, (262) 798-6608, Fax (262) 798-6468, website: [www.trainmag.com](http://www.trainmag.com), e-mail: [jwrinn@trainmag.com](mailto:jwrinn@trainmag.com), providing a monthly magazine covering all aspects of railroading, from people and operating practices to locomotives and infrastructure, of which Jim Wrinn is Editor;

Magnus, 1300 Morningside Road, Fremont, Nebraska 68025, (402) 721-9540, Fax (402) 721-2377, website: [www.magnus-farley.com](http://www.magnus-farley.com), e-mail: [jmacklin@magnus-farley.com](mailto:jmacklin@magnus-farley.com), providing finished, machined, bronze castings for locomotive and freight car application; traction motor support bearings, seat rings, thrust blocks, journal bearings and cast iron third rail collector shoes and assemblies, of which John Macklin is President; and

Tiefenbach, 1100 West Malden Street, Marion, Illinois 62959, (618) 993-8513, Fax (618) 993-8403, website: [www.tiefenbach.com](http://www.tiefenbach.com), e-mail: [bmanion@tiefenbach.com](mailto:bmanion@tiefenbach.com), supplying and manufacturing O.E.M. signaling equipment, and providing railway casing systems, block section protection, point switch control with zone protection, classification yard control system utilizing their axle-counting technology and system components, of which Bennie Manion is Vice President.

## **NEW RRB COMPLIANT AUTOMATED PAYROLL SYSTEM DEBUTS AT ASLRRRA**

ASLRRRA, in conjunction with Human Capital Management (HCM), is pleased to announce that as of January 1, ASLRRRA is using a new system for payroll and employee record management. HCM has introduced a fully internet enabled payroll and Human Resources Information System (HRIS) that is integrated with RRB data and record keeping. This system, developed with CheckPointHR, a major provider of integrated payroll and HRIS services, is designed to ease compliance and reporting associated with RRB requirements.

The HCM/CheckPointHR payroll solution handles all RRB deductions. The data is available on system reports that can be exported in either Excel or Adobe Acrobat formats making compliance and reporting easy for RRB and internal reporting. In addition, the payroll system is integrated with a powerful Human Resource Information System capable of tracking all employee data including: training, certifications, general HR compliance records, benefits enrollment and tracking information. A secure web based time and labor feature is available which allows integrated tracking of employee time by pay code, job, cost center, location and job function for both FRA regulatory compliance and reporting. Remote location employees can enter information directly into the system through any computer with internet access. All data can be accessed through the reports function for standard and customized reporting.

HCM is an ASLRRRA associate member and specializes in railroad business solutions.

For more information, contact Eric O'Neill, ASLRRRA, at 202.585.3433 or Gene Reda, HCM, at 973.208.0088.

## **NEW UMLER EMIS IMPLEMENTATION DATE ANNOUNCED**

The AAR Universal Machine Language Equipment Register (UMLER®) Committee is hard at work updating the UMLER system - which stores nearly all North American railcar fleet data, including dimensions, features, and weights, as well as inspection information. The first phase of the project laid the groundwork for a new system called UMLER EMIS (Equipment Management Information System). Completed in May 2004, it created a new website (<http://emis.railinc.com>), and upgraded transportation-pool and pool-assignment management. The second phase, originally due for implementation on Feb. 26, will now take effect on March 19.

According to the committee, the revised date "will allow for the inclusion of additional functionality, which will give EMIS TRAIN II message users the ability to refresh data in their internal databases."

For more details, visit [www.railinc.com](http://www.railinc.com).

## **IOWA INTERSTATE USES RRIF LOAN TO PURCHASE LOCOMOTIVES**

While Dakota, Minnesota & Eastern Railroad Corp. awaits word from the Federal Railroad Administration on its second Railroad Rehabilitation and Improvement Financing (RRIF) loan application, [Iowa Interstate Railroad Ltd. \(IAIS\)](#) already has received an FRA thumbs up on its second loan.

The 552-mile regional will obtain a \$9.35 million RRIF loan to purchase 22 GP-38-2 locomotives from GATX Rail. IAIS leased the power from GATX last year. The regional applied for the loan in October and learned the FRA approved its application in January - a very quick turnaround "of about 90 days", says IAIS President and Chief Executive Officer Dennis Miller.

In July 2005, the regional obtained a \$32.7 million RRIF loan to upgrade 300 track miles between Atlantic, Iowa, and Bureau, Ill., to accommodate 286,000-pound rail cars and increase train speed to 40 mph. The RRIF program authorizes the FRA to provide \$35 billion in direct loans or loan guarantees to eligible railroads (including \$7 billion set aside for regionals and short lines), state and local governments, and government-sponsored authorities to acquire, develop, improve or rehabilitate intermodal or rail facilities.

For more information on the RRIF program, contact Steve Sullivan at 202-585-3432 or [sullivan@aslrta.org](mailto:sullivan@aslrta.org), or visit the FRA [website](#).

## **VIRGINIA APPROVES FUNDING FOR SHORT LINES**

The Virginia Department of Rail and Public Transportation has received approval to advance \$504,000 in rail improvements to benefit both freight and passenger trains that operate on short line railroad tracks. The Commonwealth Transportation Board authorized funding for improvements to Buckingham Branch Railroad lines in Augusta, Bath, Hanover and Rockbridge Counties.

“Wherever possible, DRPT will emphasize projects that can benefit both passenger and freight rail operations. The Rail Preservation program goes even further to maximize the public investment by requiring a 30 percent match on all projects,” said Kevin Page, manager of rail development programs at DRPT.

Inoperable sidings in Augusta and Bath Counties will be put back in service to allow trains to pass one another, eliminating traffic jams and reducing delays. Track improvements in Rockbridge County along Goshen Branch will improve safety and allow more frequent service. This rail line serves Buckingham Branch freight traffic and the Amtrak Cardinal line.

In Hanover County, railroad crossing “diamonds” (the locations where tracks cross each other) will be replaced to increase track safety and integrity and a new siding will provide another point for trains to pass in that area. These improvements will help to increase the frequency and reliability of service in the I-95 rail corridor along track used by CSX, Buckingham Branch and Amtrak.

All of these projects are scheduled for completion within 24 months. Work will be carried out by Buckingham Branch Railroad, in cooperation with CSX, through grants issued by DRPT.

The total cost for these projects is \$720,000 and Buckingham Branch will provide a 30% match of \$216,000.

## **AGENT FOR RAIL REFORM LEAVES VIRGINIA**

Someday, if Amtrak trains ever take off hourly from Richmond’s Main Street Station to the nation’s capital, passengers may wonder who got the ball rolling.

Karen Rae would be one of the first people to thank.

In the past three and a half years, Rae helped raise the profile of a small state agency – the Department of Rail and Public Transportation – and establish a new system for upgrading Virginia’s railroads.

She is also known for taking a tough stand with CSX Corp., the Florida-based railroad that owns the tracks that run through the heart of Virginia. In 2004, Rae said she was “disappointed and frustrated” with CSX’s foot-dragging in starting a \$65.7 million upgrade funded by the state. Her outspokenness led to a meeting between CSX’s top executives, who apologized to then-Governor Mark R. Warner. Since then, CSX has made it a priority to improve communications with the state and other interested parties, such as Virginia Railroad Express in Northern Virginia.

Rae’s track record as director led to her selection recently as Pennsylvania’s Deputy Secretary of Transportation and Passenger Rail. February 22nd was her last day on the job in Richmond. Corey W. Hill, who has served as a regional manager for the state agency in Northern Virginia, was named acting director this week. A search is under way for Rae’s permanent successor, said Jennifer Pickett, spokeswoman for the state rail department. “I think we made a pretty big step in Virginia,” Rae said during a recent interview. “I think people are looking for transportation solutions.”

According to a Harris Poll released in early February, 63 percent of Americans surveyed believe that a greater portion of freight should move by rail, a higher total than trucks, air or other modes. Rae said the poll highlighted Americans' mixed attitudes toward transportation in general, and railroads in particular. Plenty of people say they would use railroads, she said, but are they willing to push for them if it means less road building.

"The number-one myth is that railroads are subsidized when other transportation types aren't," Rae said. "That's incorrect." Highways and airports have traditionally received far more federal and state funding than railroads – even factoring in federal support for Amtrak. Rae is fond of pointing out that between 1977 and 2001, out of \$782 billion appropriated by Congress on transportation, nearly half – 48.4 percent – financed highway construction and 22.4 percent went to airports. Rail came in dead last at four percent. "You invest in public transportation the way you invest in roads," she said.

Virginia took a step in that direction last year after Rae's staff developed a \$53.4 million, three-year package to improve freight and passenger rail service. The work is only one small step, she said, as hundreds of millions of dollars must be found to streamline the railroad between Richmond and Washington.

"I hope the next person coming along can build on our successes of the last three and a half years," Rae said. She came to Virginia from Austin, Texas, where she was chief executive of the public transport agency. At the time, Warner praised her for demonstrating an ability to work with regional governments and community groups.

She hasn't disappointed, said Warner's former transportation secretary, Whitt Clement. Karen deserves a lot of credit," he said. "She raised the profile of a small agency that should have had a lot more recognition."

Rae, who started out as a schoolteacher, never misses a chance to try to educate listeners about the mixing bowl of ideas about getting from Point A to Point B. "I hope I was a change agent. Asking the tough question, probably both pleasing and annoying people."

### **JOHN JAMES WARFIELD, 1943-2006**

John James Warfield, 62, died February 22<sup>nd</sup> while visiting the Lofoten Islands in Norway. He was born on May 1, 1943 in Wheeling, West Virginia.

Mr. Warfield graduated in 1965 from the University of Virginia with a degree in Economics, after which he earned a Master's Degree at The Darden School of Business, University of Virginia.

After graduation, he was employed by the Frisco Railroad in St. Louis, Missouri; the Southern Railway, Washington, DC; and the Rock Island Railroad, Chicago, Illinois. After leaving the Rock Island, he formed Keokuk Junction Railway (KJ) out of the remnants of the Rock Island's operations in Keokuk. The KJ was one of the first of the Staggers Act, entrepreneurial short line railroads. From 1980 until he sold the company to Pioneer RailCorp. in 1996, he was Chairman and President of the KJ as well as the founder and initial owner of the Burlington Junction Railway in nearby Burlington, IA.

Mr. Warfield was also instrumental in restoration of the Pullman railroad passenger car *Chief Keocuck*, the Keokuk Union Depot building, designed by the noted American architect John Wellborn Root, after which the restored depot was placed on the National Register of Historic Landmarks. He also promoted establishment of the Trans-Mississippi Trolley operation to encourage the development of Keokuk as a tourist destination.

Mr. Warfield was active in local community affairs, serving on the Keokuk Area Chamber of Commerce Board, and was a member of Rotary International. He also served on the board of the ASLRRRA, and was a member of various railroad professional organizations.

John cared deeply about the industry and the people who worked in it. He was a member of the United Presbyterian Church of Keokuk. Funeral arrangements are pending.

## **U.S. SUGAR IMPLEMENTS RMI'S RAILCONNECT® SERVICES**

RMI announced today the implementation of its RailConnect® Transportation Management System (TMS) service with United States Sugar Corporation (U.S. Sugar), one of America's premier privately held agribusiness companies.

Just in time for the current harvest season, U.S. Sugar, along with its South Central Florida Express (SCFE) short line railroad unit, began to use RMI's mCrew interface for remote train crew reporting. With mCrew, the company now has the ability to closely track the movement of sugar cane from the field to the processing plant and to manage the fleet of cars used to transport the cane.

"This project is part of our *Full Throttle Innovation* program at our SCFE and U.S. Sugar rail operations," said Heather Banky of U.S. Sugar. "The goal of the project is to provide a real time comprehensive view of the entire U.S. Sugar cane network. The RMI system provides the capability to track each car loaded or empty as well as when and where it was loaded. Railroad operations will use the information for day-to-day logistics planning, and this program will become the building block for future improvements. We were impressed with the level of RMI's thoroughness and professionalism throughout the months of planning, training and implementation."

With the new system, U.S. Sugar employees report car loadings at the elevators via laptop computers using cellular data transmission directly to RMI's RailConnect TMS. Train crews in the field use mCrew tablet computers, connected by satellite, to see the latest data and report car movements. The two mills operated by U.S. Sugar, the Clewiston Mill and the Bryant Mill, are now using RMI's RailConnect TMS. In addition, 18 locomotives have been outfitted with mCrew satellite units.

U.S. Sugar previously used hand-written cards to track car movements during the cane harvest. These cards were filled out by the train crews in the field and then handed off at the mill to be completed by employees in various divisions. Now, with the mCrew remote reporting interface, 100 percent of all car movement events are captured in near real-time in the field, improving communication and alleviating clerical support demands.

Sugar content decreases after the cane is cut, so minimizing the span of time between when the cane is harvested and when it is unloaded at the mill is essential to produce the highest quality sugar. "The data collected with this new process will provide valuable insight and enable the railroad to work together with the harvest and milling operations to increase cane quality by decreasing its age. In addition, it promotes our just-in-time vision," said Banky.

After Hurricane Wilma hit in the middle of the implementation, the entire operation was shut down for two months. Both RMI and U.S. Sugar worked diligently to get the system up and running as the harvest started up again.

"The employees of both U.S. Sugar and RMI overcame many obstacles, including a devastating hurricane, to make this project a success," said David Booker, vice president, service design for RMI. "We look forward to continuing to work with U.S. Sugar and the South Central Florida Express to realize the full benefits of our services. This success story proves that train crews equipped with the proper hardware and software can change the way in which railroad events have traditionally been captured."

Banky added, "I am proud and honored to work with a great group of railroaders. The people are what made this project so successful."

For more information about RMI's RailConnect® Services, visit [www.railconnect.com](http://www.railconnect.com). For more information about U.S. Sugar, visit [www.ussugar.com](http://www.ussugar.com).

## **PALMER AND CAY NOW WACHOVIA INSURANCE SERVICES**

Palmer and Cay merged operations with Wachovia Corporation in May of 2005 and effective January 1, 2006 began operating as Wachovia Insurance Services, Inc.

With more than \$4 billion in client premium placements, Wachovia Insurance Services now ranks among the largest and most respected insurance brokerage firms in the country. More importantly, our new organization offers expanded resources to help meet every insurance, risk management and employee benefit need you face.

With the strength and focus of our combined firms, Wachovia Insurance Services will continue to lead the industry with innovative solutions and unparalleled client service. As part of Wachovia Corporation, we have the unique opportunity to provide you access to an even broader array of financial services. These new resources will allow us to better serve your changing needs today and in the future.

Visit the [Wachovia Insurance Services](#) Web site to learn more about our expanded array of insurance, risk management and benefits consulting services.

### **MILLER FELPAX DONATES TO HURRICANE RELIEF FUND**

Miller Felpax Corporation, a longtime supplier of locomotive and railcar components to the railway industry, donated 5% of all sales to Short Line Railroads, from September 2005 till year end, to the American Red Cross Hurricane Katrina/Rita Relief Fund. The Red Cross has been building bridges of assistance to people affected by the disasters by providing food and shelter, emergency financial assistance and health services.

Miller Felpax applauds all of the charitable efforts extended to the hurricane victims by individuals, corporations and charities around the United States. We are happy to make this additional contribution on the behalf of US Short Line Railroads.

Locomotive parts such as wick lubricators, traction motor support bearings, gear case seals and wear components can be ordered directly from Miller Felpax. For more information about Miller Felpax products, or to review the downloadable catalog, visit [www.millerfelpax.com](http://www.millerfelpax.com).

### **RMI RAILCONNECT INDEX OF SHORT LINE TRAFFIC**

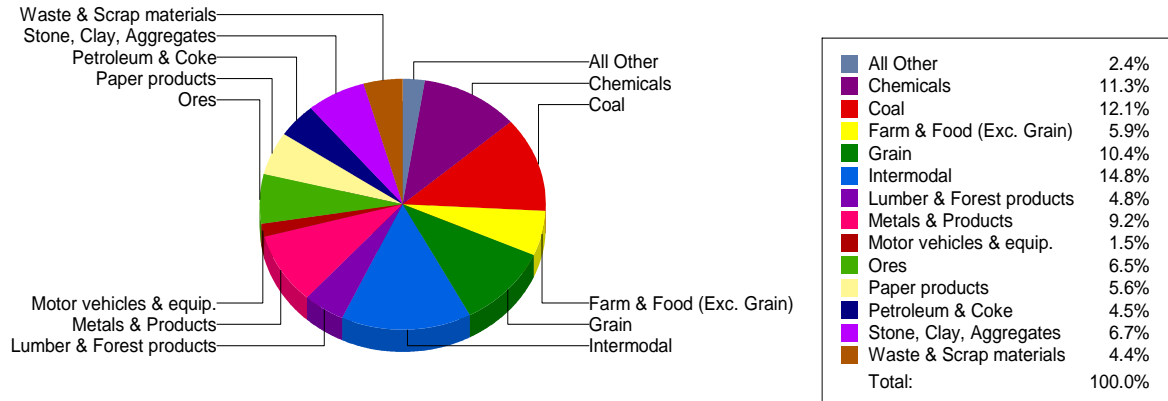
For the week ending: 2/11/2006

Number of Railroads: 212

	Current Week			Year-To-Date		
	2006	2005	% Change	2006	2005	% Change
<b>Carloads Handled</b>						
Coal	14,946	13,832	8.05%	86,020	84,651	1.62%
Grain	12,314	11,020	11.74%	73,666	68,090	8.19%
Farm & Food (Exc. Grain)	8,895	3,929	126.39%	41,916	22,022	90.34%
Ores	7,612	9,001	-15.45%	46,196	51,822	-10.86%
Stone, Clay, Aggregates	7,850	7,065	11.11%	47,437	40,052	18.44%
Lumber/Forest Prods.	5,879	5,665	3.78%	33,823	31,891	6.06%
Paper Products	6,290	6,507	-3.33%	39,505	38,808	1.80%
Waste & Scrap Materials	5,638	5,249	7.41%	31,294	30,232	3.51%
Chemicals	13,350	13,725	-2.73%	80,575	79,924	0.81%
Petroleum & Coke	5,625	5,969	-5.76%	31,720	30,179	5.11%
Metals & Products	10,960	11,681	-6.17%	65,664	64,884	1.20%
Motor Vehicles & Equip.	1,747	2,037	-14.24%	10,979	11,077	-0.88%
Intermodal	18,514	15,747	17.57%	105,009	90,850	15.59%
All Other	2,746	3,136	-12.44%	17,095	17,464	-2.11%
<b>Total</b>	<b>122,366</b>	<b>114,565</b>	<b>6.81%</b>	<b>710,899</b>	<b>661,946</b>	<b>7.40%</b>

## RailConnect Index

Year-To-Date



### RAILROAD TRAFFIC

According to the AAR, U.S. carloads were down 4.3 percent in the week ending February 25 2006, with 325,910 cars originated, compared to 340,694 cars originated in 2005. Carloads for U.S. non-Class I's that submit data to the AAR were up 2.6 percent for the week but are down 7.8 percent for the year to date. U.S. intermodal traffic was down 4.0 percent for the week and is up 6.2 percent for the year to date. U.S. and Canadian intermodal traffic is down 2.5 percent for the year. Total volume is up 2.3 percent for the year, with an estimated total of 261.5 billion ton-miles.

For just the week ending February 18, 2006, U.S. carloads were down 6.3 percent but carloads for U.S. non-Class I's that submit data to the AAR were up 2.8 percent. Carloads were down 6.0 percent in the East and 6.6 percent in the West. U.S. intermodal traffic was up 2.5 percent for the week.

### EMBARGO NOTICES & REROUTE ORDERS

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

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