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American Short Line and
Regional Railroad Association's

VIEWS & NEWS



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Upcoming Events

CSX Short Line Workshop
March 6-8, 2011
St. Augustine, FL

2011 Railroad Day On Capitol
Hill And Legislative Dinner
March 24, 2011
Washington, DC

2011 ASLRRRA Annual
Convention
April 30-May 3, 2011
San Antonio, TX

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ASLRRA WELCOMES MORE NEW MEMBERS

Cheryl Huyck and Cara Lione here report on the latest additions to the ASLRRA family:

With great pleasure, we welcome the following new Railroad Members:

Middletown & New Jersey Railroad, LLC: Middletown & New Jersey Railroad, LLC operates 48 miles of line in New York and connects with Norfolk Southern and the New York Susquehanna & Western. The railroad's mailing address is 505 S. Broad St., Kennett Square, PA 19348 and their main number is (610) 925-0131. Their fax number is (610) 925-0135 and their website is www.regional-rail.com. Please contact President Bob Parker at b.parker@regional-rail.com.

Port Terminal Railroad Association: Port Terminal Railroad Association operates 52 miles of line in Texas and connects with Union Pacific, BNSF, and Kansas City Southern. The railroad's mailing address is 8934 Manchester St., Houston, TX 77012 and their main number is (713) 393-6500. Their fax number is (713) 393-6673 and their website is www.ptra.com. Please contact General Manager Marvin Wells at mwells@ptra.com.

Note: It was Farmrail-Grainbelt Controller Judy Petry who, on the occasion of a visit to Houston, TX, personally pitched to the PTRRA the many benefits of becoming an ASLRRA member railroad. Ms. Petry, we thank you!

Texas Pacifico Transportation Company Ltd: Texas Pacifico Transportation Ltd operates 382 miles of line in Texas and connects with BNSF, Union Pacific, and Fort Worth & Western Railroad. The railroad's mailing address is 210 South Main St., Brownwood, TX 76801 and their main number is (325) 643-6476. Their fax number is (324) 646 3404 and their website is www.txpf.com. Please contact Chief Operating Officer Roy D. Williams at roywilliams@verizon.net.

And with equal pleasure, we also welcome the following new Associate Member:

Jacobus Energy/Quick Fuel Fleet Services: Jacobus Energy/Quick Fuel Fleet Services is a provider of fuel services that offers comprehensive programs designed to improve efficiencies, increase productivity and make businesses more competitive. Jacobus Energy also provides quick fuel solutions including: mobile refueling, fully-automated fueling stations, and wholesale fuel deliveries along with many others. The company is located at 11815 W. Bradley Rd., Milwaukee, WI 53224 and their main number is (800) 522-6287. Their website is www.quickfuel.com and their fax number is (414) 359-1469. Please contact their National Accounts Manager Jon Thompson at jthompson@jacobusenergy.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 ASLRRA associate member. Email Cheryl at chuyck@aslrra.org or phone her at (202) 585-3431.

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BREAKING NEWS: POSSIBLE DEAL ON TAX CUTS COULD EXTEND 45G TAX CREDIT FOR TWO YEARS

Adam Nordstrom of ASLRRA's allied firm, Chambers, Conlon & Hartwell, reports on breaking developments related to the effort to extend the Short Line Tax Credit:

Last night President Obama announced a "framework" deal between the White House and Congressional Republicans that could extend several expired tax provisions, including the 45G short line railroad tax credit. Section 45G expired at the end of last year, and bi-partisan majorities in both the House and Senate have called for its extension.

While nothing is certain until passed by Congress and signed by the President, the current deal as explained to ASLRRRA by Presidential advisors would extend individual tax cuts passed early in the Bush administration as well as business tax provisions like 45G. The 45G credit would be extended to cover the 2010 and 2011 tax years under this framework.

This proposal is likely to face significant opposition by some Democrats in the House and Senate. ASLRRRA members are urged to contact their Senators and Representatives and support the passage of tax relief, including the Section 45G short line railroad tax credit so that critical track improvements can take place. Contact Jeff Van Schaick at jeff.vanschaick@cch-llc.com or 202-715-2915 with any questions or information.

ASLRRRA FILES PTC BRIEF

Keith Borman, ASLRRRA's VP & General Counsel, reports on the recent filing of an amicus brief in federal court concerning Positive Train Control (PTC):

ASLRRRA recently filed an amicus ("Friend of the Court") brief at the United States Circuit Court for the District of Columbia in litigation brought by the Association of American Railroads against the Federal Railroad Administration concerning its Positive Train Control regulations.

AAR alleges that FRA erred in selecting 2008 as the base year for determining whether or not PTC will be required on a line. AAR argues that 2015, the year in which PTC becomes operational as required by the Rail Safety Improvement Act, is a more realistic reflection of the conditions which will determine whether or not PTC is required. AAR also alleges that the FRA rule requiring equal access to the PTC display in the locomotive for all crew members on board is a needless requirement that will force railroads to install dual displays in every PTC equipped locomotive.

In its amicus brief, ASLRRRA advised the Court that the issues AAR raised will also adversely affect many of the nation's Class II and Class III railroads, imposing costs on them which are both needless and particularly unaffordable for small railroads. It is likely that the Court will decide the case sometime in 2011.

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EFFORT TO DETER TRUCK SIZE AND WEIGHT INCREASE GATHERS MOMENTUM

Adam Nordstrom of Chambers, Conlon & Hartwell and Jerry Vest, who is with Genesee & Wyoming and also chairs ASLRRRA's new Truck Size & Weight Committee, recently sent out an email alerting to the effort building to challenge national and state initiatives to increase truck size and weight limits. For the purpose of providing further information about this effort, their email is excerpted below:

Background: ASLRRRA Chair Michael Ogborn, recognizing the growing threat to Class II and III railroad revenues caused by increasing truck size and weight (TSW) limits, created a new special committee, the ASLRRRA TSW Committee, and asked Jerry Vest of Genesee & Wyoming to chair the committee. Joining Jerry on this committee are Stephen Gregory from Iowa Pacific, Mike Smith of Finger Lakes, Alan Thiem from OmniTRAX, and Dan Zink from the Red River Valley and Western. ASLRRRA coordinator for the committee is Keith Borman. The committee has begun work to structure ASLRRRA activities to start 2011 fully engaged in this issue.

This Is A Federal And State Problem: It is reasonable to believe that the national TSW issue will be addressed in the reauthorization of the current surface transportation bill (known as SAFETEA-LU). Authorization for SAFETEA-LU expired on September 30, 2009, and federal transportation funding has continued since then through a series of temporary legislative methods. Some in DC believe that formal reauthorization of SAFETEA-LU will not be enacted in 2011. However, increased truck weight limits have been enacted through numerous means over the last two years. At the end of 2009, through a literal “middle of the night” action without debate in the U.S. Senate, the states of Maine and Vermont were granted one year increased truck weight limits waivers for their interstate highway networks. Weight limits in Maine increased from 80,000 lbs. to 100,000 lbs., and in Vermont the increase was from 80,000 lbs. up to 120,000 lbs. Now senators from those two states are seeking to make these increased weight limits permanent through a similar stealth legislative action. Beyond DC and over the last two years, there has been a growing TSW problem at the state level. Numerous states, include Colorado, Florida, Ohio and South Carolina, have recently allowed higher truck weight limits. The rail industry has faced increasing difficulty in fighting these efforts, and these actions have often led, sometimes immediately, to Class II / III railroad freight losses.

Building TSW Coalitions: The TSW Committee is focused on building better coalitions to successfully repel TSW increase efforts at the state and federal levels. The Committee is in discussions with the Coalition Against Bigger Trucks to explore better ways to work the TSW issue both in DC and at the state level. A pilot project is underway through the Ohio Railroad Association to better build the case against bigger trucks in that state. There has also been an outreach to Class I railroads, through the AAR State Relations and Policy Committee. As part of a larger focus in 2011 on TSW, the AAR commissioned Carl Martland to undertake a rail diversion study specific to Class I railroads based on larger trucks. Results of this study, due to be released very soon, are reported by Mr. Martland to be very similar to the diversion study he did on Class II / III railroads: reflecting a massive loss of Class I merchandise traffic. There appears to be a growing concern and support from Class I carriers concerning TSW.

Your Help Will Be Needed: All ASLRRA members will need to engage in this effort. Unlike our work on the Short Line Tax Credit, the TSW issue will be fought both at the federal and state levels, and with this issue our industry faces a strong and organized opposition that has enjoyed numerous recent successes. Unless ASLRRA members successfully mobilize to stop additional federal and state TSW increases, it will be close to impossible to prevent higher national truck weight limits when SAFETEA-LU reauthorization is eventually enacted. The TSW Committee cannot address this issue on its own, but will need the help of all ASLRRA railroad and associate members, along with the help of other allied groups. The Committee realizes that there are many requests made to ASLRRA members, and will do everything possible to make TSW action requests to ASLRRA member specific, clear and as infrequent as possible.

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SUPREME COURT TO HEAR ARGUMENTS ON FELA CAUSATION STANDARD

The U.S. Supreme Court has agreed to hear a case brought by CSX that in effect challenges the standards for rail workers bringing lawsuits under the Federal Employers’ Liability Act (FELA).

As reported by Bloomberg News, the case involves a CSX engineer who won a \$184,250 FELA award for a hand injury suffered while on duty. The federal judge hearing that case told the jury that the railroad was responsible for negligence if it “played a part – no matter how small – in bring about the injury.” CSX contends that workers should meet a more demanding standard, as is required in other types of personal injury lawsuits not covered by the FELA.

The case, McBride vs. CSX, will be argued before the Supreme Court in 2011. T.H. Lyda, a Pittsburgh PA-based attorney with Burns White Attorneys At Law and a member of the ASLRRA General Counsel Committee, notes in a recent email that the “relaxed causation standard” for FELA cases roots from a 1950s case, Rogers vs. Missouri Pacific, which held that a railroad “is on the hook if its negligence played any part, even in the slightest, in bringing about the plaintiff’s injury.” He adds that, should the Supreme Court overturn the Rogers decision, it would have significant impact, as “the relaxed causation standard is one of the biggest hurdles to overcome when trying an FELA case.”

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FRA LAUNCHES RWP ACTION PLANS

The Federal Railroad Administration recently announced several steps intended to enhance Roadway Worker Protection (RWP). RWP regulations, which cover track and related infrastructure workers, were first implemented in January, 1997.

In a November 16 letter to rail industry principals, FRA Chief Administrator Joe Szabo noted that, since January, 1997, there have been 24 roadway worker on-duty fatalities. He said that, to address this, “FRA has implemented a five-point action plan. First, FRA convened a Railroad Safety Advisory Committee (RSAC) to review the current RWP regulations; revisions were recommended and are in the draft stage. Second, FRA launched an education initiative distributing thousands of informational brochures and discussing on-track safety procedures during field contacts. Third, FRA inspectors are focusing on RWP procedures during their daily inspections. Fourth, FRA is auditing the railroads’ internal operations testing procedures. Fifth, FRA established a new working group, the Fatality Analysis of Maintenance-of-Way Employees and Signalmen (FAMES).”

The FAMES Working Group is modeled on the Switching Operations Fatality Analysis (SOFA) Working Group. Both groups are under FRA governance. FAMES includes representatives from the Association of American Railroads, the American Short Line and Regional Railroad Association, the Brotherhood of Maintenance of Way Employees, and the Brotherhood of Railroad signalmen, and FRA. Representing short line and regional railroad interests to FAMES are Tom Streicher, ASLRRA General Superintendent, and J.R. Gelnar, an operating principal of the Farmrail-Grainbelt Rail System.

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UPDATE ON RECENT RAILROAD RETIREMENT CASES

Ron Lane, a Chicago-based attorney with Fletcher & Sippel LLC and a member of the ASLRRA General Counsel Committee, reports on recent rulings by the Railroad Retirement Board concerning workers covered under Railroad Retirement:

Industry leaders are following with concern recent RRB decisions extending Railroad Retirement coverage to contractors providing dispatching services.

The first case, decided by the RRB last year, involved Herzog Transit System that operates the Trinity Railway Express commuter service between Dallas and Fort Worth. Herzog provides dispatching not just for the commuter service but also for four freight railroads that operate over portions of the line. The RRB, over the dissent of the management member, decided that dispatching is so essential to rail operations that Herzog’s dispatching group is a covered “carrier” employer. In October, the federal appellate court in Chicago, by a 2 to 1 vote, upheld the RRB decision.

In the meantime, the RRB issued a second decision, this one involving Rail-Term, an independent contractor that provides dispatching service to a number of short line railroads. Again, the labor and chairman members found that the contractor is a covered carrier; a request for reconsideration is pending.

Ron Lane of Fletcher & Sippel LLC explains that, “Generally, legitimate independent contractors are not covered by Railroad Retirement, except that the RRB has for some time extended coverage to operating craft workers regardless of whether they are actually employed by a railroad or an independent contractor. These decisions extend coverage to non-operating employees of independent contractors. Thousands of independent contractor employees provide non-operating services that also might be considered just as essential to the railroad industry as dispatching.”

The ASLRRA General Counsel Committee will continue to monitor and report on developments in this important area.

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RAILROAD RETIREMENT TAX RATES FOR 2011

The Railroad Retirement Board recently announced that the railroad retirement tier I and tier II payroll taxes and the tier I and tier II tax rates on employees and employers will remain the same in 2011. However, railroad unemployment insurance tax rates paid by employers will include a 2.5 percent surcharge in 2011.

The railroad retirement tier I payroll tax rate on covered rail employees and employers for the year 2011 remains at 7.65 percent. The railroad retirement tier I tax rate is the same as the social security tax, and for withholding and reporting purposes is divided into 6.20 percent for retirement and 1.45 percent for Medicare hospital insurance. The maximum amount of an employee's earnings subject to the 6.20 percent rate remains at \$106,800 in 2011 but there is no maximum on earnings subject to the 1.45 percent Medicare rate.

The railroad retirement tier II tax rate on employees will remain at 3.9 percent in 2011, and the rate on employers will remain at 12.1 percent. The maximum amount of earnings subject to railroad retirement tier II taxes remains at \$79,200 in 2011. Tier II tax rates under the 2001 Railroad Retirement and Survivors' Improvement Act are based on an average account benefits ratio reflecting railroad retirement fund levels. Depending on this ratio, the tier II tax rate for employees can be between 0 percent and 4.9 percent, while the tier II rate for employers can range between 8.2 percent and 22.1 percent.

Employers, but not employees, also pay railroad unemployment insurance taxes, which are experience-rated by employer. The basic tax rates range from a minimum of 0.65 percent to a maximum of 12 percent on monthly compensation up to \$1,330 in 2011, the same compensation base as in 2010. However, the Railroad Unemployment Insurance Act also provides for a surcharge in the event the Railroad Unemployment Insurance Account balance falls below an indexed threshold amount, and such a surcharge of 1.5 percent applied in 2004-2010. The accrual balance of the Railroad Unemployment Insurance Account was slightly more than \$100,000 on June 30, 2010. Because the balance was greater than zero but less than the indexed threshold of \$63.5 million, the 2.5 percent surcharge is added to the basic tax rates for 2011, but will not increase the maximum rate of 12 percent.

The unemployment insurance tax rates on railroad employers in 2011 therefore will range from 3.15 percent (the minimum basic rate of 0.65 percent plus the 2.5 percent surcharge) to a maximum of 12 percent on monthly compensation up to \$1,330. The 2.5 percent surcharge will not apply to new employers in 2011. During the year, new employers will pay an initial tax rate of 2.50 percent, which represents the average rate paid by all employers in the period 2007-2009.

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RESOURCES AVAILABLE TO LEARN NEW DAMAGED DEFECTIVE CAR TRACKING SYSTEM

Here is a review of informational and educational resources available to help with the new Damaged and Defective Car Tracking (DDCT) System, scheduled to live in early January, 2011:

DDCT Training Demos: Railinc has developed three demos in a series of online training courses to help railroads, equipment owners and repair shops learn how to use the new DDCT system. These demos cover Rules 1, 95 and 108 and are available on-demand and free of charge on the Railinc DDCT website. The link for the demos can be found under "DDCT Training" on the main DDCT site. You can access these demos directly by linking to <https://www.railinc.com/rportal/web/guest/ddct-task-demos>.

Railinc DDCT Test System: This test system is now available for access. The "pre-prod" system gives DDCT users a chance to explore the new system's functionality and to practice critical tasks without being penalized for making mistakes. In order to be granted access to the DDCT Test System, users must have a "pre-prod" single sign-on (SSO) credential to get into the system. You can establish these credentials by going to <https://wwwtst.railinc.com>. In the "Account Access" box on the upper left, click "Register Here". (Please note the "wwwtst." in the URL; that's how you know you are in the Railinc test system.) Data in the test system will be test data and does not represent any production data or active rail conditions.

Railinc DDCT Webinar Slides and Q&As: Railinc has offered a series of webinars to help the rail industry get ready for the new DDCT system. Slides and Q&A from these sessions are now available online by clicking on the links below.

- **Introduction to DDCT:** This session covers basic information about the Damaged/Defective Car Tracking (DDCT) System to answer the following questions: what is DDCT, who will be affected by DDCT, when will DDCT go live and what you can do to get ready for DDCT. No webinars are currently scheduled on this topic, but you can download the slides here: [Click here to download the slides for this webinar.](#) [Click here to download the Q&A from this webinar.](#)
- **Basic DDCT Process:** This session covers the basic process flow of the incident life cycle within DDCT, including incident creation, requesting/providing disposition, creating defect cards and shop repairs. [Click here to download the slides for this webinar.](#) [Click here to download the Q&A from this webinar.](#)
- **DDCT Car Hire:** Tailored specifically for people involved in the car hire process, this session covers car hire rule changes, car hire calculations for DDCT incident cars, and how to interpret car hire messages. [Click here to download the slides for this webinar.](#)

For more information or help using any of these informational and educational resources, contact the Railinc Customer Support center at (877) 724-5462 or by email at csc@railinc.com.

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ASLRRRA BOARD ENDORSES NEW BY-LAWS DOCUMENT

At their December meeting, the ASLRRRA Board of Directors endorsed new by-laws for the Association.

According to ASLRRRA Chair Mike Ogborn, the by-laws adopted cover the following distinct matters: (1) they set forth the general membership requirements, including payment of current dues and assessments to remain an active member; (2) the conduct of business at the Annual Meeting, the Board of Directors Meetings, and the Executive Committee meetings; (3) a conflict of interest policy for Board members; (4) the composition of and selection of chairs and members of standing and special committees; and (5) the site selection process for meetings.

The new by-laws will soon be posted on the Association's members-only website, which may be accessed by linking to <http://members.aslrra.org>.

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GAO ASKS RAILROADS' ASSISTANCE IN EXAMINING HOURS OF SERVICE ISSUES

The U.S. Government Accountability Office has furnished ASLRRRA the following for publication:

The U.S. Government Accountability Office (GAO), a non-partisan agency in the legislative branch of the federal government, has received a bi-partisan request from the Senate Committee on Commerce, Science, and Transportation to study the railroad hours of service provisions contained in the Rail Safety Improvement Act of 2008 (RSIA). GAO has been asked to (1) identify the operational and financial impacts of RSIA hours of service changes on the railroad industry, (2) determine the impact of RSIA hours of service changes on the covered workforce and related implications on worker fatigue, and (3) assess the federal government approach to monitoring and enforcing hours of service requirements. GAO will report the results of its work to Congress.

In order to understand and analyze the impacts of the hours of service provisions in RSIA, GAO is conducting two efforts that will involve Class II and Class III railroads. First, GAO needs the assistance of selected Class II and Class III railroads in its effort to collect work schedule information on covered train and engine employees. GAO is asking for this data in the form of HOS work schedule records of selected employees that worked in both May 2008 and May 2010. GAO will be analyzing this information to assess such things as potential fatigue levels and work/rest patterns. This is a time sensitive request and if you have been asked to participate please provide a prompt response in providing the requested work schedule information. This information should be provided as soon as possible and **no later than January 14, 2011**. Participating railroads will be contacted directly by GAO with further information.

Second, in the coming weeks GAO will be distributing a survey of the railroad industry on the operational and financial impacts of the hours of service changes in RSIA. Again, GAO is asking for the assistance of selected Class II and Class III railroads to complete the survey. If your railroad has been selected to participate, you will be contacted directly by GAO with more information about how to access this electronic, Web-based survey. GAO asks that participating railroads complete the survey as promptly as possible. Your help in doing so will assist in providing a more comprehensive picture of how hours of service rule changes have affected the rail industry, particularly smaller railroads.

If you have any questions or need more information please do not hesitate to contact Richard Jorgenson (jorgensonr@gao.gov, 202-512-5031) or Betsey Ward (wardb@gao.gov, 202-512-6676) at GAO.

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WEBSITE NOW FEATURES HOLIDAY EVENT LISTING

The ASLRRRA website now includes a list of special events occurring on its member railroads during this holiday season.

These special events include train rides – many featuring a guest appearance by Santa himself! – as well as other festivities, such as tree and menorah lightings. All of them will be a holiday delight in the communities in which will occur – truly, fun for the entire family!

The list may be viewed from the home page of the ASLRRRA website, which may be accessed at www.aslrra.org. Once at the home page, click on the link at “Holiday Magic Rides The Rails.” Many of the listings have further links that will take you directly to specific event details.

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NEW (AND CHANGING) RAILROADS

A new railroad is the Battle River Railway. Assigned Reporting Mark BRR and AAR Rule 260 Code 393, the railroad will operate approximately 50 miles of track serving the communities of Kelsey, Rosalind, Heisler, Forestburg, Galahad, and Alliance in the province of Alberta, Canada, and will interchange with Canadian National at Camrose, AB. The railroad was expected to start operations on or about December 1, 2010. Contact information is as follows: Mr. Ken Eshpeter, President, Battle River Railway NGC Inc., P.O. Box 488, Daysland, AB, Canada T0B 1A0, Phone: (780) 374-2403, Fax: (780) 374-3910, Email: kenesh@xplornt.com.

Another new railroad is the Societe Du Chemin De Fer De La Gaspesie. Assigned reporting Mark SFG and AAR Rule 260 Code 665, the railroad will operate approximately 202 miles of track between Matapedia and Gaspé in the province of Quebec, Canada. The railroad is expected to start operations on or about December 16, 2010. Contact information is as follows: Mr. Gilbert Scantland, General Manager, Societe Du Chemin De Fer De La Gaspesie, 153-2 rue de la Reine, Gaspé, QC, Canada G4X 1T5, Phone: (418) 368-6171, Fax: (418) 368-6062, Email: gilbert.scantland@cre-gim.net.

Also, Patriot Rail recently announced that they had now executed an agreement with the North Carolina Department of Transportation to operate the Piedmont & Northern Railway. Under the 20-year agreement, Patriot will be responsible for operating, maintaining and marketing freight rail service for the line, which runs approximately 13 miles from Mount Holly to Gastonia, NC, with a spur to Belmont. Patriot reports that they expect to commence service over the westernmost four miles of the line in the first quarter of next year.

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MEMBERS IN THE NEWS

North Shore Railroads (www.nshr.com) held a joint ceremony November 19 with the Pennsylvania's Clinton County Economic Partnership and SEDA-COG Joint Rail Authority offices to mark the restoration of service on the Nitany & Bald Eagle's Mill Hall Industrial Track. The approximately two mile line had been out of service since the early 1990s. The rehabilitation of the line was made possible by \$222,000 in funding from PennDOT, \$97,000 from SEDA-COG, \$13,223 from NSHR, and \$100,000 from a new customer on the line, Avery Dennison, which said in a prepared statement that it considered restoration of rail service "a critical component to its future economic health".....**OmniTRAX** (www.omnitrax.com) has appointed Peter Rickershauser to its Board of Advisors. Mr. Rickershauser recently retired from BNSF, having most recently been its vice-president for network development. The OmniTRAX Board of Advisors provides advice to the holding company's leadership team on such topics as governance, growth, strategic planning and business development.....**Progress Rail Services** (www.progressrail.com) recently announced its acquisition of C&S Signaling LLC of Crestwood, KY. Established in 2002, C&S Signaling specializes in grade crossing warning systems, including design services, material procurement and handling, project management, installation, maintenance and FRA inspections. Progress Rail Services is a wholly-owned subsidiary of Caterpillar Inc.....**Trains Magazine's** (www.trains.com) January, 2010 issue features articles on two ASLRRRA members. The **Fort Worth & Western Railroad** (www.fwwr.net) is profiled in article that includes interviews with FWWR President & CEO Steve George, Chief Operating Officer Richard Green, and VP-Business Development Richard Lesikar. Also in the magazine is an in-depth article on **Electro Motive Diesel** (www.emdiesels.com) . The article features a photograph of new EMD Class SD70ACe locomotives recently purchased by **Montana Rail Link**, another ASLRRRA member railroad.

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MEETINGS AND CONFERENCES COMING UP

January 5-8, 2011: National Railroad Construction & Maintenance Association (NRCMA) 33rd Annual Conference: To be held at the Marriott Harbor Beach Resort & Spa in Fort Lauderdale, FL. For more information about the 2011 NRC Conference, link to <http://www.nrcma.org/ps.nrcconference.cfm?ID=165>.

February 7-10, 2011: FRA Region 3 Seminar & Training Workshop: To be held at the Beau Rivage Resort & Casino in Biloxi, MS. Hosted by the Mississippi Export Railroad. Scheduled agenda topics include hazardous materials, signal and grade crossing protection and standards, Part 219 drug & alcohol, motive power and equipment, roadway worker protection, accident incident reporting, locomotive engineer certification, operating practices, and hours of service. Golf outing scheduled for February 10. For more information, contact Tonya Gilmore at the MSE Railroad, tonya.gilmore@mserailroad.com or (228) 474-6383.

March 6-8, 2011: CSX Short Line Workshop: To be held at the Renaissance Resort at the World Golf Village in St. Augustine, FL. For further information, contact Len Kellermann at len_kellermann@csx.com or (904) 366-4191.

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EMBARGOES IN EFFECT

Listed below are all the embargoes currently in effect for the North American rail system. For further details about a specific embargo, including affected stations and a point of contact for further information, link to the Railinc AAR Embargo/OPSL Notes & Permit System at <https://aarembargo.railinc.com>. Once there, select the “Embargoes” tab, then “Search Embargoes,” and then enter the embargo number.

The below list is in issuing railroad order. Embargoes newly issued and effective since our lat edition of bolded:

Issuing Road	Embargo No	Amendment No	Effective Date	Expiration Date	Allow Permits	Status	Last Amended Date	Cancelled Date	Op Station Notice	Participating Roads	Cause
ABL	ABL000210	0	04/01/2010	04/01/2011	NO	Effective			NO		Track Conditions
AF	AF000110	0	06/11/2010	06/11/2011	NO	Effective			NO		Track Conditions
AOK	AOK000110	0	11/05/2010	11/05/2011	NO	Effective			NO	KCS	Track Conditions
BCR	BCR000109	0	05/13/2010	05/13/2011	NO	Effective			NO	CSXT, NS	Other - specify
BNSF	BNSF001609	0	12/11/2009	12/11/2010	NO	Effective			NO		Track Conditions
BNSF	BNSF000410	0	06/18/2010	06/18/2011	YES	Effective			NO		Congestions/Accumulation
BNSF	BNSF000710	0	08/03/2010	08/03/2011	YES	Effective			NO		Other - specify
BNSF	BNSF001410	0	12/02/2010	12/02/2011	NO	Effective			NO		Congestions/Accumulation
CN	CN000310	0	07/19/2010	07/19/2011	NO	Effective			NO		Track Conditions
CPRS	CPRS003109	0	12/18/2009	12/18/2010	NO	Effective			NO		Prevent Congestion/Accumulation
CPRS	CPRS001410	3	06/02/2010	06/02/2011	YES	Effective	07/23/2010		NO		Track Conditions
CPRS	CPRS002309	0	08/23/2010	08/23/2011	NO	Effective			NO		Other - specify
CPRS	CPRS002409	3	09/21/2010	09/21/2011	YES	Effective	10/22/2010		NO		Other - specify
CPRS	CPRS002509	3	09/21/2010	09/21/2011	YES	Effective	10/22/2010		NO		Other - specify
CPRS	CPRS003009	0	10/12/2010	10/12/2011	NO	Effective			NO		Other - specify
CPRS	CPRS001910	1	11/19/2010	11/19/2011	YES	Effective	11/19/2010		NO	CN	Congestions/Accumulation
CZRY	CZRY000110	1	04/01/2010	03/31/2011	NO	Effective	03/18/2010		NO	UP	Other - specify
DMVW	DMVW000110	0	10/19/2010	10/19/2011	NO	Effective			NO	BNSF	Bridge out of service
DN	DN000210	1	02/23/2010	02/23/2011	NO	Effective	02/16/2010		NO	BNSF	Bridge out of service
DSRR	DSRR000110	1	11/02/2010	11/02/2011	NO	Effective	11/02/2010		NO	UP	Track Conditions
GRYR	GRYR000110	0	04/28/2010	04/28/2011	NO	Effective			NO		Track Conditions
GTR	GTR000110	0	10/11/2010	10/08/2011	NO	Effective			NO		Track Conditions
IAIS	IAIS000110	0	01/20/2010	01/20/2011	NO	Effective			NO		Weather Conditions - specify
IORY	IORY000110	1	10/26/2010	10/26/2011	NO	Effective	10/26/2010		NO	CSXT, CN, WE, RJCW, NS	Other - specify
KCS	KCS000510	0	08/18/2010	08/18/2011	NO	Effective			NO	CSXT, CN	Track Conditions
KCSM	KCSM000610	1	10/05/2010	10/05/2011	NO	Effective	10/05/2010		NO	CGR, FSRR, FXE, FCCM	Weather Conditions - specify
MNDR	MNDR000110	0	01/07/2010	01/07/2011	NO	Effective			NO		Other - specify
MRL	MRL000110	1	04/07/2010	04/07/2011	NO	Effective	04/07/2010		NO		Track Conditions
MRL	MRL000109	0	11/23/2010	11/23/2011	NO	Effective			NO		Track Conditions
NYLE	NYLE000210	0	02/18/2010	02/17/2011	NO	Effective			NO	CSXT, CPRS, BPRR, BSOR, NS	Track Conditions
NYNJ	NYNJ000110	0	03/24/2010	03/23/2011	NO	Effective			NO		Other - specify
NYNJ	NYNJ000309	2	11/02/2010	11/02/2011	NO	Effective	11/09/2009		NO		Other - specify
PAS	PAS000109	0	12/23/2009	12/23/2010	NO	Effective			NO		Bridge out of service
PNWR	PNWR000109	0	06/03/2010	06/03/2011	NO	Effective			NO		Track Conditions
RRVW	RRVW000110	0	08/24/2010	08/24/2011	NO	Effective			NO	BNSF	Bridge out of service
SSR	SSR000109	1	12/01/2010	12/01/2011	NO	Effective	12/04/2009		NO		Track Conditions
WE	WE000109	1	12/23/2009	12/23/2010	YES	Effective	12/23/2009		NO		Track Conditions
WE	WE000110	0	05/10/2010	05/10/2011	NO	Effective			NO		Track Conditions
WE	WE000210	0	07/16/2010	07/16/2011	NO	Effective			NO		Bridge out of service
WMI	WMI000110	0	04/28/2010	04/28/2011	NO	Effective			NO		Track Conditions
WSOR	WSOR000109	0	05/06/2010	05/06/2011	NO	Effective			NO		Track Conditions
WSOR	WSOR000309	0	08/11/2010	08/11/2011	NO	Effective			NO		Track Conditions
WTJR	WTJR000110	1	02/03/2010	02/03/2011	NO	Effective	02/03/2010		NO	UP	Bridge out of service

Also, a reminder that the Embargo/OPSL Notes And Permit System now has the capability to issue **free email alerts** whenever an embargo is created, amended, or cancelled. Although individuals will need to make application to Railinc to receive the alerts, they can be received by anyone with a Railinc Single Sign On ID and a valid business case to receive them. For more information and to make application, link to <https://aarembargo.railinc.com/epdb/subscribeToEPDBAction.do?step=viewSubscriptionInstructionsForEmbargoes>. For any assistance, contact the Railinc Customer Support Desk at (800) 544-7245.

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CLASS I RAIL TRAFFIC: THROUGH WEEK ENDING NOVEMBER 27

For the week ending November 27, 2010, the Association of American Railroads reported that U.S. carload rail traffic totaled 254,121 carloads, up 3.2 percent from the comparable week last year; both weeks included the Thanksgiving Holiday. Fifteen and nineteen carload commodity groups increased, notably metallic ores up 78.6 percent, coke up 53.9 percent, metals and metal products up 26.6 percent and waste and scrap materials up 14.5 percent; four carload commodity groups decreased, including motor vehicles and equipment down 28.4 percent, primary forest products down 10.1 percent, and grain down 9.8 percent. Also for the week, U.S. intermodal rail traffic was up 10.8 percent, Canadian carload rail traffic was down 2.4 percent, Canadian intermodal rail traffic was down 7.6 percent, Mexican carload rail traffic was up 15.6 percent, and Mexican intermodal rail traffic was up 8.6 percent.

For the period January 1 through November 27, 2010 and ranked with the comparable period last year, U.S. carload rail traffic was up 7.1 percent, U.S. intermodal rail traffic was up 14.3 percent, Canadian carload rail traffic was up 17.0 percent, Canadian intermodal rail traffic was up 15.5 percent, Mexican carload rail traffic was up 19.0 percent and Mexican intermodal rail traffic was up 23.8 percent.

(Note: Canadian traffic totals include that traffic on U.S. operations of the Canadian National and Canadian Pacific Railways.)

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RMI RAILCONNECT SHORT LINE TRAFFIC INDEX: WEEK ENDING NOVEMBER 27

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 343 such railroads. This index is calculated weekly. The **below data is as of the week ending November 27, 2010**, the 47th week of 2010. Special thanks to RMI's Cheri Denton for this valuable statistical information.

	Week Ending November 27			Year-To-Date		
	2010	2009	% Change	2010	2009	% Change
CARLOADS HANDLED						
Coal	11,381	9,756	16.66%	543,544	572,844	-5.11%
Grain	12,585	12,458	1.02%	604,547	545,869	10.75%
Farm & Food (Exc. Grain)	4,327	3,909	10.69%	223,540	226,228	-1.19%
Ores	2,948	2,319	27.12%	141,169	85,645	64.83%
Stone, Clay, Aggregates	8,536	6,588	29.57%	518,181	444,190	16.66%
Lumber/Forest Prods.	2,609	2,802	-6.89%	171,737	165,442	3.80%
Paper Products	6,004	5,681	5.69%	294,740	280,709	5.00%
Waste & Scrap Materials	3,971	3,534	12.37%	237,283	211,419	12.23%
Chemicals	14,020	13,062	7.33%	733,008	686,071	6.84%
Petroleum & Coke	4,639	4,226	9.77%	229,079	197,625	15.92%

Metals & Products	6,956	6,068	14.63%	378,644	282,633	33.97%
Motor Vehicles & Equip.	1,103	828	33.21%	54,976	46,316	18.70%
Intermodal	6,097	5,152	18.34%	321,422	313,681	2.47%
All Other	1,610	1,721	-6.45%	96,851	68,996	40.37%
Total	86,786	78,104	11.12%	4,548,721	4,127,668	10.20%

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FOLLOW ASLRRRA ON FACEBOOK AND TWITTER

Be sure to follow all the latest ASLRRRA news and information on Facebook and Twitter!

ASLRRRA has both its main Facebook page and also one now established for its 2011 Annual Convention, which will be held next year in San Antonio, TX. To follow or “friend,” log into www.facebook.com, signing up if you are a first-time Facebook user. Search on “American Short Line and Regional Railroad Association” to get to the main page and on “ASLRRRA Annual Convention” to get to the convention page, then make sure to click on “Become A Fan.”

ASLRRRA uses Twitter to tell – as do tens of millions of other Twitter users worldwide – “what we are doing.” You can view the ASLRRRA Twitter page directly at www.twitter.com/aslrrra. And did you know that, to receive ASLRRRA news and information sent via Twitter, you don’t need to have a Twitter ID or even computer access? Twitter messages, known as “tweets,” may be received by any mobile device that has the capability to send and receive text messages, including cell phones. To receive ASLRRRA tweets, simply send a text message to 40404 (this is the address you should type in the “To” line), then type “follow aslrrra” (no quotes) as your text message, and then press send. You will then receive ASLRRRA tweets anytime they are sent. You will also receive abridged versions of news and information that we post to Facebook, which has been set up to relay over to Twitter anything posted on ASLRRRA’s Facebook page. If at some point you want to stop receiving ASLRRRA tweets, simply send a text message to 40404 and then type “leave aslrrra” (again, no quotes) as your text message.

For help with ASLRRRA and Facebook, contact Jenny McKinney at jmckinney@aslrra.org. For help with ASLRRRA and Twitter, contact Dave Mears at dmears@aslrra.org.

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HELPFUL LINKS

ASLRRRA: For the ASLRRRA public website, link to www.aslrra.org. For the members-only website, link to members.aslrra.org.

Funding Sources: AASHTO and ASLRRRA have collaborated to prepare profiles of financial assistance programs offered by states to help short line and regional railroads. These profiles, which are listed in state order, may be reviewed by linking to http://rail.transportation.org/Pages/rail_success.aspx.

Healthcare Reform: The U.S. Department of Labor website has a web page that provides substantial information on the new healthcare law, formally known as the Patient Protection & Affordable Care Act. To view it, link to www.dol.gov/ebsa/healthreform.

Narrowband Migration: The AAR Frequency Management Office, which is coordinating the rail industry's changeover from wideband to narrowband radio operation, has established a web page to assist railroads with this transition. It includes a list of Frequently Asked Questions (FAQ), advice on re-licensing for narrowband, and will shortly include Class I railroad migration-to-narrowband schedules. Link to this helpful web page at <http://www.ttciaar.com/migration.htm>.

Railinc And Embargo/OPSL Notes: For the Railinc website, link to www.railinc.com. To use the Railinc AAR Embargo/OPSL Notes & Permit System, which includes both embargoes and open & prepay station (OPSL) notes, link to aarembargo.railinc.com.

Railroad Retirement And Job Vacancies: For the Railroad Retirement Board website, link to www.rrb.gov. To check the Railroad Retirement Board's Railroad Jobs Vacancies page, link to <http://www.rrb.gov/PandS/Jobs/rrjobs.asp>.

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