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American Short Line and
Regional Railroad Association's

VIEWS & NEWS



VOLUME 78

NUMBER 20

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Upcoming Events

2009 Southern Region Meeting

November 8-10, 2009
Panama City Beach, FL

CSX Short Line Workshop

March 7-9, 2010
Saint Augustine, FL

2010 Annual Convention

May 1-4, 2010
Hilton Bonnet Creek
Orlando, FL

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IN THIS ISSUE

ASLRRA Welcomes More New Members

Eastern Region Meeting Held – And Hailed! – In Indianapolis

FRA Opens Final Storm Grant Pool For Short Lines

TIGER Grant Filings Completed

STB To Begin Public Oral Arguments In Major Cases

New CWR Rule Compliance Deadlines Approaching

On USDOT Secretary LaHood's Blog, News Of NS

Battery-Powered Locomotive

ASLRRA and CCH Ramp Up Tax Credit Push

ASLRRA Files Comments With FRA On Proposed Bridge Rules

RailAmerica Sets Public Offering

Iowa Northern Regains Bridge Access Across Cedar River

Fourth Quarter Track Publications Being Sent

Associate Member Directory Updates

New Umler Cutover Continues, V3.3 Announced

ACACSO Meeting To Be Held In NOLA November 11-13

Standard Time Resumes November 1, Remember To Set Clocks

Back

**Word On Readiness: Personal And Family Preparedness (Part 2
Of 2)**

Conferences Coming Up

New (And Changing) Railroads

Members In The News

Other Industry News

Class I RR Traffic

RMI RailConnect Short Line Index

Helpful Links

ASLRRRA WELCOMES MORE NEW MEMBERS

ASLRRRA's Cheryl Huyck and Eileen Keane report about our new members:

We welcome the following new Railroad Member:

S&S Shortline Railroad: S&S Shortline Railroad (SSR) operates 129 miles of track in Nevada and interchanges with UP and BNSF. The railroad can be reached at P.O. Box 604, Farmington, UT 84025 and their main number is (801) 451-2796. S&S Shortline Railroad's fax number is (801) 451-2793. Please contact Operations Manager Steve Flanders at ssshortline@aol.com.

And the following new Associate Member:

National Interstate Insurance Company: National Interstate Insurance Company is a specialty property and casualty insurance holding company with a niche orientation and focus on the transportation industry. Their products include insurance for transportation companies, alternative risk transfer, or captive insurance programs for commercial risks. National Interstate Insurance Company is located at 3250 Interstate Drive, Richfield, OH 44286 and their main number is (330) 659-8920. Their website is www.nationalinterstate.com and their fax number is (330) 659-8915. Please contact Sr. Vice President Terry Phillips at terry.phillips@natl.com.

Are you aware of a company with different products or services than your own and interested in heightening their visibility to short line and regional railroads? Then let Cheryl Huyck know, so that she may acquaint them with the many benefits of becoming an ASLRRRA associate member. Email Cheryl at chuyck@aslrra.org or phone her at (202) 585-3431.

EASTERN REGION MEETING HELD – AND HAILED! – IN INDIANAPOLIS

We're rushing this edition to press just back from the Eastern Region meeting in Indianapolis! ASLRRRA's Kathy Cassidy and Eileen Keane file their report:

Members and non-members alike descended on Indianapolis earlier this week for the 2009 ASLRRRA Eastern Region Meeting at the Hyatt Regency. From October 11-13, attendees experienced all that Indiana's capital city has to offer, from a ride on the Indiana Rail Road (our hosts) to an authentic Oktoberfest dinner at Indianapolis's famed Rathskeller restaurant. This year's Eastern Region Meeting also boasted its largest number of attendees in association history with almost 300 attendees, including close to 120 railroad representatives! Eastern Region Vice President Bob Bailey of the Port Jersey Railroad said, "I thought that this was one of the best meetings I've attended in over ten years."

Railroaders and suppliers arrived on Sunday, October 11 to begin the meeting's activities. A train ride through the state of Indiana proved to be an exciting journey, with beautiful views of the state's landscape, ending at a scenic lake near Bloomington, Indiana. Jacky Hardy, Director - HR and Chief Administrative Officer of the Indiana Rail Road and the Eastern Region Meeting's Planning Committee Chair said, "The train trip was a great way to start the meeting – everyone seemed to really enjoy themselves." After their trip, small railroad representatives participated in an engaging and productive Sandhouse Session, to discuss topics of importance for small railroads and glean new ideas from their colleagues. Eric Lee of Meridian Southern Railway commented that, "this Small Railroad Sandhouse Session was the best one so far and very well attended. We shared a thorough and thoughtful exchange of ideas." Later Sunday evening, all attendees enjoyed a Welcome Reception in the tabletop display area.

Monday's program began early, with the beginning of the General Session and Hours of Service training continuing throughout the day. Speakers focused on topics ranging from the Marcellus Shale development to updates from railroad issues on Capitol Hill. Participants enjoyed a hearty lunch and refreshment breaks throughout the day, during which time they perused the Exhibit Hall and met with their fellow railroaders and suppliers. This year's Eastern Region Meeting featured 15 exhibitors focusing on all aspects of the short line railroad industry. Ms. Hardy commented that the meeting had "an amazing turnout" and that she was "very appreciative of the vendors and railroaders" who made the trip to Indianapolis. Attendees were able to enjoy the exhibits throughout the course of the meeting. Later on Monday afternoon, railroad and associate member company representatives participated in their respective Sandhouse Sessions, which also proved to be interesting and productive.

At the Eastern Region Meeting, two new board members were elected to serve: Don Hutton of New York New Jersey Rail and John Levine of Pioneer Valley Railroad; Mike Smith of Finger Lakes Railway was re-elected to serve another term.

Attendees wrapped up their Monday with dinner at the Rathskeller, one of Indianapolis's most renowned restaurants, named several years in a row as "The Best German Restaurant in the U.S." After the Oktoberfest festivities, the networking continued in the Eastern Region's popular Kaboose Klub Lounge in the exhibit area, featuring desserts and coffee. Tuesday featured more speakers on topics of railroad law and Hours of Service and a last chance to view the Exhibit Hall before lunch was served and the meeting concluded. Mr. Bailey commented that even before the meeting's end, he had received "lots of positive feedback and comments" on the program. He also thanked the many meeting sponsors for their outstanding support and the ASLRRA for their organization of the meeting, saying, "the ASLRRA has done a great job as usual." Ms. Hardy agreed and added "a big thanks to Kathy Cassidy, we couldn't have done this without her" and to Mr. Bailey "for his help in coordinating speakers throughout the meeting." Kathy, ASLRRA's VP-Member & Meeting Services, offered that "the meeting would not have been as successful without the leadership of Meeting Chair Jacky Hardy and all of the time and effort put in by the meeting planning committee, comprised of Bob Bailey, Janet Gilbert, Beth Garguilo, Cathy Hale, and Steve Friedland. All of the committee members devoted their time and energies in advance of the meeting as well as during the conference, working on site selection, speaker procurement, AV coordination, packet stuffing, etc. ASLRRA has the best volunteers in the world."

We'll announce the winner of the free registration to next year's meeting in the next issue of Views & News along with all of our door prize winners.

The Eastern Region Meeting proved to be a terrific success and all attendees looked forward to sharing their education and experiences with colleagues at home.

Visit the ASLRRA website for information on our Southern Region Meeting at the Marriott Bay Point Resort in Panama City Beach, Florida from November 8-10! We've just added an Hours of Service training session to the meeting lineup!!

FRA OPENS FINAL STORM GRANT POOL FOR SHORT LINES

The Federal Railroad Administration has announced \$5 million in funding for short line and regional railroad repairs due to storm damage occurring since January 1, 2008. The amount is the final part of \$20 million in federal grants for storm damage made available by a September 30, 2008 appropriation.

FRA will take applications for this \$5 million starting on or about October 17. The money may be spent on railroad rights-of-way, bridge, track signals and other infrastructure, provided the damage came from storms or other natural events in counties that were declared by the President to be disaster areas.

Last May, the FRA distributed the first \$15 million of the grant pool among 12 repair projects.

TIGER GRANT FILINGS COMPLETED

The U.S. Department of Transportation recently received its final applications for the TIGER (Transportation Investment Generating Economic Recovery) grant program. The agency said that they received a total of 1,380 applications from all 50 states, territories, and the District of Columbia, all contending for a portion of the \$1.5 billion put towards the project. Most applications are for highway or bridge projects, but many are for short line and regional railroad improvements in partnership with an oversight state transportation agency.

USDOT Secretary Ray LaHood has said that each proposed project will go through an intense evaluation process by a group of officials representing all areas of transportation to determine which groups will receive grants. Governments on both the state and local levels are eligible to receive grants, as are port authorities, tribal governments, and other groups outside of the federal government. He added that, "Through the TIGER grants, we will begin to seriously address the 21st Century transportation challenges of improving our environment, the livability of our communities, enhancing safety while strengthening our economy."

Projects will be selected as soon as possible and no later than February 17, 2010. As update, USDOT said on September 25 that it will put information about all 1,380 grant applications on its website; when it does, we will advise the correct hyperlink. For more information on the TIGER program in the meantime, link to <http://www.dot.gov/recovery/docs/tdgapproverview.pdf>.

STB TO BEGIN PUBLIC ORAL ARGUMENTS IN MAJOR CASES

New Surface Transportation Board Chair Daniel Elliott has announced that the board will begin holding public oral arguments.

Mr. Elliott said that a public forum will enable parties to directly address the board and provide STB commissioners an opportunity to ask questions before making a decision. "This is another way to demystify the process," said Mr. Elliott. The format will be similar to oral arguments held in federal appellate courts; however, only counsel representing the parties will be allowed to argue a case.

The first scheduled oral argument will be held October 27 in Washington, DC, regarding a rate case: Entergy Arkansas and Entergy Services vs. Union Pacific and the Missouri & Northern Arkansas Railroad – and also DesertXpress Enterprises petition for a declaratory order.

NEW CWR RULE COMPLIANCE DEADLINES APPROACHING

Please note that the final rule has now been published concerning changes to federal track safety standards. These new FRA regulations include specifications for the qualification of persons designated to inspect CWR track, or supervise the installation, adjustment, or maintenance of CWR track. They also clarify the procedures associated with the submission of CWR plans.

The final rule became effective August 25, 2009. Compliance dates are as follows: October 9 (last Friday) for Class I railroads; November 23, 2009 for Class II railroads; and February 22, 2010 for Class III railroads.

The CWR final rule may be read by clicking [here](#). For more information, contact ASLRRRA's Tom Streicher at tstreicher@aslrra.org.

ON USDOT SECRETARY LAHOOD'S BLOG, NEWS OF NS BATTERY-POWERED LOCOMOTIVE

With U.S. Secretary of Transportation Ray LaHood in attendance, Norfolk Southern recently unveiled a new and experimental battery-powered locomotive.

The locomotive was debuted to the public at NS's Juniata Locomotive Shop in Altoona, PA; the shop helped build and adapt the locomotive for battery power. Designed for switching service, the 1,500 horsepower locomotive has been designated NS Locomotive No. 999. It uses 1,080 12-volt lead acid batteries to store power and can run for about a day on a charge. It also utilizes regenerative braking energy and has zero exhaust emissions.

For more information about NS 999 – as reported on “Fast Lane,” the official blog of the U.S. Secretary of Transportation – click [here](#).

ASLRRA AND CCH RAMP UP TAX CREDIT PUSH

Chambers, Conlon & Hartwell's Jeff Van Schaick reports on the latest efforts to secure passage of the extension for and improvement of the Short Line Tax Credit:

Recently, ASLRRA's Legislative Policy Committee held a conference call to discuss each Representative who has not yet co-sponsored the Short Line Railroad Tax Credit, but had done so at some point in the past. These Congressmen remain the "low hanging fruit" and therefore should be the easiest to secure as co-sponsors.

We need to hit our three magic numbers: 200, 218, 51.

- 200 – Getting 200 co-sponsors will provide us with a unique opportunity for a press release that most bills do not have.
- 218 – Even better than having 200 co-sponsors is having 218 co-sponsors, which is half of the House of Representatives plus one.
- 51 – Along the same lines as 218, 51 Senators signed on would be over half of the Senate.

The House Ways and Means and Senate Finance Committees are beginning to take the steps to draft the legislation that is our likely vehicle for an extension, a tax credit extenders bill. It is important to show that our short line tax credit bill still has momentum and a lot of support from both sides of the aisle, in both chambers.

We currently sit at 196 House co-sponsors and 45 Senate co-sponsors. If your senator or representative has not yet signed on to this important information, now would be a great time to reach out to them.

Please contact Jeff at jeff.vanschaick@cch-llc.com for more information to see if your senators or representative needs to be signed up for this important effort.

ASLRRA FILES COMMENTS WITH FRA ON PROPOSED BRIDGE RULES

ASLRRA recently filed formal comments with the Federal Railroad Administration concerning rail bridge safety standards. The comments, which were filed on their October 1 due date, replied to a Notice of Proposed Rulemaking (NPRM) recently issued by the FRA.

Regulations governing bridge safety are required by Section 417 of the Railway Safety Improvement Act. ASLRRA participated with other interested parties in the FRA RSAC Bridge Working Group that was initiated to discuss proposed regulations. As a result of that participation, the Association is generally supportive of the working group's findings. However – and bearing in mind the special needs of short line and regional railroads – the Association in its comments suggested that the proposed regulations might be improved related to the determination of bridge load capacities, bridge inspection procedures, bridge inspection records, and content of bridge management programs.

Several members of the ASLRRA Bridge Committee helped assemble the comments. They may be viewed in their entirety by clicking [here](#). The final FRA rule for bridge safety standards is expected to be issued later this year.

RAILAMERICA SETS PUBLIC OFFERING

On Tuesday, October 13, RailAmerica conducted an initial public offering (IPO) of stock. The company said that it hoped to raise \$357 million by offering 21 million shares for between \$16 and \$18 per share. Half of those shares will be sold by the company, while the other half will be sold by private equity funds managed by a unit of Fortress Investment Group – the firm that took the company private in 2007. It is anticipated that those funds will own nearly 58 percent of the company's stock after the offering.

RailAmerica stock will be traded on the New York Stock Exchange under the symbol "RA".

IOWA NORTHERN REGAINS BRIDGE ACCESS ACROSS CEDAR RIVER



The Iowa Northern Railway recently held a ceremony marking the completion of its new bridge across the Cedar River near Waterloo, IA. The bridge replaces the earlier crossing that was washed away in the severe flooding of the river in June, 2008.

The bridge is owned by Union Pacific, but used exclusively by Iowa Northern. Under an agreement between the two, Iowa Northern paid 50 percent of the new bridge's construction. The railroad secured a \$2.1 million federal loan to help cover its costs. At the ceremony, Iowa Northern President Dan Sabin expressed gratitude to Iowa Governor Chet Culver and U.S. Rep. Bruce Braley for their assistance in finding funding for the new bridge. "Congressman Braley has been just great," said Mr. Sabin. "He literally got an Act of Congress to help with our portion of the bridge. The Iowa Legislature, the Iowa Department of Transportation, and Governor Culver's office worked very carefully to fill the gap. That allowed us to survive."

Since the destruction of the old bridge, Iowa Northern has had to detour its trains over 300 miles. Mr. Sabin estimated that being able to use the new bridge will mean \$800,000 per month in net restoration of the bottom line. Mr. Sabin recently sent the above picture of the first train over the new crossing. He included a single sentence, masterful in both eloquence and explanation: "We are one railroad again!"

FOURTH QUARTER TRACK PUBLICATIONS BEING SENT

ASLRRA recently released the latest editions of its acclaimed series of "Track" specialty publications. These are issued quarterly and deal in depth with a particular topic of interest in the areas of security, passenger, legal, bridge and technology.

Secure Tracks covered the topic of graffiti on rail equipment and its effect on rail safety. Passenger Tracks featured an article on the continuing development of U.S. intercity passenger rail service, in particular the \$8 billion in federal funding for passenger rail appropriated by the American Recovery and Reinvestment Act. Legal Tracks contained an article by Attorney John Heffner on potential misinterpretation of legal issues relating to the Railroad Retirement Act and the Railroad Unemployment Insurance Act. Finally, Bridge Tracks looked at different types of bridge construction and the particular merits of each.

Stay tuned for Technology Track, to be released later this week! If you are an ASLRRA member, are not presently receiving these publications, and would like to, contact Kathy Cassidy at kcassidy@aslrta.org to be added to their distribution list.

ASSOCIATE MEMBER DIRECTORY UPDATES

ASLRRA's Cheryl Huyck reports on the ongoing effort to update the associate member directory:

In our last issue, the ASLRRA announced the implementation of our Fall 2009 Associate Member Directory Update. This effort began with a September 24 email to our Associate members disclosing the initiative to update E-Marketplace (http://www.aslrta.org/our_members/Associate_Members/index.cfm), so that it accurately reflects products and services offered by member companies. Response has been very positive with numerous associate listings updated.

Although the deadline for response has now passed, we remind our Associate members to bring to our attention any changes they may have that will continue to make the ASLRRA's E-Marketplace a valuable resource. E-Marketplace updates are welcome via fax to the ASLRRA at (202) 628-6430, or email updates directly to Dave Whorton at dwhorton@aslrta.org.

NEW UMLER CUTOVER CONTINUES, V3.3 ANNOUNCED

Railinc reports that the New Umler System continues to function without incident. The 40-year-old industry equipment data file was migrated last August 31 from a legacy system to a modern web-based technology. Railinc has noted that more than 800,000 lines of code, representing more than 20,000 business rules, were adapted for the migration.

Cutover to the new system by Umler's biggest users began on September 12, including several large equipment owners, leasing companies and Class I railroads. Cutover will continue until the end of December. Post-production support will also continue over the next several months. Included in this is the introduction of Umler//EMIS Version 3.3, which is scheduled for October 18 release.

For more details about the New Umler System, link to Railinc's Umler webpage at www.railinc.com/umler.

ACACSO MEETING TO BE HELD IN NOLA NOVEMBER 11-13

The Association of Car Accounting & Car Service Officers (ACACSO) has now scheduled their fall meeting to be held November 11-13 in New Orleans, LA. The meeting, which will be held at the Astor Crowne Plaza in New Orleans, includes a comprehensive program of industry speakers and breakout sessions. The latter will include experts who will be able to answer just about any question about car handling and car hire rules, from the most basic to the most advanced.

ASLRRA's Dave Mears, who has recently joined ACACSO, reports that their meetings "...are the perfect venue to learn all about the outrageously complex world of car rules and car service. For all those whose work touches rail car management, this organization and its meetings are excellent to become involved with." As one of the speakers on the meeting program, Dave will present an in-depth update of issues facing short line and regional railroads and will separately present his popular "Top 10 List" covering in detail the year's most important rail industry news.

For more information on this meeting, link to the ACACSO website at <http://www.acacso.org> or email to acacso@grbx.org

STANDARD TIME RESUMES NOVEMBER 1, REMEMBER TO SET CLOCKS BACK

A reminder to set your watches, clocks and other timepieces back one hour the night of Saturday, October 31, so that they will be correct on Sunday, November 1. On that day, daylight saving time ends and standard time resumes.

WORD ON READINESS: PERSONAL AND FAMILY PREPAREDNESS (PART 2 OF 2)

The U.S. Department of Homeland Security's "Ready" campaign works to increase awareness and preparedness of domestic threats and ways that citizens can plan for an emergency situation. The DHS urges that each individual or family do the following in preparation for a possible emergency:

Make a Plan

Make sure you have a family emergency plan. Your family may not be together when disaster strikes, so it is important to plan in advance: how you will contact one another; how you will get back together; and what you will do in different situations.

Family Emergency Plan

It may be easier to make a long-distance phone call than to call across town, so an out-of-town contact may be in a better position to communicate among separated family members.

Be sure every member of your family knows the phone number and has coins or a prepaid phone card to call the emergency contact.

You may have trouble getting through, or the telephone system may be down altogether, but be patient.

Be Informed

Being informed about the different types of emergencies that could happen where you live and the appropriate ways to respond to them will impact the decisions you make and the actions you take. Here are some helpful links:

- Emergency plans for your area: www.ready.gov/america/local/index.html
- FEMA's Plan for Emergencies: www.fema.gov/plan/prepare/plan.shtm
- An in-depth guide to citizen preparedness: www.fema.gov/areyouready
- Planning for older Americans: www.ready.gov/america/getakit/seniors.html
- Planning for People with Disabilities: www.ready.gov/america/getakit/disabled.html
- Planning for Pets: www.ready.gov/america/getakit/pets.html
- Citizen Corps: www.citizencorps.gov
- Red Cross: www.redcross.org

Emergency Information

Find out what kinds of disasters, both natural and man-made, are most likely to occur in your area and how you will be notified. Methods of getting your attention vary from community to community. One common method is to broadcast via emergency radio and TV broadcasts. You might hear a special siren or get a telephone call (reverse 911 in some communities) or emergency workers may go door-to-door.

Emergency Plans

You may also want to inquire about emergency plans at places where your family spends time: work, daycare and school. If no plans exist, consider volunteering to help create one. Talk to your neighbors about how you can work together in the event of an emergency. You will be better prepared to safely reunite your family and loved ones during an emergency if you think ahead and communicate with others in advance.

Get Involved

After preparing yourself and your family for possible emergencies by **getting a kit, making a plan and being informed**, take the next step and **get involved** in preparing your community. At your work location volunteer to serve as an emergency floor warden, report unsafe incidents, suspicious activity, and unattended packages promptly and via appropriate protocols.

For more information, visit www.ready.gov

CONFERENCES COMING UP

October 19-20, 2009, Railway Age's 16th Annual Passenger Trains On Freight Railroads Conference: To be held at the Washington Marriott, Washington, DC. For more information, contact Jane Poterala at jpoterala@sbpub.com or (212) 620-7209.

November 2-4, 2009, ASLRRRA-sponsored workshop, "Using CARVER for Target Analysis and Vulnerability Assessments at Railroad Facilities": To be hosted by the New York & Atlantic Railway in Long Island City, NY. ASLRRRA members receive a discounted registration rate of \$1,899 per person and are invited to register at <http://www.ewa-iit.com/content.asp?sectionID=15&contentID=286> or by calling Laura Johnson at (301) 257-7439. Please note that registration is limited to 15 attendees per workshop.

November 8-10, 2009, ASLRRRA Southern Region Meeting: To be held at the Marriott Bay Point Resort, Panama City Beach, FL. The ASLRRRA room block is now available and you can reserve your rooms by [clicking here](#) or by calling (850) 236-6000. Go to the Meetings & Seminars Tab on the ASLRRRA website, www.aslrra.org, for complete meeting details.

November 11-13, 2009, Association of Car Accounting and Car Service Officers (ACACSO): See above or details.

December 1-3, 2009, ASLRRA –sponsored workshop, “Using CARVER for Target Analysis and Vulnerability Assessments at Railroad Facilities”: To be hosted by Pacific Harbor Lines in San Pedro, CA. ASLRRA members receive a discounted registration rate of \$1,899 per person and are invited to register at <http://www.ewa-iit.com/content.asp?sectionID=15&contentID=286> or by calling Laura Johnson at (301) 257-7439. Please note that registration is limited to only 15 attendees per workshop.

January 6-9, 2010, 2010 NRC Conference: To be held at the Desert Springs JW Marriott Resort & Spa in Palm Desert, California. The NRC hotel block is now open. For more information about the hotel or the conference, including a draft program overview, go to the NRC 2010 conference link on the left side of the NRC home webpage at www.nrcma.org.

NEW (AND CHANGING) RAILROADS

The **Green Mountain Railroad (GMRC)** has notified Railinc of its intent to stop participating in the Interline Settlement System (ISS) and the Rail Clearinghouse (RCH) effective October 31, 2009. GMRC will remain active for the required 14 months to handle outstanding waybills dated on or prior to October 31, 2009.

The **Dakota, Minnesota & Eastern Railroad** and the **Iowa, Chicago & Eastern Railroad** have both notified Railinc of their intention to stop participating in the Interline Settlement System (ISS) effective October 11. DM&E and IC&E were formally absorbed that date into the Canadian Pacific Railway, their new owner.

MEMBERS IN THE NEWS

Ansaldo STS USA (ASTS USA) appointed Raymond Tasch VP-Business Development & Sales. Mr. Tasch will lead all sales and business development activities at ASTA USA. Mr. Tasch has served in executive positions with Trinity Rail, Safety-Kleen Systems and Niagara Mohawk Energy ... **Transportation Certification Services (TCS)** continued its engineer training program with the recent addition of Massachusetts Bay Commuter Railway. TCS began providing training to railroads in 1991 ... **Hans Vossloh**, honorary chairman of **Vossloh AG's** Supervisory Board and the last surviving grandchild of company founder Eduard Vossloh, died Sept. 22 at the age of 90. Mr. Vossloh had “operational responsibility” of the company for more than 40 years, playing a “lead role in the transformation from a successful family enterprise to a stock corporation,” according to a prepared statement.

OTHER INDUSTRY NEWS

Oregon's Port of Coos Bay last month began repairs on the 110-mile rail line it now owns. The port bought the line for \$16.6 million from RailAmerica last year. The port said that it hoped to reopen the former Central Oregon & Pacific route by mid to late 2010 ... **CSX and Massachusetts** recently announced that they had reached a multi-year transportation agreement. Under the agreement, Massachusetts will purchase CSX's line between Boston and Worcester to facilitate expanded commuter rail service provided by the Massachusetts Bay Transportation Authority, and will include MBTA taking over dispatching and maintenance responsibility for that line segment. Also under the agreement, CSX will help defray MBTA's liability insurance cost and pay the deductible on a liability insurance policy if an accident occurs; CSX and Massachusetts will work together to raise clearances on CSX's Boston & Albany Line to accommodate doublestack trains; Massachusetts will help CSX relocate its Beacon Park Yard in Cambridge to facilitate long-wanted redevelopment; and Massachusetts will purchase CSX's line between New Bedford and Fall River to facilitate future commuter rail service ... **The Surface Transportation Board** recently reported that it had determined that the rail industry's pre-tax cost of capital for 2008 was 11.75 percent, slightly higher than the previous year's 11.53 percent. The STB noted that only two U.S. Class I railroads had a return on investment that exceeded the cost of capital: Norfolk Southern with 10.33 percent and Canadian Pacific's Soo Line with 12.09 percent. In announcing their determination, the STB noted that it uses the figure “in evaluating the adequacy of individual railroads' revenues each year” and in “determining the reasonableness of a challenged rail rate, considering a proposal to abandon a rail line, or valuing

a particular railroad operation.” ...**Canadian National** recently re-dedicated the former Illinois Central’s Johnston Yard in Memphis, TN, following a three-year, \$100 million rebuilding. The yard was renamed Harrison Yard in honor of outgoing CN CEO Hunter Harrison, a Memphis native ...**Newsweek** recently included four Class I railroads on its first-ever “Greenest Companies” list for transportation and aerospace companies. The magazine ranked BNSF No. 6, CSX No. 7, Norfolk Southern No. 11 and Union Pacific No. 20. In their ranking for BNSF, the magazine noted its initiatives to reduce greenhouse gas emissions and efforts to phase-out older locomotives and install idle-control devices ...The **Journal of Commerce** recently reported that a rail regulatory reform bill by the Senate Commerce Committee was still being worked on with interested parties. “We’ve got a pretty good agreement...with the railroads, which is surprising...but we’re having a little bit to work out still with the shippers,” said Mr. Rockefeller. Last month, a rail research analyst with Morgan Stanley reported that the bill will primarily focus in three areas: provisions to strengthen the Surface Transportation Board to give it more authority, resources, and commissioners; provisions to help increase shipper access to rail networks; and reforming the review process on rail rates and service.

CLASS I RAIL TRAFFIC

(THU) For the week ending October 3, 2009, U.S. rail volume grand totaled 29.7 billion ton-miles, down 16.6 percent from the comparable week last year. U.S. carload rail traffic was down 17.2 percent, down 18.3 percent in the East and down 16.4 percent in the West; declines ranged from 2.7 percent for chemicals and 53.2 percent for metallic ores. Also for the week, U.S. intermodal rail traffic was down 15.7 percent, Canadian carload rail traffic was down 7.3 percent, Canadian intermodal rail traffic was down 15.6 percent, Mexican carload rail traffic was down 0.9 percent and Mexican intermodal rail traffic was down 3.4 percent.

For the period January 1 through October 3, 2009, U.S. rail volume grand totaled 1.11 trillion ton-miles, down 17.3 percent from the comparable period last year. Also for this period, U.S. carload rail traffic was down 18.1 percent, U.S. intermodal rail traffic was down 16.8 percent, Canadian carload rail traffic was down 22.2 percent, Canadian intermodal rail traffic was down 16.2 percent, Mexican carload rail traffic was down 13.6 percent, and Mexican intermodal rail traffic was down 18.2 percent.

(NOTE: Canadian traffic totals include those of the U.S. operations of Canadian Pacific Railway and Canadian National.)

RMI RAILCONNECT SHORT LINE TRAFFIC INDEX

The RMI Railconnect Index is waybill-based and totals shipments billed by non-Class I railroads using RMI billing products. For this report, this totals 340 such railroads. This index is calculated weekly. The **below data is as of the week ending September 26, 2009**, the 38th full week of this year. Special thanks to RMI's Cheri Denton for this valuable statistical information.

	Week Ending September 26			Year-To-Date		
	2009	2008	% Change	2009	2008	% Change
CARLOADS HANDLED						
Coal	11,472	14,590	-21.37%	492,105	582,515	-15.52%
Grain	12,413	13,619	-8.86%	478,882	569,534	-15.92%
Farm & Food (Exc. Grain)	5,184	5,488	-5.54%	197,450	216,451	-8.78%
Ores	2,335	2,451	-4.73%	65,513	108,296	-39.51%
Stone, Clay, Aggregates	10,365	12,627	-17.91%	392,690	486,286	-19.25%
Lumber/Forest Prods.	3,660	5,287	-30.77%	135,529	190,073	-28.70%
Paper Products	5,643	6,911	-18.35%	216,124	287,380	-24.80%
Waste & Scrap Materials	5,631	6,646	-15.27%	170,640	250,141	-31.78%
Chemicals	15,796	14,757	7.04%	577,096	659,048	-12.43%
Petroleum & Coke	3,697	4,569	-19.09%	134,513	219,546	-38.73%
Metals & Products	5,673	10,450	-45.71%	216,093	425,879	-49.26%
Motor Vehicles & Equip.	1,127	2,142	-47.39%	38,041	74,403	-48.87%
Intermodal	6,647	12,131	-45.21%	243,806	476,020	-48.78%
All Other	1,721	3,195	-46.13%	53,989	118,289	-54.36%
Total	91,364	114,863	-20.46%	3,412,471	4,663,861	-26.83%

HELPFUL LINKS

To use the Railinc Embargo & Permit System, including open & prepay station (OPSL) notes, link to <https://aarembargo.railinc.com/epdb/public.do>

To reach the Railinc homepage, link to www.railinc.com.

And speaking of helpful links, have you checked out the ASLRRRA website? If not, do so! Additional to an exciting new look, the site is packed with a host of new and improved features and tools. Check it out at its customary location on the World Wide Web: www.aslrra.org.

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