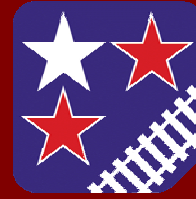


You have been sent the ASLRRRA newsletter, *Views & News*, in HTML format. If your e-mail viewer will not accept this format, you can view *Views & News* online at: http://www.aslrra.org/news_publications/Views_News/

American Short Line and
Regional Railroad Association's

VIEWS & NEWS



VOLUME 78

NUMBER 24

December 8, 2009

Upcoming Events

2010 RR Day on
Capitol Hill &
Legislative Dinner
February 25, 2010
Washington, DC

CSX Short Line
Workshop
March 7-9, 2010
Saint Augustine, FL

ASLRRRA Legislative
Policy Committee
Meeting
January 8, 2010
Washington, DC

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

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Security Alert Level 2
is in Effect

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ASLRRA WELCOMES MORE NEW MEMBERS

We welcome the following new Associate Members:

Rail Sciences Inc.: Rail Sciences Inc. is one of the rail industry's premier consulting firms specializing in the application of highly analytical skills to rail issues. The company offers expertise in many areas, including, but not limited to engineering services, testing and instrumentation, training, operational analysis, specialized products, material engineering and derailment investigation. Rail Sciences Inc. is located at 411 North Clarendon Ave., Scottdale, GA 30079 and the main number is (404) 294-5300. Their website is www.railsciences.com and the fax number is (404) 294-5423. Please contact Marketing Director Sara Foltz at sara@railsciences.com.

The Wade Group, Inc.: The Wade Group, Inc. provides a wide range of services, including strategic planning, corporate outreach, public outreach, ally development, economic analysis, federal and state government affairs, and public relations. The Wade Group, Inc. is located at 1875 Eye Street, NW, Suite 400, Washington, DC 20006 and the main number is (202) 776-7386. Their website is www.thewadegroupinc.com and their fax number is (202) 776-7373. Please contact Account Supervisor Patty Babb at patty.babb@thewadegroupinc.com.

Wasatch Railroad Contractors: Wasatch Railroad Contractors (WRC) offers a variety of services including: Code boiler construction and repair; rolling stock repair and rehabilitation; equipment evaluation; parts fabrication and installation; steam locomotive consulting; training materials and services; web page design services; and much more. WRC travels all over the world to consult on and repair historic railroad equipment. WRC holds ASME S and NBIC R Stamp certifications for Code boiler construction and repair, mostly applicable to steam locomotive equipment. The company can be contacted at P.O. Box 20425, Cheyenne, WY 82003 and the main number is (307) 778-7458. WRC's website is www.wrcc.us. Please contact CEO John Rimmasch at jrimmasch@wrcc.us.

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@aslrta.org or phone her at (202) 585-3431.

TAX CREDIT GAINS MAJORITY SUPPORT IN HOUSE AND SENATE

This week, the Short Line Freight Railroad Tax Credit Extension legislation achieved majority support from both the House of Representatives and the Senate, with 244 of the 435 members of the House and 51 Senators signing on to co-sponsor the bill. In an article on the support from RailResource.com, Ed McKechnie, Chief Commercial Officer of Watco Companies and Chairman of the ASLRRA Legislative Policy Committee noted that, "This marks the first time that the short line industry has had a majority of both houses support the bill". The bill, entitled H.R. 1132, along with its Senate counterpart S. 461 would extend the Section 45G credit an additional three years past the current expiration date of December 31, 2009. Originally enacted in 2004, Section 45G was previously extended by the House and Senate in 2008 and allows track created or acquired between 2005 and 2009 to be approved for the credit. With the Freight Rail Tax Credit, short line railroads are currently able to claim a 50 percent credit against their taxes for any money spent on track rehabilitation and upgrades. In addition, the Journal of Commerce reports that, "The legislation would also increase the investment levels that qualify for the tax credit" and would raise the credit limitation from \$3500 to \$4500. The impact of the tax credit extends throughout the industry, spurring over \$330 million in improvements to rail infrastructure each year and supporting thousands of good-paying jobs.

The lead sponsor of H.R. 1132, Rep. Earl Pomeroy (D-ND) said, "I am extremely pleased by the strong level of bipartisan support this bill has achieved. The short line tax credit is about preserving and improving rail service so that rail customers are not left stranded and disconnected from the rail network. Short line and regional freight railroads provide a critical public service by connecting rail customers in North Dakota, and across the nation, to the national railroad network." In a sign of bipartisan support, Rep. Jerry Moran (R-KS) served as co-sponsor with Rep. Pomeroy, saying, "As of today a bipartisan majority of the House has once again said that short line freight railroads are a critical component of our nation's transportation network, and more importantly, that the 45G credit can help rail customers by improving short line rail infrastructure."

Bill co-sponsors on the Senate side echoed these sentiments, with lead sponsor of Blanche Lincoln (D-AR) saying, "I am proud to have been a lead sponsor on this legislation since the creation of the 45G credit in 2004. This important legislation provides real world benefits that help make Arkansas employers more competitive in the national and world marketplaces and creates jobs on railroads and at railroad construction companies in Arkansas." Senator Mike Crapo (R-ID) pointed out the significance of the bill for the agriculture industry of Idaho, saying, "Preserving local short line railroads helps sell Idaho potatoes to consumers on the East Coast and move Idaho lumber to construction sites across America. Section 45G helps make sure that rail customers have access to the service they need, and for that reason I am proud to help promote this important legislation."

In addition to the three-year extension, members of the short line industry are hopeful that Congress will include a six-year extension of the tax credit when it reauthorizes the federal surface transportation legislation. ASLRRA President Richard Timmons thanked the members of Congress for their support, saying, "The entire short line rail community and the thousands of short line rail customers supporting this effort are grateful to these four leaders of the House and Senate and to the strong majority of their colleagues who recognize the economic, environmental, and highway safety benefits of moving freight by rail. Our industry commends them for their efforts and promises to continue our history of improving and preserving critical rail service when Section 45G is extended."

Lastly, this week the House Ways and Means Committee introduced the Tax Extenders Act of 2009 which, among other things, would extend the short line railroad tax credit as currently written for an additional year. The House intends to vote on this package later this week. It is unclear whether the Senate will be able to take action on this legislation by the end of the year. Stay tuned for more updates.

Thank you to Chris Johnson and Jeff Van Schaick of Chambers, Conlon & Hartwell for their contributions to this article.

MASSACHUSETTS COASTAL RAILROAD TO OPERATE NEW LINES UNDER MASSACHUSETTS-CSX AGREEMENT

The Massachusetts Coastal Railroad recently announced that it had reached agreement with CSX Transportation to acquire the freight rail operating rights over the rail lines to New Bedford, MA and Fall River, MA. Earlier, CSX reached agreement with Massachusetts for the state to acquire these lines so that they may be rebuilt for future commuter rail service. Under the agreement, Massachusetts Coastal will provide freight service over these lines and the state's Massachusetts Bay Commuter Railroad will provide commuter service.

The agreement between Massachusetts Coastal and CSX relates to a broader, multi-year agreement between the state of Massachusetts and CSX announced on September 23. Under that agreement, which includes the sale of the New Bedford and Fall River lines, CSX will also sell to the state its line between Boston and Worcester, again for the purpose of facilitating expanded commuter rail service. The agreement also calls for CSX to help defray liability insurance costs and to pay the deductible on a liability insurance policy if an accident occurs. CSX and the state will also work together to raise clearances on CSX's Boston & Albany Line to accommodate doublestack intermodal trains, and Massachusetts will help CSX relocate its Beacon Park Yard out of Cambridge to facilitate long-wanted site redevelopment there.

Massachusetts Coastal is scheduled to take over freight rail service on the New Bedford and Fall River lines effective May 14, 2010. A spokesman for the company said that it "intends to intensify efforts to increase the number of rail cars to and from customers on these lines."

NEW FEDERAL AND STATE GRANTS FOR SHORT LINES

The U.S. Department of Transportation announced on December 4 a \$6,965,000 grant to the Cedar Rapids & Iowa City Railway (CRANDIC). The money will go toward rebuilding the CRANDIC bridge across the Cedar River in Cedar Rapids, IA, which was substantially washed away by flooding in June of 2008. The total cost of rebuilding the bridge will be approximately \$9 million and the grant is designed to cover 80 percent of the total cost of the project. Funding will come from the Consolidated Security, Disaster Assistance, and Continuing Appropriations Act of 2009.

In addition, the federal government and the State of Ohio recently made grants to assist short line and regional railroads. The Ohio Rail Development Commission (ORDC) recently approved funding for four freight rail projects. Grants will be made to:

- The Ohio Central Railroad, to repair a swing bridge over the Muskingum River and a canal in Zanesville, as well as to remove a deteriorated bridge and replace a grade crossing
- The Indiana & Eastern Railroad, to complete bridge repairs
- The City of Lebanon, to rehabilitate a line for the Lebanon Mason Monroe [tourist] Railroad
- The Ashland Railway, to rehabilitate more than five miles of track between Mansfield and Willard

RAILROAD RETIREMENT TAX RATES UNCHANGED FOR 2010

The amounts of compensation subject to railroad retirement tier I and tier II payroll taxes and the tier I and tier II tax rates on employees and employers will remain unchanged in 2010. Railroad unemployment insurance tax rates paid by employers will continue to include a 1.5 percent surcharge in 2010.

The railroad retirement tier I payroll tax rate on covered rail employees and employers for the year 2010 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 2010 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 2010, 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 2010. 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 employers can range between 8.2 percent and 22.1 percent, while the tier II rate for employees can be between zero percent and 4.9 percent.

Employers, but not employees, also pay railroad unemployment insurance taxes, which are experience-rated by the 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 2010, the same compensation base as in 2009. 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 2004-2009. Since the accrual balance of the Railroad Unemployment Insurance Account was \$73.5 million on June 30, 2009, which was less than the indexed threshold of \$134.4 million, a surcharge of 1.5 percent will again be added to the basic tax rates in 2010, but will not increase the maximum 12 percent rate.

The unemployment insurance tax rates on railroad employers in 2010 therefore will range from 2.15 percent (the minimum basic rate of 0.65 percent plus the 1.5 percent surcharge) to a maximum of 12 percent on monthly compensation up to \$1,330.

The 1.5 percent surcharge will not apply to new employers in 2010, and new employers will initially pay a tax rate of 2.51 percent, which represents the average rate paid by all employers in the period 2006-2008.

FRA PROVIDES 10-YEAR ACCIDENT/INJURY SUMMARY FOR ASLRRRA MEMBER RAILROADS

Attendant with his recent release of safety stats for all railroads for the first nine months of this year, Stan Ellis of the Federal Railroad Administration recently issued a 10-year accident/incident summary for the first nine months of 2009 for ASLRRRA member railroads only.

For these first nine months, between and including the years 2000 and 2009, on-duty employee fatalities declined from five to three. On-duty employee injuries declined from 652 to 372. The FRA standard injury frequency ratio declined from 6.18 to 3.25.

Also during this time period, FRA reportable train accidents declined from 284 to 245. Highway-rail grade crossing accidents declined from 244 to 195.

A year-by-year breakdown of these first nine months is also available. Contact Mr. Ellis at stan.ellis@dot.gov for further information.

BISCAN ANNOUNCEMENT BRINGS CHANGE TO PINSLY RAILROAD

Ben Biscan, Pinsly Railroad's Vice President of Florida operations, will be retiring at year end, after serving 46 years in the rail industry and 23 years with Pinsly Railroad Company. Although looking forward to spending more time with his family and going fishing, Ben said, he will miss the "fire in the belly feeling" that comes from railroading. "It gets in your blood," he said. "It's an industry that gets into your heart."

Ben's father railroaded for 40 years, and son Todd continues the legacy as the VP & GM of the South Central Florida Express. Ben's wife, Connie, also worked for the American Short Line Railroad Association for a few years.

Ben's railroad career began on a track gang on the Wabash Railroad and after many years working on Class I railroads, Ben went to work for the Detroit & Mackinac in 1982. Four years later, Ben was asked by Pinsly to head their newly acquired Florida operation. Since 1986 there have been numerous changes with the addition of two new rail lines and over 50 employees. Ben has seen the line expand and business has grown. And with his years of experience, Ben passes on this piece of advice to his fellow railroaders: expect change. "There is one constant in the railroad business," he said. "It is called change. Every time you pick up the phone, something is going to change."

Ben served on the ASLRRRA's Safety Committee for a number of years and he later served two terms on the Southern Region Board of Directors. ASLRRRA President, Rich Timmons, commented that "Ben has always provided thoughtful commentary and assistance when working on rail industry initiatives on behalf of the membership. I appreciate his wise counsel and wish Ben and Connie all the best in their retirement."

Ben and Connie have been married since 1965 and they have two children and four grandchildren, who all live in Florida. They plan to spend more time with them and to stay connected to the railroad family that they have acquired throughout the years. "He has done an amazing job here," said John Levine, Pinsly Railroad's President. "We are happy for him as he goes on to the next stage of his life."

Connie and Ben can be reached at: 4914 Lake Carlton Dr., Mount Dora, FL 32757

CONVENTION FACEBOOK PAGE GAINS FANS; TWITTER SITE LAUNCHED

If you want to keep track of the latest developments about the ASLRRRA 2010 Annual Convention, now set for May 1-4 in Orlando, Florida, be sure to become a fan of our convention Facebook page. On this page, you'll find a host of convention information and updates, the latest of which includes photos of the opening of the Hilton Bonnet Creek Hotel where the convention will be held. To start using this great resource, log into www.facebook.com – signing up if you are a first-time Facebook user – then search for “ASLRRRA Annual Convention” and then click on “Become A Fan.” For further information, contact ASLRRRA’s Jenny McKinney at jmckinney@aslrra.org.

* * *

To keep up with the latest ASLRRRA information and activities, be sure to check out our new Twitter page. The purpose of Twitter – which now numbers over 40 million users worldwide – is to tell “what we are doing.” ASLRRRA will use Twitter to broadcast timely matters of interest, including news, special events, reminders, and other important matters. Today for example, we will post an update stating, “New edition of ASLRRRA Views & News out today. Be sure to read and forward it on to your staff and colleagues.”

You can view the ASLRRRA Twitter page at www.twitter.com/aslrra. And if you sign up for a free Twitter ID or already have one, you can customize it to automatically receive ASLRRRA updates, including on a mobile device, such as a Blackberry or iPhone, as well as on a conventional mobile phone capable of receiving text messages. Recently, U.S. Secretary of Transportation Ray LaHood customized his Twitter ID to follow ASLRRRA updates.

For a Twitter ID and further information, go the Twitter home page at www.twitter.com. A Twitter FAQ is available at <http://help.twitter.com/forums/10711/entries/13920>, and an introductory video is available at <http://help.twitter.com/portal>.

APPLICATION AVAILABLE FOR 2010 SUSAN C. MURRAY SCHOLARSHIP

The deadline is **February 26, 2010** for applying for the annual Susan C. Murray Memorial Women’s Scholarship. The four-year college scholarship is named after Mrs. Murray – an executive at Commonwealth Business Media (now known as UBM Global Trade) who was instrumental in the creation and early success of the ASLRRRA’s annual exhibition – who passed away in January, 2003. The Susan C. Murray Scholarship is awarded annually to a daughter or granddaughter of any member company, railroad, or supplier who holds a strong academic record, served as a participant and leader in extracurricular activities and possesses the drive to reach success in their chosen professions.

The ASLRRRA scholarship is open to daughters and granddaughters of ASLRRRA Railroad and Associate Members in good standing.

Past winners are:

- Amanda Dawn Simmons, granddaughter of Tommy Joe Alexander from Jefferson Warrior Railroad
- Dina McKenney, daughter of Rob McKenney from the former Georgia & Florida RailNet
- Kathryn Medlock, daughter of Mike Medlock from Klutts Equipment
- Marion Joy, daughter of Christine Joy from Union Switch & Signal
- Kristin Wegner, daughter of Mark Wegner from Twin Cities & Western Railroad
- Margot Sidman, daughter of Mark Sidman from Weiner Brodsky Sidman Kider PC.

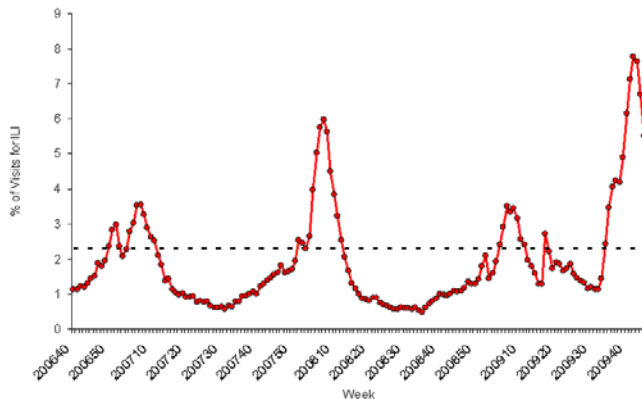
Visit the ASLRRRA homepage www.aslrra.org under Hot Tracks for the application form. Please contact Kathy Keeney at kkeeney@ubmglobaltrade.com with any questions about the scholarship program.

LATEST FLU UPDATES

In a continuous effort to update our members on the H1N1 outbreak, the ASLRRA offers the following new information regarding the spread and treatment of the disease:

[Extracted from CDC reports and other sources.]

- Visits to doctors for influenza-like illness (ILI) decreased sharply across the nation this week over last week. All regions are showing declines in ILI. This is the fourth consecutive week of national decreases in ILI after four consecutive weeks of sharp increases.
- While ILI has declined and visits to doctors for influenza-like illness continue to decrease [4.3 percent compared to 5.5% last week], visits remain higher than expected for this time of year.
- Influenza hospitalization rates remain higher than expected for this time of year [29,348].
 - Hospitalization rates continue to be highest in younger populations with the highest hospitalization rate reported in children from infancy to 4 years old.
 - As of November 24th, the cumulative influenza hospitalization rates for people aged 65 years and younger have exceeded rates for the entire 2007-2008 and 2008-2009 influenza seasons.
- Laboratory-confirmed deaths are 1,224 and are thought to represent an undercount of the actual number of deaths.
- The proportion of deaths attributed to pneumonia and influenza (P&I) continues to be higher than expected for this time of year. This proportion has remained elevated for eight weeks now.
- In addition, 35 flu-related pediatric deaths were reported this week—the highest weekly total to date: 27 of these deaths were associated with laboratory confirmed 2009 H1N1 (total now 234 laboratory-confirmed pediatric deaths since April 26, 2009).
- Thirty-two states are reporting widespread influenza activity at this time; a decline of 11 states from last week.
- Almost all of the influenza viruses identified so far continue to be 2009 H1N1 influenza A viruses. These viruses remain similar to the virus chosen for the 2009 H1N1 vaccine, and remain susceptible to the antiviral drugs oseltamivir and zanamivir with rare exception.



- According to reports from the past few years, Thanksgiving is typically followed by at least a modest bump in early seasonal flu cases, so we should expect a similar bump next week. Thirty three million Americans were expected to travel by automobile over the Thanksgiving holiday, a slight increase from last year.
- So far, the 2009 H1N1 ILI activity is very similar to the 1957 – 58 pandemic:
 - Similar date of onset; similar steepness of activity rise and decline
 - There was a second wave (very modest) in the later portion of the 1957 – 58 pandemic, but it is too early to know if 2009 H1N1 will have the same pattern.

H1N1 Vaccine

- As of November 30, 2009, a total of 62M doses were available for ordering. Almost 52M doses have been shipped as of November 27th.

A(H1N1) Vaccine Shipment Status			<i>(Source: HHS/CDC)</i>
Date	Total Allocated Doses	Total Doses Ordered	Distributed
18 November 2009	49,855,100	46,408,500	44,089,700
24 November 2009	59,570,900	50,552,900 (as of 20Nov)	46,205,400 (as of 20 Nov)
30 November 2009	62,337,800 (as of 27Nov)	57,182,300 (as of 27Nov)	51,872,520 (as of 27 Nov)

In addition, the ASLRRRA has been made aware of a Phishing Scam concerning the H1N1 vaccine. The Office of the Chief Information Security Officer (OCISO) at the CDC reported that emails concerning a CDC sponsored State Vaccination Program for H1N1 have been distributed. There is no such program and the OCISO is investigating the source of these fraudulent emails. For more information and to view a copy of the phishing email, please visit http://www.cdc.gov/hoaxes_rumors.html.

WINTER VEHICLE OPERATION TIP

The following is excerpted from a current wintertime procedures manual provided to ASLRRRA by BNSF:

Tips for winter vehicle operation:

- Buckle your seat belt and insist all others do the same. Use headlights day and night.
- In rain, fog, snow or sleet, do not overdrive your headlights. Keep your windows clear of snow and ice. Never drive until your windows are defrosted.
- Watch for slick icy spots especially under bridges, on overpasses and in shaded spots. When driving on snow and ice, start slowly and brake gently. Brake early at intersections.
- Change lanes with extreme caution, as snow and slush between lanes can throw a vehicle.
- If you're involved in a minor accident, pull completely off the roadway to deal with the situation. If you do not feel comfortable about exiting your vehicle, DON'T. Motion the other driver to follow you and drive to the nearest source of assistance. Confronting a stranger in an accident is best left to authorities.

If you get stranded in your vehicle during a blizzard:

Stay in your car: Do not leave your vehicle to search for assistance unless help is visible within 100 yards. You may become disoriented and lost in blowing and drifting snow.

Display a trouble sign: Hang a brightly colored cloth on antenna and/or raise the hood. Keep track of your location when driving and when calling with a cell phone or radio.

Keep warm and dry: Turn on the vehicle's engine for about 10 minutes each hour. Run the heater only when the vehicle is running. Also, turn on the vehicle's dome light when the car is running.

Beware of carbon monoxide poisoning: Keep the exhaust pipe clear of snow, open a downwind window slightly for ventilation. Conserve the vehicle's battery power.

Melt snow if water is needed: Never eat snow. Eat protein snacks and avoid drinking any beverages that contain caffeine or alcohol as they increase heart rate and make you colder.

MEETINGS & CONFERENCES COMING UP

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.

January 8, 2010, ASLRRRA Legislative Policy Committee Meeting: 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.

January 13-14, 2010, The Midwest Association of Rail Shippers (MARS) Meeting: MARS's 234th meeting will be held at the Oak Brook Marriott in Oak Brook, Illinois. The theme of the 2010 January meeting is "Recovery Challenges in 2010". FRA director Joe Szabo will deliver the keynote address on Wednesday the 13th. Register for the conference online at www.railshippers.com and click on "Midwest". Call (630) 850-5555 to make hotel reservations.

NEW (AND CHANGING) RAILROADS

The **Boise Valley Railroad** recently began operations as another of the Watco family of short line railroads. Utilizing Reporting Mark BVRR and AAR Rule 260 Code 021, the Boise Valley will operate the 11-mile Wilder Branch between Wilder and Caldwell, ID, and the 25-mile Boise Cutoff between Nampa to just southeast of Boise, ID. It will interchange with the Union Pacific at Nampa. The local contact is General Manager Gary Wagenseller at (208) 442-0144, Fax: (208) 733-1720, Email: gwagenseller@watcocompanies.com.

A station adoption notice for the Boise Valley Railroad was published on November 22. Station adoption notices were also published on December 1 for the GNP Railway and for the S&S Shortline Railroad. Copies of these adoption notices are available on the Railinc website at <https://www.railinc.com/rportal/web/guest/mergers>.

MEMBERS IN THE NEWS

Adrian & Blissfield Rail Road Company is relocating its headquarters from Westland to Blissfield, MI in 2010. The new 12,000-square-foot facility will house departments such as administration, customer service, technology and others... The **Alaska Railroad Corporation** (ARRC) will release its 2010 annual poster/print in mid-December. Artist Stefan Wilson will appear at the sale-and-signing events, held on December 12th from 10:00am-2:00pm in Fairbanks (Fairbanks Depot, 1745 Johansen Expressway) and December 19th from 10:00am-2:00pm in Anchorage (Historic Ship Creek Depot, 411 W. 1st Avenue)... **Anacostia and Pacific Company's Pacific Harbor Line** received the "Salute to Industry" award from the Harbor Association of Industry and Commerce in November. This is the 31st year for the award, which recognizes environmentally friendly measures taken by businesses in the South Bay and Harbor areas of Southern California. In 2008, PHL replaced and expanded their locomotive fleet with cleaner equipment, including 22 clean-diesel locomotives... **CK Industries, Inc.** announced the retirement of their President and CEO Claude Bigot, effective December 31, 2009. Mr. Bigot will remain active in the railcar Leasing industry from Deland, FL. Richard E. Meyers has been elected as CK Industries new President... **Maryland Midland Railway** recently granted access to their tracks for a taping of an Operation Lifesaver's public service announcement focusing on driver distractions around railroads. The PSA looks at distractions like texting, cell phone use and other factors that could prove deadly around train tracks... The Maryland Transit Administration recently began work on 17.5 miles of their line from Massey to Worton in Kent County, MD, which is used by **Maryland & Delaware Railroad**. The work on the project includes replacing rail and installing new ballast and is due to be completed in May 2010... The finale episode of Bravo's Top Chef Season 6, which aired on December 2nd, was held on board the **Napa Valley Wine Train**. The final four chefs had to create a meal on the train as it passed through the Napa Valley. The Napa Valley Wine Train operates a former Southern Pacific branch line between Napa and St. Helena, CA... **RailAmerica** announced on November 18th that it will dispatch two upstart short lines under contract. The

Grenada Railway and the **Natchez Railway**, which are part of the V&S short line railroad family, will operate under RailAmerica's orders on their lines in Mississippi ... **Williams Venker & Sanders** collected over 1600 food donations in their annual food drive, benefiting the St. Patrick Center. The St. Patrick Center provides homeless and impoverished individuals with the opportunities for self-sufficiency and employment.

OTHER INDUSTRY NEWS

BNSF CEO Matt Rose was recently named 2010 Railroader of the Year by Railway Age Magazine. In announcing Mr. Rose's selection, Railway Age Editor Bill Vantuono said, "In an industry where strong, focused leadership counts for a whole lot, Matt Rose has led BSNF Railway to new heights." He further noted that, as a result of Mr. Rose's leadership, "BNSF is strongly position for growth when the economy recovers, and is an example of why railroads are increasingly the mode of choice for the nation's transportation needs"... **The Brotherhood of Locomotive Engineers recently appointed Paul Sorrow as its new national president.** Mr. Sorrow succeeds Edward Rodzicz, who was recently charged with bribery in connection with the designation of BLET legal counsel. Mr. Rodzicz has now resigned as BLET national president and intends to retire. The BLET, now a division of the Teamsters, is the second largest rail labor union, after the United Transportation Union... **CSX Transportation** recently announced that David Brown will succeed Tony Ingram as the company's Executive Vice President and Chief Operation Officer at the end of the year. Mr. Brown is most recently CSXT's VP and chief transportation officer and was previously general manager and VP of strategic planning at Norfolk Southern Corporation. Succeeding Mr. Brown as Chief Transportation Officer will be Cindy Sanborn, currently CSX's Northern Region VP... **Striking Canadian National employees returned to work December 2,** following an agreement to resolve contractual disagreements through further negotiation and, if necessary, binding arbitration. The strike began on November 28. Although the strike significantly impacted CN's Canadian operations, CN's U.S. operations, including service over the former Elgin Joliet & Eastern Railway and Illinois Central lines, was not affected... **The Chicago Region Environmental and Transportation Efficiency (CREATE) project recently modified its master plan to improve Chicago rail infrastructure.** The plan was modified to note that most of its Central Corridor is no longer required. However, major portions of the Corridor's southern half will be retained to provide freight trains an alternative route and, also, to free up capacity over the existing "NS Chicago Line" for Amtrak trains running from Carbondale, IL and New Orleans, LA into Chicago Union Station... **The Federal Railroad Administration recently released a study showing that freight rail fuel efficiency increased 22 percent between 1990 and 2006.** Entitled "Comparative Evaluation of Rail and Truck Fuel Efficiency on Competitive Corridors," the study determined that locomotive improvements, increased double-stack train usage, track and signal upgrades, and longer trains were the primary fuel-efficiency drivers... **The Texas Department of Transportation recently appointed William Glavin to head its new rail division.** The new division will consolidate Texas DOT's major rail responsibilities, such as planning, inspection, grade crossings, management of the South Orient Railroad, and railroad safety oversight. Mr. Glavin previously worked with the North American RailNet, which owns several short line railroads.

CLASS I RAIL TRAFFIC

The Association of American Railroads reports that, for the week ending November 28, 2009, including the Thanksgiving Holiday, U.S. rail volume grand totaled 27.6 billion ton-miles, down 3.8 percent from the comparable week last year, which also included the Thanksgiving Holiday. 9 of 19 commodity groups increased, including nonmetallic minerals up 38.1 percent, grain up 21.3 percent, and motor vehicles and equipment up 15.0 percent. In the same week, U.S. intermodal rail traffic was down 6.4 percent, Canadian carload rail traffic was down 3.8 percent, Canadian intermodal rail traffic was down 7.5 percent, Mexican carload rail traffic was down 1.7 percent, and Mexican intermodal rail traffic was up 24.1 percent.

For the period January 1 through November 28, 2009, U.S. rail volume grand totaled 1.35 trillion ton-miles, down 16.2 percent from the comparable period last year. Also for this period, U.S. carload rail traffic was down 17.1 percent, U.S. intermodal rail traffic was down 15.5 percent, Canadian carload rail traffic was down 19.6 percent, Canadian intermodal rail traffic was down 15.2 percent, Mexican carload rail traffic was down 11.2 percent, and Mexican intermodal rail traffic was down 15.2 percent.

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. This report totals 337 such railroads and the index is calculated weekly. The **below data is as of the week ending November 21, 2009**, the 46th full week of this year. Special thanks to RMI's Cheri Denton for this valuable statistical information.

	Week Ending November 21			Year-To-Date		
	2009	2008	% Change	2009	2008	% Change
CARLOADS HANDLED						
Coal	10,471	16,950	-38.22%	540,612	672,602	-19.62%
Grain	14,980	13,746	8.98%	531,386	602,704	-11.83%
Farm & Food (Exc. Grain)	5,162	5,276	-2.16%	220,944	243,699	-9.34%
Ores	1,721	1,382	24.53%	82,846	124,376	-33.39%
Stone, Clay, Aggregates	10,262	11,317	-9.32%	451,084	546,177	-17.41%
Lumber/Forest Prods.	3,721	4,852	-23.31%	162,315	227,208	-28.56%
Paper Products	5,294	6,558	-19.27%	255,643	338,509	-24.48%
Waste & Scrap Materials	4,617	4,206	9.77%	202,674	277,010	-26.84%
Chemicals	15,016	15,737	-4.58%	654,094	755,315	-13.40%
Petroleum & Coke	3,091	4,912	-37.07%	160,602	259,409	-38.09%
Metals & Products	5,955	7,912	-24.73%	253,578	481,901	-47.38%
Motor Vehicles & Equip.	1,174	1,700	-30.94%	46,519	87,276	-46.70%
Intermodal	5,833	10,668	-45.32%	296,043	573,631	-48.39%
All Other	1,766	1,970	-9.85%	65,469	131,753	-50.31%
Total	89,073	107,186	-16.90%	3,923,809	5,321,570	-26.27%

HELPFUL LINKS

To use the Railinc Embargo & Permit System, including open & prepay station (OPSL) notes, link to <https://aarembargo.railinc.com/epdb/public.do> **Note: all embargo offers were required by Railinc to re-subscribe by December 1. If you have not yet done so, please contact ASLRRRA's Steve Sullivan at sullivan@aslrro.org as soon as possible.**

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Every Wednesday, the ASLRRRA staff selects several current news stories in the short line industry to post on the Hot Tracks section of the association's website. Be sure to check out www.aslrro.org every week for the latest news on short line and regional railroads!

Views & News
Dave Mears, Managing Editor
Eileen Keane, Chief Contributing Editor
published by
The 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

For More Information on the ASLRRRA's benefits and services, please visit our website at:

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