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American Short Line and Regional Railroad Association

# VIEWS & NEWS

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

## Upcoming 2006 Events

(Click on the meeting name for  
more information)

### Railroad Liability Seminar

July 18-20

Westin Tabor Center  
Denver, CO

**Questions? Comments?  
E-Mail Us.**

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## NATIONAL HURRICANE AWARENESS WEEK

With hurricane season starting soon, it is vitally important to take steps to prepare yourself and your business for possible hurricane damage. With this in mind the Emergency Email & Wireless Network sponsored National Hurricane Awareness Week recently. To view invaluable steps to help you in taking these precautions, visit the National Hurricane Awareness Week page by clicking [here](#).

## FRA RELEASES

The FRA recently released a training quiz in order to prepare people for administering drug and alcohol tests. To view and take the training quiz, and to view the answers, visit the Drug & Alcohol page on the FRA website by clicking [here](#).

Also released was a list of Chicago-area hospitals that contract with Acosta that provide post-accident drug and alcohol testing. To see a list of locations that provide this service, click [here](#).

## 2006 ASLRRR MARKETING AWARD HIGHLIGHTS

This year, ASLRRR received a near-record number of submissions for its Marketing Awards Competition. From among these many excellent entries, our panel of three judges was tasked with the very difficult job of choosing just three winners. Each of the judges expressed that this was one of the most competitive years yet and regretted that more entries could not receive the award. In recognition of those railroads that made a submission, but were not among the winners, the judges would like to give a brief review of each of the innovative and interesting projects sent in for consideration. To view the many marketing efforts that made this year's entries so outstanding, please click [here](#).

## ASLRRR WEBSITE TO DEBUT ASSOCIATE PRESS RELEASE FEATURE

ASLRRR is pleased to announce that we will be debuting a new feature on our public website. **HotTracks** will be a forum for highlighting press releases from our associate members about any new capabilities, technologies, and other items of interest to the small railroad industry. All releases will run for two weeks. If you are an associate member and would like to submit a press release, contact David Whorton at [dwhorton@aslr.org](mailto:dwhorton@aslr.org) or 202-585-3430.

## SLIT COMMITTEE SETS NEW REPORTING TARGETS

The railroad industry has set new goals for the timely entry of movement event data. The goals are meant to quicken the time between when an event occurs and when it is processed into the national Train II event database. These goals have been established so that customers may gain ever more accurate information about their rail shipments.

The new goals are as follows:

- Releases: 90 percent or more of all release messages should be processed within 6 hours of occurrence.
- Pulls and placements: 85 percent or more of all pull and placement messages should be processed within 6 hours of occurrence.

- Arrivals and departures: 90 percent or more of all arrival and departure messages should be processed within 6 hours of occurrence.
- Interchanges: 80 percent or more of all interchange messages should be processed within 4 hours of occurrence.

The above goals have been set for short line and regional railroads by the industry's Network Management Efficiency Committee (NEMC) following recommendations by ASLRRRA's SLIT Committee, which has been working to improve and increase event reporting. As information, the goals for Class 1 railroads call for even quicker times.

All short line and regional railroads should brief those on their staffs involved with event reporting about this change and work with them to adapt work processes where necessary to meet these goals. For further information, contact SLIT Chairperson Judy Petry at [judypetry@farmrail.com](mailto:judypetry@farmrail.com) or ASLRRRA's Dave Mears at [dmears@aslrra.org](mailto:dmears@aslrra.org).

### **RAILINC TO DROP RAILSVC SUITE OF PRODUCTS**

Yesterday, Railinc announced it will no longer sell or market the RailSync suite of information technology services targeted at regionals and short lines. RailSync's Command, Control and Concur modules are designed to manage transportation, interline data exchange and revenue settlement, and car-hire processing functions.

Railinc plans to focus on its core product line by continuing to offer data exchange and integration, and information processing services to North American Class I's, regionals, short lines, suppliers, shippers and equipment-leasing firms. The company's Electronic Data Interchange networks process about 2 billion messages annually.

Railinc - which also manages e-commerce Web site Steelroads.com - will help customers transition away from RailSync products.

"Railinc is also exploring opportunities to transfer the RailSync suite of services to another party," said President Allen West in a prepared statement. "Though we regret that we have not found RailSync compatible with our overall mission, we are excited about the future opportunities we are exploring and look forward to continued overall success ... in the rail industry."

### **NORFOLK SOUTHERN ANNOUNCES USED EQUIPMENT AUCTION**

Norfolk Southern is making available to the highest qualified bidder selected secondhand items no longer needed at its Roanoke, Virginia shop complex. These latest items are in four lots and include smith shop equipment (Lot 1), welding and related equipment (Lot 2), diesel locomotive parts (Lot 3), and forklifts and related equipment (Lot 4). All items are available for on-site inspection in Roanoke on May 31 with bids due on June 6. To view all items available, select the Lot name: [Lot 1](#), [Lot 2](#), [Lot 3](#), or [Lot 4](#). Interested persons may contact NS's Greg Sexton at [greg.sexton@nscorp.com](mailto:greg.sexton@nscorp.com) for further details.

### **WASHINGTON, ALASKA TO RECEIVE FRA GRANTS**

The Alaska Railroad is receiving a \$9.9 million grant from the Federal Railroad Administration (FRA) for its track rehabilitation and bridge replacement programs to improve the capacity, safety and efficiency of passenger operations. The grant will be used to replace approximately 6,500 railroad ties between Fairbanks and Clear Air Force Station and replace a total of 79 miles of worn main line rail from Gold Creek to Broad Pass, from Denali Park to Healy, and from Wasilla to Willow. Funding will also be used to upgrade eight bridges, including work to replace the bridges at Broad Pass and Billion Slough.

In Washington State, Tacoma Rail, owned and operated by the city of Tacoma, will receive three Federal Railroad Administration grants totaling \$2.4 million to upgrade track and other infrastructure on its Mountain Division Line. Two grants (\$806,488 and \$403,243) will fund replacement of 1940s era track with new rails to increase weight loads, train speeds, and safety on the line used by local farmers and manufacturers between Tacoma and Frederickson.

In addition, the grants will assist Tacoma's long-term goal of restoring passenger rail excursion service to the Upper Nisqually Valley and Mount Rainier National Park. The third grant (\$1,180,714) will fund various track upgrades between Mineral and Morton, including track associated with the Tubafor Mill. This grant also will fund the foundation work that is part of the Morton Train Depot restoration project. The Washington Department of Transportation is administering all three grants. For information on grant availability, contact Steve Kulm of the FRA at (202) 493-6024.

### **ENERGY COSTS FUEL WNY & P**

A short line railroad service that runs from northern Pennsylvania through Allegany County and the Southern Tier has seen its business levels grow by dramatic amounts, thanks to rising fuel costs and other factors impacting the trucking industry, Buffalo Business First reports.

"The trucking industry is going through its own 'perfect storm' and it is helping our business," said William Burt, Western New York and Pennsylvania Railroad president. The five-year-old short line, one of four operated by Burt's company, has seen its annual transportation load increase from just 125 cars in 2001 to approximately 50,000 last year. Burt is predicting business will increase between 15 and 20 percent again this year.

He attributes the increase to a number of factors that are hurting the trucking industry but benefiting short line railroads. Among the issues are a shortage of truck drivers, raising fuel costs, new environmental regulations regarding the operation of diesel-fueled tractor trailers, increased insurance costs and limitations on how many hours drivers can operate their rigs.

The main issue, however, remains cost per load. Burt estimates a typical railroad car can carry four times as much tonnage per gallon than their trucking counterparts. That makes for a more financially viable transportation route. "Every time the cost of fuel goes up, it shifts the economics in favor of railroads," Burt says.

Western New York and Pennsylvania operates rail service along a 190-mile route that extends from Meadville, Pa. to Hornell, N.Y. It also picked up another 60 miles of tracks that run from Oil City, Pa. to Meadville.

The line primarily carries coal from Pennsylvania to clients along the Southern Tier, but its customer list also includes Empire Cheese Co. in Cuba and Bush Industries in Jamestown. The coal goes to such clients in Geneva, Ludlowville and Johnson City.

Burt's four short lines handle about 350 miles of commercial and industrial rail service around the state. It operates the 42-year-old Livonia, Avon & Lakeville Railroad Corp., the B & H Rail Corporation and Ontario Central Railroad Corporation.

### **STILLWATER CENTRAL SAYS NO TO UNION ORGANIZATION IN REVOTE**

In April 2006, the train and engine service members of the Stillwater Central Railroad (SLWC) conducted a second vote, as directed by the National Mediation Board (NMB), for determination of possible union representation by the Brotherhood of Locomotive Engineers and Trainmen. As was the result seven months prior, the representation effort was voted down by a majority of the train service members. The Stillwater Central Railroad is owned and operated by Watco Companies, Inc. (Watco).

“We respect the desires of our team members in this regard and continue to stay focused on our customer’s needs as we move forward,” said Pat Cedeno, Chief Operating Officer of Watco’s Central region. “We feel vindicated based on the fact that we knew our previous actions were both fair and in the best interests of our team members and customers. The fact that the voting margin increased during the second vote speaks volumes about the actual environment that exists upon the Stillwater Central.”

Recently, the NMB had ruled that a second vote would take place based upon its belief that the SLWC influenced the voting process by offering water, approving scheduled wage increases and making changes in management to improve the quality of life for its train service team members.

Cedeno added, “As we have stated before, we are a pro-customer railroad and will not sacrifice our foundation principles regardless of the situation. We will remain focused on our customers, team members and their needs and continue our efforts to improve each day.”

More information about Watco can be found on their website at [www.watcocompanies.com](http://www.watcocompanies.com)

### **RAILINC SHORT LINE AND REGIONAL TRAFFIC INDEX**

This April, the number of carloads moved on short line and regional railroads increased by 7.4% in comparison to April of 2005. The fastest growing commodity was Grain, which increased by 22.3%. Coal, another quickly growing commodity, increased by 16.4%. This index is compiled by Railinc as a service to the industry.

For more information on Railinc, please visit [www.railinc.com](http://www.railinc.com).

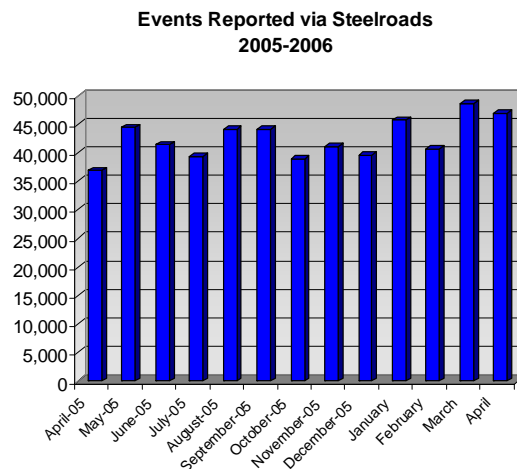
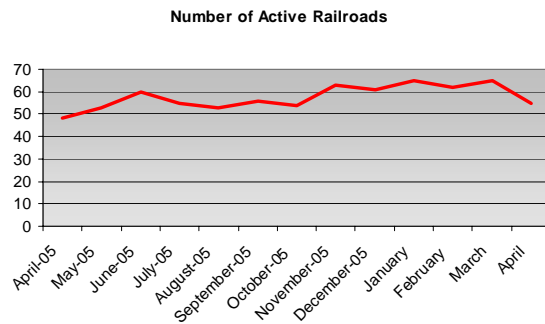
Carloads, by commodity	Carloads Originated April '06	Carloads Originated April '05	% Change
	(Based on 495 railroads)	(Based on 480 railroads)	
<b>Chemicals</b>	35,394	32,844	7.8%
<b>Coal</b>	24,451	20,997	16.4%
<b>Crushed Stone, Sand and Gravel</b>	23,190	22,955	1.0%
<b>Food and Kindred Products</b>	12,447	11,515	8.1%
<b>Grain</b>	31,370	25,655	22.3%
<b>Grain Mill Products</b>	7,860	7,808	0.7%
<b>Lumber and Wood Products</b>	19,722	21,952	-10.2%
<b>Metallic Ores</b>	3,942	6,400	-38.4%
<b>Metals and Products</b>	28,042	27,446	2.2%
<b>Motor Vehicles and Equipment</b>	7,850	7,401	6.1%
<b>Nonmetallic Minerals</b>	3,477	3,773	-7.8%
<b>Petroleum Products</b>	1,909	1,723	10.8%
<b>Pulp, Paper, and Allied Products</b>	26,367	27,035	-2.5%
<b>Stone, Clay and Glass Products</b>	16,327	16,098	1.4%
<b>Trailer or Container</b>	44,074	39,027	12.9%
<b>Waste and Scrap Materials</b>	13,061	11,585	12.7%
<b>All Other Carloads</b>	100,888	88,470	14.0%
<b>Total</b>	400,371	372,684	7.4%

## STEELROADS EVENT REPORTING – APRIL 2006

Steelroads Event Reporting continues to be one of the industry’s preferred methods of reporting rail events and providing shipment visibility. This April, Short Line and Regional Railroads reported nearly 47,000 events!

The Steelroads Event Reporting system provides an easy, free, online option which allows short line and regional railroads to record rail events such as interchanges and placements. The enhanced visibility of shipments increases customer satisfaction, and also allows the railroad to keep their records up-to-date with the latest information!

It’s free and easy to use! Get started today by logging onto [www.steelroads.com](http://www.steelroads.com) and clicking on Become a Member.



Note: April '05 – April '06 data was restated due to a calculation error

## RMI RAILCONNECT INDEX OF SHORT LINE TRAFFIC

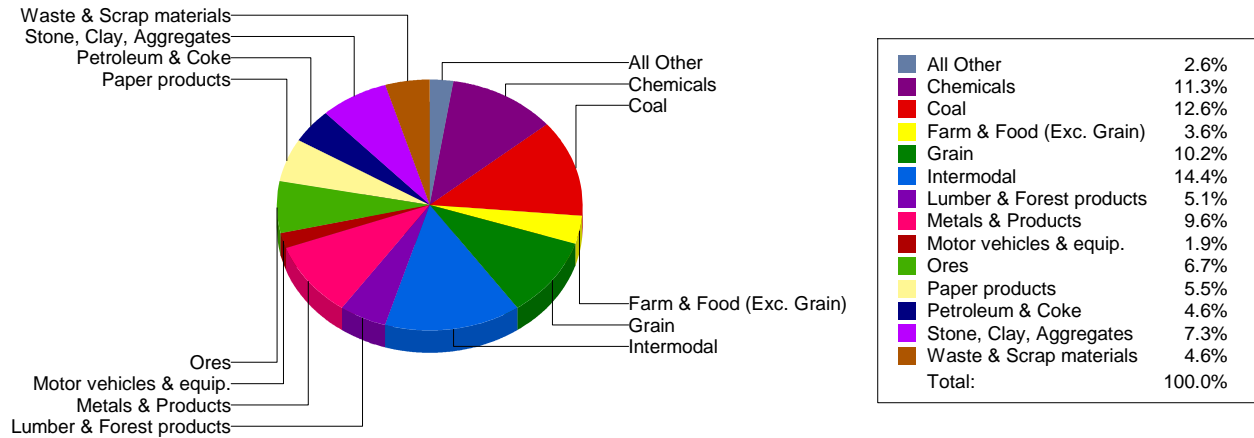
For the week ending: 5/06/2006

Number of Railroads: 269

	Current Week			Year-To-Date		
	2006	2005	% Change	2006	2005	% Change
<b>Carloads Handled</b>						
Coal	18,030	14,263	26.41%	271,387	254,554	6.61%
Grain	12,278	11,312	8.54%	220,420	209,224	5.35%
Farm & Food (Exc. Grain)	4,384	4,085	7.32%	76,719	70,429	8.93%
Ores	8,374	9,428	-11.18%	143,994	156,733	-8.13%
Stone, Clay, Aggregates	10,177	10,047	1.29%	156,237	143,925	8.55%
Lumber/Forest Prods.	6,750	6,820	-1.03%	110,694	108,204	2.30%
Paper Products	7,089	7,070	0.27%	118,544	121,744	-2.63%
Waste & Scrap Materials	5,882	5,525	6.46%	99,366	95,304	4.26%
Chemicals	13,736	14,444	-4.90%	243,390	245,829	-0.99%
Petroleum & Coke	5,163	5,524	-6.54%	98,931	97,319	1.66%
Metals & Products	11,443	11,022	3.82%	206,422	199,926	3.25%
Motor Vehicles & Equip.	2,488	2,461	1.10%	40,342	39,895	1.12%
Intermodal	18,314	15,452	18.52%	308,761	282,208	9.41%
All Other	3,346	3,381	-1.04%	55,462	55,878	-0.74%
<b>Total</b>	<b>127,454</b>	<b>120,834</b>	<b>5.48%</b>	<b>2,150,669</b>	<b>2,081,172</b>	<b>3.34%</b>

## RailConnect Index

Year-To-Date



## RAILROAD TRAFFIC

According to the AAR, U.S. carloads were up 8.4 percent in the week ending May 20 2006, with 349,455 cars originated, compared to 322,277 cars originated in 2005. Carloads for U.S. non-Class I's that submit data to the AAR were down 10.2 percent for the week and 3.6 percent for the year to date. U.S. intermodal traffic was up 6.3 percent for the week and 5.9 percent for the year to date. U.S. and Canadian intermodal traffic is up 6.1 percent for the year. Total volume is up 2.1 percent for the year, with an estimated total of 664.7 billion ton-miles.

For just the week ending May 13, 2006, U.S. carloads were up 3.9 percent but carloads for U.S. non-Class I's that submit data to the AAR were down 2.0 percent. Carloads were up 8.4 percent in the East but down 2.0 percent in the West. U.S. intermodal traffic was up 8.2 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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