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American Short Line and Regional Railroad Association

VIEWS & NEWS

VOLUME 73

NUMBER 9

MAY 8, 2006

**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

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

OPPORTUNITY KNOCKS IN SUNNY ORLANDO!



Pictured (left to right) Top Row: Judy Petry, Farmrail Corp., flanked by Troy Bourgeois and Jody Lefort of Rail Systems, Inc.; Group shot of volunteers at the registration desk; ASLRRRA President Richard F. Timmons addresses crowd at exhibition hall chain-cutting ceremony. Middle Row: (L to R) Lizabeth Albanese, Jeff Sutch, Larry Parsons and Phil McFarren at reception; Pete Kleifgen presents Richard F. Timmons with plaque in honor of being named Railroader of the Year by Railway Age magazine; Winners of President's Awards and Safety Person of the Year Award Dwight West of Alaska Railroad. Bottom Row: Jake Award with Distinction winners pose for group photograph; Mrs. Maggie Silver is escorted by her son, John Levine; RMI attendees pose for group photograph (L to R) Gary Griswell, Wilbon Etheridge, Jennie Baker, Paul Pascutti and Pete Kleifgen *Photos by Kel McKavanagh*

More than 1,000 ASLRRRA members and guests gathered in Orlando, Florida, April 23-25, 2006, for ASLRRRA's 93rd Annual Convention. This year's meeting theme was Orlando 2006: *A World of Opportunities*. With a sold-out exhibit hall, numerous educational and social activities, and outstanding attendance, the opportunities for interaction were endless. Following the trend of running consecutive Annual Meeting and Operating and Maintenance sessions and wishing to expand on the attendees' educational experience, this year the concept was taken a step further by adding Legal, Marketing, Human Resources/Administration, Technology, and Legislative tracks.

The Convention kicked off Sunday night with a reception in the exhibit hall, where over 100 exhibiting ASLRRRA members placed their goods and services on display. Monday morning's general session started with a report from the Class I Chief Marketing Officers, followed by the popular "Ask the President" session where ASLRRRA President, Rich Timmons, fielded questions from the membership. ASLRRRA's lobbyist, Adam Nordstrom and Ed McKechnie, LPC Chairman, provided an update on the ASLRRRA's legislative activities. Cliff Eby, FRA Deputy Administrator discussed the various regulatory changes on the horizon at FRA, and then joined in the ASLRRRA's Safety Awards Presentation, including the Safety Person of the Year Award which was presented to Dwight West of Alaska Railroad. The ASLRRRA's safety award program was recently revamped and several President's Awards were also distributed, including four awards to Delta Valley & Southern Railway Co., Hollis & Eastern Railroad Co., Louisville, New Albany & Corydon Railroad, and Omaha Lincoln & Beatrice Railway Co. for operating the most consecutive years (31 years) without a reportable accident or incident. The morning session concluded with the presentation of ASLRRRA's Marketing Awards, and *Railway Age's* Short Line and Regional Railroads of the year awards were presented. The general session was immediately followed by lunch in the exhibit hall. Following lunch, the attendees broke out into seven tracks, covering a range of topics, including an update on the paper barrier front, Railroad Retirement Board consolidation, and small railroads venturing into the ethanol market.

Tuesday morning, ASLRRA's Board of Directors, Staff, and Committee Members presented the railroad membership with updates on the outcome of their various meetings in a comprehensive membership meeting. During their breakfast meeting, Associate members elected Gary Landrio, of Stone Consulting and Design, as their new Associate Vice Chair. Pete Kleifgen of RMI joined Kathy Keeney as Associate Representatives on the ASLRRA's Board of Directors and begins his two year term. Following these breakfast meetings, attendees once again delved into the seven tracks, coming back together at the concluding session which covered the implementation of the Railroad Tax Credit.

Over the two days of sessions, more than 50 speakers from across the industry presented on a wide variety of subjects, including differences in railroad operating rules, preemption, the Transportation Security Administration, and event reporting.

Immediately following the close of the business session, over 200 attendees headed out to the annual golf outing, while others visited the local amusement parks or socialized around the pool. The convention concluded Tuesday evening with dinner, entertainment, and dancing. Following the golf awards presentations at dinner, additional presentations were made including The Susan C. Murray Memorial Scholarship which was presented to Mike Medlock of Klutts Equipment, on behalf of his daughter, Kathryn. Ms. Maggie Silver, ASLRRA Director Emeritus, and long-time ASLRRA member, was honored and recognized by the membership with a cake in honor of her recent 80th birthday, and Steven Friedland was presented with an award in recognition of his dedicated service on the ASLRRA Board of Directors. The dinner closed with a performance by Jim Gossett, who entertained attendees with his impressions of celebrities and political figures, before attendees danced the night away at the Loco Lizard Lounge.

Thank you to the meeting planning committee, all of our wonderful volunteers, and our sponsors who make our meetings possible.

THANK YOU TO OUR SPONSORS!

ASLRRA thanks the sponsors of this year's
ANNUAL CONVENTION

Their generous support truly made the meeting possible.

(Click on the company names below to learn more about the products and services they offer.)

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MARKETING, SAFETY PERSON OF THE YEAR HONORS AWARDED

The Arkansas Midland Railroad, Saint Lawrence & Atlantic and the Arkansas & Missouri Railroad and Missouri & Northern Arkansas Railroad are the recipients of the 2006 ASLRRRA Marketing Awards. The employees of these four railroads best embodied this year's themes of persistence, people and cooperation. Alaska Railroad Corporation's Dwight West was also honored as the ASLRRRA Safety Person of the Year. Mr. West's efforts in paring down the AKRR safety rule book to increase efficiency and alter the focus more in the direction of maintaining a safe work environment. Congratulations to these dedicated award winners for the hard work they have put into maintaining the short lines and regional railroads forward movement.

CORRECTIONS TO LIST OF SAFETY AWARD WINNERS

Apologies go out to the following railroads that received awards but were omitted from previous lists: B & H Rail Corp. received a Jake Award with Distinction, the Pennsylvania Southwestern received a Jake Award and the Dallas, Garland & Northeastern Railroad received the President's Award – Most Hours with a 0.00 FSI. To view the updated list, click [here](#).

CTR SCHEDULES LAW ENFORCEMENT/SECURITY WORKSHOP

The Center for Transportation Research at the University of Tennessee has announced that the "Local Law Enforcement and Security Threats Involving Freight Railroad Operations" workshop will be held August 8-10, 2006 at Nashville, Tennessee. For more information, download the brochure [here](#) or contact Jenny Jones at 865-974-5255.

ASLRRA MEMBERS SIGN AGREEMENT WITH SDS

The Arkansas & Missouri and Finger Lakes Railroads recently became the newest companies to join the Short Line Data Systems Inc. family by agreeing to utilize the ROCSDispatch system.

ROCSDispatch is a dark territory railroad dispatching system that conforms to both the NORAC and GCOR rule books. Designed to replace paper dispatching sheets, ROCSDispatch graphically displays the operating situation of the user's railroad on the desktop PC, and eases the burden of keeping track of work crews, speed restrictions, out of service tracks, and train locations.

The Finger Lakes Railroad will be utilizing the NORAC version of ROCSDispatch on their system in upstate New York, while the Arkansas & Missouri will be using the GCOR version on their system in Arkansas.

For more information about ROCSDispatch or any of the other members of Short Line Data Systems' Rail Operations and Customer Service (ROCS) family of EDI and Event Reporting, Dispatching, Mobile Computing, Passenger Ticketing, or Fleet Management tools, please visit the SDS website at www.sdsrocs.com.

PERSONNEL CHANGES

Genesee & Wyoming Inc. (GWI) (NYSE: GWR) has announced the retirement of Vice Chairman **Charles N. Marshall**, effective April 30, 2006.

Mr. Marshall became President and Chief Operating Officer of Genesee & Wyoming in October 1997 and was named Vice Chairman in May 2005. He brought 35 years of railroad experience to Genesee & Wyoming, including key leadership positions at Consolidated Rail Corporation (Conrail). He also worked at Southern Railway (now Norfolk Southern) and at the Chessie System (now CSX). Prior to joining GWI, Mr. Marshall was a consultant to the rail industry, including GWI, and specialized in developing acquisition opportunities in the U.S. and internationally. Following his retirement from GWI, he will continue to assist the company as a paid consultant.

"In addition to his leadership and counsel, Charlie brought a perspective and understanding of the railroad industry that has been invaluable to our success," said Mortimer B. Fuller III, GWI's Chairman and Chief Executive Officer. "His many contributions to our company and to the advancement of the entire railroad industry are a tribute to his character and integrity." Mr. Marshall is a member of the Philadelphia Regional Port Authority and a director of the Rails-To-Trails Conservancy.

The **Red River Valley & Western** has promoted **Andrew J. Thompson** to president and chief operating officer of the 517-mile regional railroad, effective April 14. Based at Wahpeton, N.D., Mr. Thompson has served as senior vice president and general manager since joining RRVW March 1, 2005. He reports to William F. Drusch, chief executive officer.

Mr. Thompson's railroad experience began in 1968 as a switchman and yardmaster for Burlington Northern at Seattle, Wash. In 1974, he transferred to St. Paul, Minn. as a management trainee, subsequently advancing to assistant trainmaster at Lincoln, Neb., trainmaster at Helena, Mont., and assistant superintendent, superintendent, and president of the Lake Superior Terminal at Superior, Wis. He became division superintendent at Springfield, Mo. in 1982 and was assistant general manager at Springfield from 1983 until 1987, when he was promoted to assistant vice president Transportation at Overland Park, Kans. Mr. Thompson became division general manager at Fort Worth, Texas in 1988.

Transferring to the Marketing Department in 1992 as vice president Aluminum, Non-Ferrous Metals & Ores, he was named general manager Merchandise Operations in 1994 and vice president Packaged Commodities in 1995.

Prior to joining the RRVW, Mr. Thompson raised and trained horses competing in jumping cross-country and stadium courses, and dressage in the United States and Canada. Mr. Thompson has a BA in Business from the University of Washington, Seattle.

The **Twin Cities & Western Railroad Company** has promoted **Mark Wegner** to executive vice president and chief operating officer, effective April 14. Based at the Glencoe, Minn. headquarters of the 229-mile regional railroad, he will hold the same title and job function on Minnesota Prairie Line, Inc., a TC&W affiliate. Mr. Wegner reports to William F. Drusch, president and chief executive officer.

Mr. Wegner has served as senior vice president and general manager since November 2003. He has 15 years of rail experience and joined the TC&W in 1991 as accounting manager. He was promoted to TC&W's comptroller in 1993 and assumed additional responsibilities as senior vice president and general manager of Minnesota Prairie Line in July 2002.

Prior to joining the TC&W, Mr. Wegner had been senior accountant at Moore Data, Minneapolis, Minn. A native of Brooklyn Center, Minn., he holds an accounting degree from the College of St. Thomas, St. Paul, Minn.

NITTANY & BALD EAGLE BUSINESS BOOMING

The roar of railroad locomotives chugging through the Nittany Valley has quieted over the past few decades, replaced by the hum of tractor-trailers on the highways. Here, as in other parts of the state, railroad tracks, smothered with weeds and neglect, lead only to abandoned and decaying rail yards.

The Nittany & Bald Eagle, or NBER, is operated by Northumberland-based North Shore Railroad, as are Juniata Valley, Lycoming Valley, North Shore, Shamokin Valley, Union County Industrial and Wellsboro & Corning railroads. Of the seven, all but the Union County Industrial and Wellsboro & Corning are owned by SEDA-COG's Joint Rail Authority, a public-private partnership.

North Shore and NBER began providing local rail service in 1984, transporting products from one industry to another or delivering freight to a central location for pickup by other railroads for shipment to a final destination. Among other items, North Shore transports coal, lumber, plastics, chemicals and railroad ties.

"Business is good, and it keeps us busy," said Richard Robey, founder, chairman and CEO. Last year, he said, the company hauled 36,000 carloads of products – the equivalent of almost 500,000 tractor-trailer loads.

The NBER line runs between Lock Haven and Tyrone, with stops in Mill Hall, Milesburg and Port Matilda. In Milesburg, the train tracks run southwest to Tyrone or switch off to Bellefonte, creating a T with stops at Pleasant Gap and Lemont.

"We are very proud to be a part of the community here," said Gary Shields, president of North Shore Railroad. "Not only do we work with local businesses and agencies, we also have a responsibility to the community where we do business."

With 11 workers on staff, NBER runs seven locomotives as well as numerous railcars out of its yard in Bellefonte. Systemwide, North Shore employs 90 workers and had a payroll of almost \$3 million, according to the company.

Although NBER handles many different products, hauling limestone and related products is a large part of its business. “We haul an awful lot of limestone out of the area that is used in numerous factories in and out of the area,” Shields said.

Limestone mined in Centre County is loaded onto NBER’s railcars and hauled to the Newberry Yard, where the cargo is transferred to Lycoming Valley Railroad for delivery to several industries as well as a contractor near Williamsport. This rail transportation accommodates more than a million tons of material, eliminating 20,000 truckloads of traffic from local highways, according to the company.

In recent years, NBER took the loss of major industries, such as the Corning plant, and replaced it with new opportunities through an aggressive marketing plan. This type of innovation is one of the reasons the railroad was named Railway Age magazine’s 2004 Short Line Railroad of the Year. NBER was selected from short lines across the country for its achievements in customer service, general operation and operating safety.

Safety – for its employees, its customers and the community – is one of the line’s hallmarks. The company boasts a record of more than 1,000 days without an accident. It cites track maintenance as a key factor in accident prevention, and North Shore Railroad employs roughly 20 people to maintain its 300 miles of tracks. “We are always doing maintenance and repairs on our lines, making sure everything is safe and in working order,” Shields said.

North Shore also works with Norfolk Southern and Canadian Pacific railroads, both of which handle the railcars connecting the region with the rest of the country. Major maintenance-of-way improvements on the Nittany & Bald Eagle line has allowed Norfolk Southern to use this line as a shortcut in moving coal between Tyrone and Lock Haven, NBER Manager Phil Lucas said. “Norfolk Southern crews say that this line looks just as good as the NS main line.”

PLANTS TURN TO SAFER CHEMICALS

At least 225 industrial plants in this country have switched to using less dangerous chemicals since the 2001 terrorist attacks, lowering the risk that people nearby would be injured or killed by toxic plumes, a new study has found.

While these plants represent only a tiny fraction of the estimated 14,000 nationwide that store or use large quantities of extremely hazardous substances, environmentalists nonetheless cite their efforts as proof that companies and utilities can and should make the switch.

“It demonstrates what is possible with a concerted national effort,” said Paul Orum, the author of the report, “Preventing Toxic Terrorism,” which is being published Tuesday by the Center for American Progress, a liberal research and advocacy group.

The plants have often undertaken the changes with little public attention, as happened at Blue Water Pool Chemical. The company, near the airport in Scottsdale, Ariz., no longer uses chlorine gas, which is extremely hazardous, reducing the risk to an estimated 8,300 people.

“I just always had in the back of my mind, what would happen if you had a leak?” said Buddy Andrews, owner of the company. “I just did not want to live with it.”

Congress is debating legislation that may accelerate this process, although there is disagreement over how much pressure should be imposed on plant owners. A bill introduced by Senator Susan Collins, Republican of Maine, would give plant owners the option of replacing chemicals as a way to improve security, while a separate bill introduced by Senator Frank R. Lautenberg, Democrat of New Jersey, would require certain plants to use safer technology if it was considered practical.

The biggest safety improvements have occurred at sewage and water treatment plants. Nationwide, 207 of them have switched to less hazardous processes, most often by replacing chlorine gas with liquid chlorine bleach or ultraviolet light as the primary treatment process.

Chlorine gas is much more dangerous because if a storage tank, often a rail car, is pierced or blown up, the gas could form a cloud that could kill thousands of people. One of the plants that stopped using it, Blue Plains Wastewater Treatment Plant in the District of Columbia, included 1.7 million people in its hazard zone.

An additional 29 manufacturing or electrical power plants also switched chemicals, including Cargill Inc. factories in Memphis and in Eddyville, Iowa, which had used anhydrous sulfur dioxide to soften corn for corn syrup and animal feed. The chemical, which is extremely hazardous, has been replaced by sodium bisulfite, which is a solid and therefore considered much less of a threat.

The study was conducted by contacting 1,800 chemical plants, factories, water utilities and other facilities that had dropped off an Environmental Protection Agency list of industrial facilities that handle significant quantities of extremely hazardous substances. A total of 284 plants either replied to a questionnaire or a follow-up interview about why they were no longer on the list; of those, 225 had made the switch after the terrorist attacks.

Of the plants, 217 said concern over an accidental chemical release had motivated the switch. One hundred and seventeen cited concern over terrorism or a desire to improve security. The cost of changing varied widely, from less than \$100,000 to more than \$20 million. Several plant managers said in interviews on Monday that the new approaches had also resulted in higher operating costs.

The total population put at risk by all 284 plants, according to E.P.A. data, was about 38 million, the report said.

That number overstates the extent of the actual risk, because it assumes that a major accident would discharge the toxic chemical in a circle around the plant, when in reality chemical leaks generally form much narrower plumes driven by wind and other factors, said Richard A. Falkenrath, a former deputy homeland security adviser at the White House.

PENNSYLVANIA GRANTS OVER \$8 MILLION TO SHORT LINES

The Pennsylvania Department of Transportation - which has been a big financial supporter of the state's small roads - is granting more than \$8 million to help six regionals and short lines fund infrastructure improvements.

The department will grant:

- \$1.7 million to Pittsburg & Shawmut Railroad Inc. to rehabilitate a mainline and branch line;
- \$1.7 million to Delaware & Hudson Railway Co. Inc. to construct a passing siding, reconnect a branch line and reconstruct a yard;
- \$1.6 million to Allegheny & Eastern Railroad Inc. to rehabilitate a mainline to move an additional 3,500 cars of petroleum coke annually from United Refining;
- \$1.5 million to Western New York & Pennsylvania Railroad L.L.C. to improve infrastructure to accommodate 286,000-pound rail cars on unit coal trains;
- \$882,950 to R.J. Corman Railroad Inc.'s Pennsylvania Lines to rehabilitate track to eliminate slow orders and derailments; and
- \$280,000 to the Wheeling & Lake Erie Railway Co. to rehabilitate a siding for a new interchange with the Allegheny Valley Railroad.

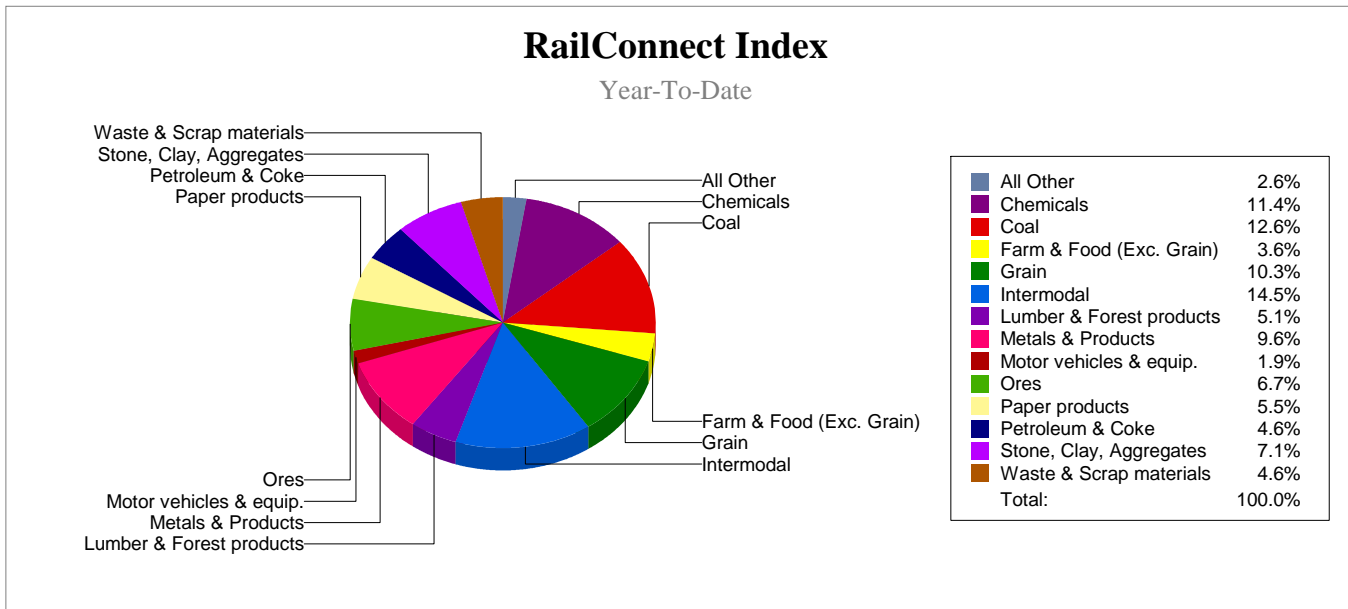
In addition, the state agency will grant \$1 million to United States Steel Corp. to rehabilitate tracks at several steel mills.

RMI RAILCONNECT INDEX OF SHORT LINE TRAFFIC

For the week ending: 4/15/2006

Number of Railroads: 262

	Current Week			Year-To-Date		
	2006	2005	% Change	2006	2005	% Change
Carloads Handled						
Coal	16,203	15,345	5.59%	223,265	210,434	6.10%
Grain	11,511	11,148	3.26%	183,291	174,363	5.12%
Farm & Food (Exc. Grain)	4,213	3,939	6.96%	63,830	58,374	9.35%
Ores	7,656	7,257	5.50%	118,645	132,019	-10.13%
Stone, Clay, Aggregates	10,125	9,256	9.39%	126,033	114,048	10.51%
Lumber/Forest Prods.	6,612	6,632	-0.30%	91,168	88,029	3.57%
Paper Products	6,476	6,915	-6.35%	98,291	100,462	-2.16%
Waste & Scrap Materials	5,524	5,582	-1.04%	81,150	78,516	3.35%
Chemicals	13,487	14,173	-4.84%	201,780	206,426	-2.25%
Petroleum & Coke	5,676	5,548	2.31%	82,332	81,390	1.16%
Metals & Products	12,306	10,833	13.60%	170,187	167,213	1.78%
Motor Vehicles & Equip.	2,161	2,230	-3.09%	33,329	33,001	0.99%
Intermodal	17,683	14,363	23.11%	256,736	236,536	8.54%
All Other	3,250	3,421	-5.00%	46,070	47,693	-3.40%
Total	122,883	116,642	5.35%	1,776,107	1,728,504	2.75%



RAILROAD TRAFFIC

According to the AAR, U.S. carloads were down 2.2 percent in the week ending April 29 2006, with 340,916 cars originated, compared to 348,494 cars originated in 2005. Carloads for U.S. non-Class I's that submit data to the AAR were up 11.5 percent for the week but down 2.9 percent for the year to date. U.S. intermodal traffic was up 9.8 percent for the week and 5.8 percent for the year to date. U.S. and Canadian intermodal traffic is up 9.3 percent for the year. Total volume is up 1.4 percent for the year, with an estimated total of 562.4 billion ton-miles.

For just the week ending April 22, 2006, U.S. carloads were up 1.3 percent and carloads for U.S. non-Class I's that submit data to the AAR were up 4.4 percent. Carloads were down 4.0 percent in the East but up 5.8 percent in the West. U.S. intermodal traffic was up 3.8 percent for the week.

EMBARGO NOTICES & REROUTE ORDERS

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

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