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American Short Line and Regional Railroad Association

VIEWS & NEWS

VOLUME 74

NUMBER 18

OCTOBER 1, 2007

Upcoming Events

BNSF Short Line Meeting

October 14-16, 2007
Ft. Worth, TX

ASLRRA Southern Region Meeting

November 4-6, 2007
Myrtle Beach, SC

Drug & Alcohol Supervisor Training

November 27, 2007
New Orleans, LA

Engineer Certification Training

November 28, 2007
New Orleans, LA

Security Plans Session

November 28, 2007
New Orleans, LA

Rail Industry Safety & Operations Conference

November 28-30, 2007
New Orleans, LA

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Security Alert Level
2 is in Effect

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CHANGING LEAVES PROVIDE BACKDROP FOR EASTERN REGION MEETING



(L to R) Spectacular scenery from the rail excursion; Jamie Rennert of the STB; the attendees enjoy the dinner cruise on Lake Champlain; Vermont Governor Jim Douglas welcomes the ASLRRRA Eastern Region Meeting to Burlington; attendees prepare for the rail excursion; New England Central Railroad General Manager Charles Hunter; Mike Smith of Finger Lakes Railway and Bernie Reagan of the Bay Colony Railroad; conference attendees listen to Governor Douglas; Mark Schmidt of BNSF and George Betke of Finger Lakes Railroad. Photos by Kel MacKavanagh.

Almost 300 people attended the Eastern Region Meeting, held September 23-25, at the Hilton Burlington in Burlington, Vermont. In addition to the standard meeting events, attendees enjoyed an excursion on the Vermont Rail System to the McNeil Generating Station. After returning to the station, an opening reception was held at ECHO Center overlooking beautiful Lake Champlain. In all, this provided a memorable experience for all gathered.

On Monday morning, after Eastern Region Board Member Robert Grossman welcomed the attendees to Burlington, ASLRRRA's General Superintendent of Safety, Security, and Operating Practices, Tom Streicher, gave the safety briefing, and Governor Jim Douglas gave an official welcome to the Green Mountain State. Following Governor Douglas's speech, Jamie Rennert, Chief of Staff in the office of STB Commissioner Frank Mulvey, spoke on the future of the relationship between Class II & III railroads and the STB; Francis Heald, Chairman of the Gateway Rural Improvement Pilot Association, discussed the place of public-private partnerships in the railroad industry; Tom Streicher reviewed upcoming rule changes coming out of FRA's RSAC, and ASLRRRA President Richard Timmons gave an update on the current legislative climate. After lunch, where a special tribute to the late Walter Rich was presented, Scott Gorton, GM – Rail for TSA and ASLRRRA Executive Director Stephen Sullivan discussed the effect HazMat rules have on the day-to-day operations of Class II & III railroads; Anthony Erb, Environmental Scientist for the Environmental Protection Agency, discussed the benefits of EPA's SmartWay Program.; and a panel comprised of ASLRRRA Sr. Director –

Equipment & Service Performance Dave Mears, Anacostia & Pacific Rail Holdings CFO Bruce Lieberman, and National Railway Equipment Company's Eastern Sales Manager Robert Singleton detailed the decision process and the steps necessary for "going green." After the business session, attendees enjoyed a Lake Champlain dinner cruise aboard the *Ethan Allen*.

On Tuesday morning the business session kicked off with keys to understanding Class I's by Roy Blanchard of The Blanchard Company; an outline of ASLRRA's 10-Point Bridge Plan by FRA Chief Engineer – Structures Gordon Davids; and an update on short line event reporting by Short Line Integration Team Chair, Judy Petry. After Field Director for the Coalition Against Bigger Trucks, Larry Kenck discussed the CABT-Short Line partnership, and ASLRRA VP & General Counsel, Keith Borman, discussed pressing issues facing our industry, the meeting ended with Robert Grossman providing a recap of the events of the previous two days. At the recap, it was announced that Jerry Hebda and Gary Shields had been reelected to the Eastern Region Board of Directors.

A special thank you goes out to the Eastern Region Conference Planning Committee for all of their hard work in pulling this meeting together and arranging for all of the fun events. The meeting planning committee members were: Jerry Hebda, Chair, Bob Bailey, Jack Dail, Beth Garguilo, Gloria Grossman, Charles Hunter, Mary Anne Michaels, Deb Murphy, and Andrea Sullivan. We also want to thank the Eastern Region Board: Robert Bailey, Eugene Blabey, Gordon Fuller, Robert Grossman, Jerome Hebda, Bruce Lieberman, Gary Shields, Maggie Silver, and Mike Smith; and the volunteers that helped make the meeting such a success: Steve Friedland, Beth Garguilo, Judy Petry, Andrea Sullivan, and Margo Timmons.

The Eastern Region Board has chosen Williamsburg, Virginia for next year's Eastern Region Meeting location. Watch your e-mail for more details.

AAR RULE CHANGE TO IMPACT SHORT LINES

The AAR will be making changes to their method of billing for car repair, effective January 1, 2008. On that date, the AAR Data Exchange System will be adopted as the method for invoicing car repairs. For details on how to make comments on this change of methodology, [click here](#). For more information on the rule change, contact Thomas Stahura, AAR's Executive Director, Rules and Standards at tstahura@aar.org.

FRA GRANTS TO AID TRACK UPGRADES, RESEARCH

Two ASLRRA member railroads will be receiving FRA grants for the purpose of upgrading trackage. The St. Lawrence & Atlantic Railroad is receiving a \$921,224 grant from the Federal Railroad Administration (FRA) to replace approximately three miles of 50 year old track, at various locations, with modern rail capable of handling heavier rail cars between North Stratford and Norton, Vermont. This federal funding is part of an ongoing project to upgrade track to provide for safer operations and more reliable service. The railroad is providing \$230,306 in matching funds. The Buffalo & Pittsburgh Railroad is receiving a \$3.75 million grant from the FRA to begin improving a portion of a 25-mile track spur from Creekside to Cloe in west central Pennsylvania. The grant funds will be used to install approximately eight miles of new track to support delivery of coal to the Edison Mission Homer City Power Plant. The Pennsylvania Department of Transportation is providing \$937,500 in matching funds.

The FRA will also issue five rail-related research grants involving track and equipment inspection, positive train control technology, and reduced locomotive emissions and fuel consumption. The grants will go to:

- The University of California at San Diego is receiving a \$175,000 grant that will continue ongoing research to develop a rail inspection method that allows for higher inspection speeds and higher defect detection reliability than currently available and ways to predict and identify potential rail buckling while the train is in motion.

- Norfolk Southern Railway is receiving a \$250,000 grant to demonstrate the effectiveness of Hot/Cold Wheel Detector scanners installed alongside the track to improve safety by identifying when wheel defects might develop due to abnormal braking conditions. The railroad is contributing \$260,000 to this project.
- The National Research Council of Canada is receiving a \$290,000 grant to continue research into a variety of interactions between the wheels of the locomotive and rail cars and the tracks, including wheel/rail profiles, wheel/rail friction management, and wheel/rail inspection equipment and procedures.
- The Railroad Research Foundation, a part of the Association of American Railroads, is receiving a \$500,000 grant to demonstrate technology based on industry standards that would allow for the interoperability of different Positive Train Control (PTC) systems as a train travels from one railroad network to another. PTC systems can automatically control train movements and speeds, including bringing a train to a stop, if a locomotive engineer fails to take appropriate action when the technology provides warning of potential dangerous situations.
- Union Pacific Railroad is receiving a \$150,000 grant to study if locomotive emissions and fuel consumption can be reduced through the use of rail car-based rail lubrication systems by lessening the amount of friction between the wheels and the track. Previous studies using locomotive-based rail lubrication systems have not proven successful. The railroad is contributing \$244,280 toward this project.

NITL THROWS SUPPORT TO SHORT LINE TAX CREDIT

The National Industrial Transportation League, in a recent press release, lent their endorsement to the extension of the short line railroad rehabilitation tax credit. In the words of NITL President John Ficker “short line railroads are playing an increasingly important role in the freight transportation system and the tax credit has proven a very cost effective way to maximize rehabilitation on these tracks. The League endorsed the initial version of this tax credit in 2004 and we are pleased to endorse this extension.” To view the entire press release, [click here](#).

THREE ASLRRA MEMBERS ON NEW ENERGY TRANSPORTATION COMMITTEE

Three employees of ASLRRA companies were recently named by Surface Transportation Board Chairman Charles D. Nottingham to serve on the newly established Rail Energy Transportation Advisory Committee (RETAC). Ed McKechnie, Chief Commercial Officer for WATCO; David J. Rohal, Vice President of RailAmerica; and Dan Sabin, President of the Iowa Northern Railway Co. will serve a two-year term and will provide advice and guidance to the Board and participate as a forum for the discussion of emerging issues regarding the railroad transportation of energy resources, particularly--but not limited to--coal, ethanol and other biofuels.

The following individuals were also appointed to the RETAC:

- William Berg, CEO, Dairyland Power Cooperative, La Crosse, WI
- Stevan Bobb, Group VP, Coal, BNSF, Forth Worth, TX
- Paul Bowers, President, Southern Co. Generation and Energy Marketing, Atlanta, GA
- James Brunkenhoefer, National Legis. Director, United Transportation Union, Washington, DC
- John Eaves, President and COO, Arch Coal, St. Louis, MO
- Daryl Haack, corn and soybean farmer, Primghar, IA
- Paul Hammes, VP & General Manager, Agricultural Products, Union Pacific, Omaha, NE
- C. Joseph Hopf, President, PPL EnergyPlus LLC, Allentown, PA
- Robert Hulick, Senior VP, Business Development, TrinityRail, Dallas, TX
- Mark Huston, Director, North American Transp., Louis Dreyfus Commodities, Kansas City, MO
- Richard C. Kelly, Chairman, President, CEO, Xcel Energy, Minneapolis, MN
- Dan Kuehn, Exec. Mgr., Wholesale Power Services, Lower Colo. River Auth., Austin, TX
- Betsey Monseu, VP, Transportation, Foundation Coal, Linthicum Heights, MD
- Michael Rayphole, VP, Sales and Transp., Peabody Coalsales Co., Gillette, WY
- James Redding, VP, External Relations, Aventine Renewable Energy, Inc., Pekin, IL

- Henry Rupert, Asst. VP, Utility North, CSXT, Jacksonville, FL
- Darin Selby, Asst. VP, Coal Sales and Marketing, KCSR, Kansas City, MO
- Alan Shaw, Sr., Director of Coal Transp., Norfolk Southern, Norfolk, VA
- Darrell Wallace, VP, Transportation Commodities Group, Bunge North America, St. Louis, MO
- Jay Wileman, President and CEO, GE Equipment Services, Chicago, IL

Chairman Nottingham also announced that the first meeting of the RETAC will take place at 10:00 a.m. on October 24, 2007 at the Surface Transportation Board headquarters in Washington, D.C.

NMB NAMES TWO NEW MEDIATORS

The National Mediation Board recently announced the selection of Gerry McGuckin and Marvin Sandrin to supplement its Corps of Mediators. Mr. McGuckin joined the agency on September 17 and Mr. Sandrin on September 24, 2007. Both mediators will conduct airline and railroad cases, including Grievance Mediation cases.

During his twenty nine year airline career and educational background, Gerry McGuckin gained extensive labor relations experience, including serving as merger committee co-chairman for the PeopleExpress pilots, as elected representative on the ALPA Master Executive Council for both Braniff International Airways and US Airways, and as ALPA negotiator for over twelve years at US Airways – chief negotiator for two years.

Marvin Sandrin served 38 years in the airline industry before retiring from Northwest Airlines. He comes to the Board with 28 years of labor relations experience, having served as General Chair and President as well as Directing General Chair of a union district lodge. Marvin has been involved in negotiations, mediation, arbitration and mergers since 1981.

OPERATOR SOUGHT FOR RAILROAD IN BROOKLYN

The New York City Economic Development Corporation (NYCEDC) is seeking a qualified rail operator to provide railroad operating, switching and maintenance services for the Brooklyn Waterfront Railroad (BRR) pursuant to an operating agreement between the Operator and NYCEDC in order to promote and facilitate the expansion of rail traffic on the Brooklyn waterfront. For more information on the requirements for the operation of the BRR, and how to submit a proposal, [click here](#).

PERSONNEL CHANGES

The **Aberdeen & Rockfish Railroad Co.** recently appointed **Garland Horton** president to succeed **Edward Lewis**, who will retire after serving as the 47-mile short line's president the past 20 years. Lewis will continue to serve as chairman until he retires at year's end. Horton most recently served as southern region vice president-sales and marketing for Genesee & Wyoming Inc. He previously held a similar position — VP of sales and marketing — at Rail Management Corp.

Balfour Beatty Rail Inc. recently named **Chris Durden** vice president of business development. Durden most recently held a similar position — VP of business development and marketing — at RailWorks Corp. He previously served CSX Transportation as director of terminal development and environmental affairs. During his CSXT tenure, Durden oversaw development of the railroad's eastern intermodal terminal network, participated on a Conrail integration team, and dealt with regionals, short lines and transit operators. Balfour Beatty Rail provides design, engineering and contracting services to the rail industry.

CORP EMARGOES TRAFFIC ON COASTAL RUNS

The Central Oregon & Pacific Railroad closed operations last week between Eugene and Coquille because of unsafe tunnels. "The rail line segment has nine tunnels, each more than 115 years old, several of which are no longer safe to transit," the railroad's parent company, RailAmerica said in a statement. The company estimated repairs to the tunnels could cost up to \$7 million over the next five years. It's seeking a public-private partnership to pay for it. State and federal officials say there's no money set aside for emergency railroad repairs.

The company declined to say how long the line may be closed. At least four companies locally rely on the railroad. "It's quite devastating. We ship probably 70 percent of our product out on that line," said Jason Smith, manager of the Southport Forest Products sawmill on Coos Bay's North Spit. Without rail, lumber goes out on semi-trucks to Eugene for reload on rail there. That hikes the shipping costs an estimated 10 percent to 15 percent, Smith said.

"This has serious impacts to the state of Oregon, not just to Coos Bay," according to Sen. Joanne Verger, D-Coos Bay.

EJ&E BOUGHT BY CN

Last week, Canadian National Railway Co. announced it reached an agreement with United States Steel Corp. to acquire a major portion of the Elgin, Joliet and Eastern Railway Co. (EJ&E) for \$300 million. Known as "Chicago's Outer Belt," the 198-mile regional operates a mainline encircling the Windy City, reaching Waukegan, Joliet and South Chicago, Ill., and Gary, Ind.

The deal calls for U.S. Steel's Transtar subsidiary to retain ownership of railroad assets and equipment, and continue employing workers at a Gary Works site in northwest Indiana, which will become the Gary Railway. CN would acquire the remainder of EJ&E's operations. The transaction is subject to Surface Transportation Board approval. Pending regulatory review, the deal could close in mid-2008.

"This acquisition is good news for railroading in Chicago ... [which] is essential to CN's rail operations, yet presents us with major operational challenges," said CN President and Chief Executive Officer E. Hunter Harrison in a prepared statement. "This transaction will improve rail operations on the CN system and the rest of the Chicago rail network by moving CN trains out of the urban core to EJ&E lines on the outskirts of the Chicago metropolitan area."

The deal also will provide CN what had been a missing link to connect the eastern, western and southern regions of the Class I's network, said CN Senior Vice President-Southern Region Gordon Trafton. The acquisition wouldn't cause any shippers to lose direct rail competition or adversely effect rail competition, CN said. The Class I would keep gateways open and honor trackage rights agreements with all connecting carriers, which include CPR, BNSF Railway Co., CSX Transportation, Norfolk Southern Corp. and Union Pacific Railroad.

CN plans to invest about \$100 million to integrate the regional, build connections, improve infrastructure and expand capacity on the EJ&E, which moves steel, petroleum and chemical products, coal, and other bulk commodities and finished goods. The regional employs 700 people.

MICHIGAN STATE RAIL COURSE GETS DONATION FROM FCM RAIL FOUNDER

Dennis Gilstad, founder and president of rail equipment and financial services firm FCM Rail Ltd., has contributed \$1 million to help launch the Edward A. Burkhardt Chair in Railway Management at Michigan State University. The chair honors Burkhardt, founder, president and CEO of RAil World Inc. and Rail World Holdings Inc., who also ran the former Wisconsin Central Ltd. The certificate program is slated to commence in January, and will include classroom and online components that can be completed within six months. Course content will include railroad operations and networking, strategic planning, and management and decision-making skills. "This effort should culminate in degree programs that will be determined by market demand of the national and international rail communities," Gilstad said in a statement. "The rail and transportation industries have substantial academic and executive development needs."

NEW INTERCHANGE MEANS MORE TRAFFIC FOR WNYP

Construction of a new interchange track for the Western New York and Pennsylvania and Norfolk Southern railroads is well under way, and everything is on schedule, according to WNYP president William Burt. Around 15 local NS and WNYP employees began working on the project three weeks ago, according to Burt, and construction should be completed in the next two weeks or so. The track will connect up with the NS runaround track on the site of the old Erie Railroad eastbound yard, commonly known as the South Yards, off Ice House Road. After the interchange track is finished, it should allow an increase in traffic between current WNYP lines and NS lines to the east.

"It's going to make a difference getting more rail business to Hornell," said Hornell Industrial Development Agency Executive Director Jim Griffin of the new interchange and siding, adding the businesses in the park will have increased rail access, both east and west of Hornell. According to Griffin, the IDA is also building a switch and a siding to the South Yards Industrial Park with a \$150,000 grant from the state, which may not only help the current manufacturers in the park, but also attract new companies to the park.

WNYP signed a lease on August 3 allowing it to run freight trains from Machias, N.Y., south through Olean and to Driftwood, Pa. Burt said this new lease will increase the amount of traffic on the company's entire system, necessitating the Hornell interchange. The 145-mile railroad from Hornell to Corry, Pa., was formerly the main line of the Erie-Lackawanna Railroad. The line is owned by the Southern Tier Extension Railroad Authority.

OHIO RAIL COMMISSION WILL UPGRADE THREE RAIL CROSSINGS

The Ohio Rail Development Commission (ORDC) recently asked the state's Public Utilities Commission to authorize engineering and construction work for three grade crossing upgrades. The commission plans to replace crossbuck signs with state-of-the-art warning lights and gates at a Norfolk Southern Railway crossing near Cortland; a Wheeling & Lake Erie Railway Co. crossing near Zoar; and a R.J. Corman Railroad Group crossing near Strasburg. An independent Ohio Department of Transportation agency, ORDC oversees freight and passenger railroad issues, grade crossing safety, and rail travel and tourism.

PENNDOT'S DABOIN MOVING TO OFFICE OF THE BUDGET

Budget Secretary Michael J. Masch announced this week that Sharon Daboin will join the Office of the Budget as deputy secretary for performance improvement. Daboin, currently PennDOT's deputy secretary for aviation and rail freight, will manage the administration's ongoing program to measure and improve the performance of state agencies that report to the Governor, Masch said.

"Deputy Secretary Daboin's mandate will be to strengthen the budget office's efforts to establish, measure and exceed the performance goals set for each state agency. She will lead the Governor's charge to make our state government more effective and more accountable to the public," Masch said.

Masch said the Rendell administration's performance improvement program will take an important step forward this December with the publication of the first annual Governor's Performance Report. The report will describe the services that key commonwealth agencies delivered to the citizens of Pennsylvania in 2006-07.

"I am delighted that Sharon will lead our effort to launch the Governor's Performance Report," Masch said.

"Sharon brings an extensive background in state and federal government to this position, and she has the knowledge and expertise to help commonwealth agencies become even more responsive to the needs of their constituents by establishing clear performance goals, consistently measuring our success, and devising ways to improve our performance while controlling and reducing the cost of delivering public services."

"The job of government is to serve the public," Daboin said. "To fulfill our obligations to the people of Pennsylvania, we need to be sure that we reach the goals we set, and then push for even higher standards of achievement. I appreciate Governor Rendell's confidence in my ability to lead this important work."

At PennDOT, Daboin oversaw the administration of financial assistance grants and technical assistance, which totaled more than \$60 million annually, to 134 public-use aviation facilities and 67 regional and short line railroad operators. Her areas of oversight included airport improvement projects, planning assistance, licensing and inspection, aviation awareness initiatives, maintenance and construction of railroad track projects, and rail inspection. During her tenure at PennDOT, Daboin administered a rail freight development grant program that doubled over the past five years from \$14.5 million to more than \$31 million annually. With this expansion, PennDOT helped the rail freight industry in Pennsylvania become more stable and more competitive, with fewer slow orders, increased reliability and improved safety. This, in turn, led to an increase in the number of Pennsylvania businesses shipping by rail, stimulated job creation and retention, and reduced the number of trucks on state highways.

WATCO LINE REACHES AGREEMENT WITH AMTRAK

A Watco Cos. subsidiary, the Michigan Central Railway (MCRY), has reached an agreement with Amtrak concerning the operation of the latter's *Wolverine Service* east of Kalamazoo, Michigan. Amtrak, as part of the agreement, will support MCRY's request for approval of the transaction to the STB. To view the entire press release, [click here](#).

WASHINGTON DOT SEEKING APPLICANTS FOR INTEREST-FREE LOANS

The Washington State Department of Transportation (WSDOT) is seeking proposals from railroads, ports, rail districts, private companies and local governments that are interested in competing for interest-free loans through Rail Bank, a freight-rail capital program the state's legislature created in April.

From 2007 to 2009, the state will provide \$2.5 million for the program. Funds might increase to \$5 million in a future biennium. WSDOT also is accepting applications for grants because the state's "ability to make grants as well as loans may change during the period of the application," according to a prepared statement.

The state will provide a loan up to \$250,000 for a freight-rail capital project, such as the construction of a multi-modal center; purchase of rolling stock; improvements to terminals, yards, fuel stations or docks; modifications to sidings, bridges, tunnels or culverts; and upgrades to communication systems. The applicant must provide matching funds totaling at least 20 percent of project costs.

Proposals and applications must be submitted to WSDOT and post-marked no later than Oct. 25. The department will provide the state legislature a prioritized list of projects by Dec. 1. If approved by the state, funds will be distributed next year.

“The goal of Rail Bank is to assist with the funding of smaller capital rail projects,” said Scott Witt, the state’s rail and marine director.

RAILINC INDEX/STEELROADS EVENT REPORTING – AUGUST 2007

Railinc recently released their traffic index and Steelroads event reporting for August 2007. Carloads decreased by 3.7% compared to August 2006. Five of the commodities listed made gains, with motor vehicles/equipment making the only double digit gain at 37%. Meanwhile twelve commodities dropped, with metallic ores, lumber and wood products, and crushed stone, sand and gravel each suffering a greater than 15% drop. To view detailed information, [click here](#).

RMI RAILCONNECT INDEX OF SHORT LINE TRAFFIC

For the week ending: 9/15/2007

Week Number: 37

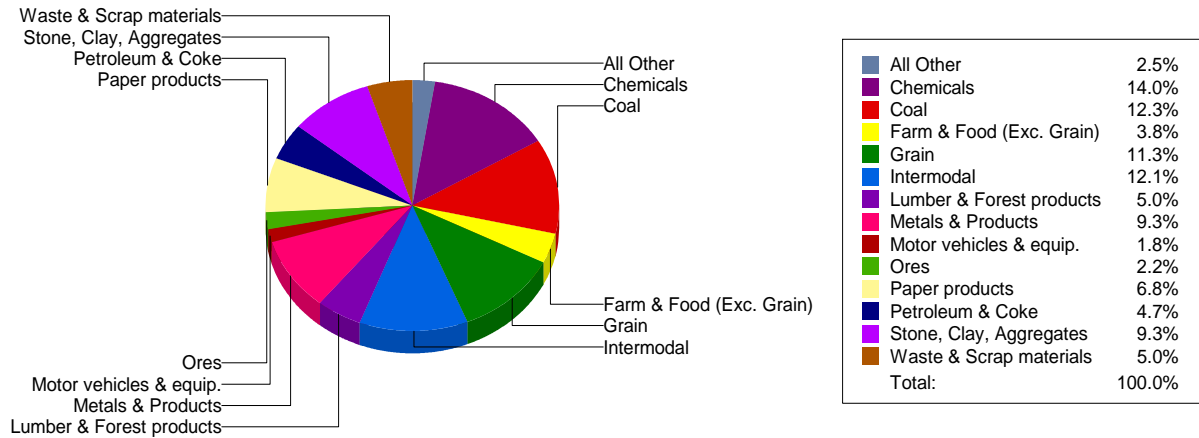
Number of Railroads: 305*

	Current Week			Year-To-Date		
	2007	2006	% Change	2007	2006	% Change
Carloads Handled						
Coal	16,256	16,870	-3.64%	538,285	547,373	-1.66%
Grain	14,288	14,356	-0.47%	494,982	495,459	-0.10%
Farm & Food (Exc. Grain)	4,938	4,813	2.60%	164,719	171,082	-3.72%
Ores	3,138	3,802	-17.46%	97,358	110,521	-11.91%
Stone, Clay, Aggregates	12,893	12,253	5.22%	406,186	423,656	-4.12%
Lumber/Forest Prods.	5,686	6,578	-13.56%	219,638	265,983	-17.42%
Paper Products	7,474	8,329	-10.27%	298,357	326,094	-8.51%
Waste & Scrap Materials	6,327	6,550	-3.40%	220,687	229,387	-3.79%
Chemicals	17,070	16,389	4.16%	612,495	569,280	7.59%
Petroleum & Coke	5,492	5,991	-8.33%	205,703	217,777	-5.54%
Metals & Products	10,091	10,983	-8.12%	409,088	443,081	-7.67%
Motor Vehicles & Equip.	2,324	2,466	-5.76%	78,590	83,025	-5.34%
Intermodal	15,639	17,718	-11.73%	533,157	658,202	-19.00%
All Other	3,203	3,529	-9.24%	110,528	127,028	-12.99%
Total	124,819	130,627	-4.45%	4,389,773	4,667,948	-5.99%

* Railroads using RMI products to waybill rail shipments.

RailConnect Index

Year-To-Date



RAILROAD TRAFFIC

According to the AAR, U.S. carloads were up 0.2 percent in the week ending September 22, 2007, with 339,266 cars originated, compared to 338,497 cars originated in 2006. U.S. intermodal traffic was down 2.5 percent for the week and 1.9 percent for the year to date. U.S. and Canadian intermodal traffic is down 1.2 percent compared to 2006. Total volume is down 1.8 percent for the year, with an estimated total of 1,272.3 billion ton-miles, compared to 1,296.1 billion ton-miles in 2006.

EMBARGO NOTICES AND REROUTE ORDERS

A complete listing of embargo notices is available at aarembargo.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