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American Short Line and
Regional Railroad Association's

VIEWS & NEWS



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Upcoming Events

2009 Annual
Convention

Red Rock Resort
April 25-28, 2009
Las Vegas, NV

2009 Central-Pacific
Region Meeting
August 16-18, 2009
Seattle, WA

2009 Eastern Region
Meeting
October 11-13, 2009
Indianapolis, IN

2009 Southern Region
Meeting
November 8-10, 2009
Panama City Beach, FL

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ASLRRA WELCOMES MORE NEW MEMBERS

ASLRRA's Cheryl Huyck and Eileen Keane report on the newest companies joining the Association:

With great pleasure, we welcome the following new Associate members:

The Andersons, Inc.: The Andersons, Inc. leases all kinds of rail cars, short-term and long-term, and provides mobile rail car repair, additional to repair at their seven shops. The Andersons also manufactures railcar parts. The Andersons, Inc. is located at P.O. Box 119, Maumee, Ohio. Their main number is (419) 891-6386. Please contact Sales Manager Chuck Brown (chuck_brown@andersonsinc.com).

CIH Capital Partners: CIH Capital Partners is an investment bank that specializes in multi-model strategic initiatives with a strong concentration on the rail, rail-affiliated, and rail shipper market segments. CIH provides buy and sell-side strategy services, as well as operations and due diligence consulting to corporate clients and institutional investors. CIH Capital Partners is located at 429 Lenox Ave., Suite 5W11, Miami Beach, FL 33139. Their main number is (305) 537-3745. Please contact CEO Greg Crown (gregc@cihpartners.com).

Macton Corporation: Macton Corporation designs and manufactures rail shop equipment such as car hoists, drop tables, turntables and sanding systems. Macton is located 116 Willenbrock Rd., Oxford, CT 06478. Their main number is (301) 829-6227. Please contact Transportation Product Manager Denise Louder (dlouder@macton.com).

Metro East Industries: Metro East Industries is a full service rail car and locomotive contract shop facility that offers service to the railroad, lessor, OEM and private shipper customer base. The company offers its customers a central Midwest location, as well as an experienced workforce and management group. Metro East has been in operation since 1989 and is located at P.O. Box 3220, Fairview Heights, IL 62208. Their main number is (618) 271-7210. Please contact Vice President Rick Ortyl (rortyl@aol.com).

NorthEast Logistic Systems: NorthEast Logistic Systems, LLC is an independent consulting and transportation services firm specializing in rail logistics, supply chain, modal evaluation, asset management and operations improvement. The company provides complete solutions, including the analytical tools, expertise and support necessary to make fact-based, data-driven decisions aimed at increasing bottom-line results. Northeast Logistic Systems is located at 59 Fountain Street Suite 300, Framingham, MA 01702. Their main number is (617) 418-3570. Please contact Dick Flynn (REFlynn@nelogsys.com).

Sharma & Associates, Inc.: Sharma & Associates (SA) provides engineering solutions to the railroad/transportation industry. The company specializes in mechanical, structural, and infrastructure engineering. Sharma & Associates, Inc. is located at 100 W. Plainfield Rd., Countryside, IL 60525. Their main number is (708) 588-9871. Please contact Director-Marketing & Test Services David Brabb (dbrabb@sharma-associates.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.

RED RIVER OVERFLOW FLOODS SOME SHORT LINES

The last week of March, rising waters threatened communities on and near the Red River of the North, which forms the border between North Dakota and Minnesota. River waters rose due to saturated and frozen ground and a spring snowmelt that was exacerbated by severe rain and snowstorms the preceding weeks.

Here is a rundown of short line and regional railroads impacted by the flooding and the melt. All are commencing track repairs as soon as waters recede and the locations needing work can be accessed by m-of-w forces:

- **Dakota, Missouri Valley & Western:** Reports some track sections out-of-service due to washouts and “soft spots”.
- **Minnesota Northern:** Reports some minor washouts, mainly as a result of ice dams forming near bridges.
- **Northern Plains:** Reports about five to six miles of tracks near the Red River still underwater.
- **Red River Valley & Western:** Most impacted was their line between Wahpeton, ND and Breckenridge, MN that crosses the Red River. As was allowed, communities through which the line runs built dikes up to the level of the track, rendering the line out-of-service for approximately three days, while the river crested. The line is now back in service.

Class I railroads were also impacted by the flooding. Canadian Pacific temporarily closed portions of its Emerson Subdivision, which connects Winnipeg, MB and the international boundary at Noyes, MN. BNSF also temporarily closed several lines in flooded areas, including its Hillsboro Subdivision between Fargo and Grand Forks, ND, which necessitated detouring Amtrak’s “Empire Builder” passenger train onto an alternate BNSF routing via New Rockford, ND.

Illustrative of the extent of the snowmelt, Red River Valley & Western’s Dan Zink recently sent these pictures of the snow itself:



The sheer quantity of fallen snow necessitated RRV&W activating its rotary snowplow for the first time in several years. Picture above left, the plow train was run the week of March 9 on RRV&W’s Woodsworth Line. Pictured above right, a hy-rail truck proceeds through the cut made by the plow’s mighty blade.

BILLS INTRODUCED TO SAFEGUARD AGAINST BIGGER TRUCKS

March 18 marked the introduction in Congress of the Safe Highway & Infrastructure Preservation Act (SHIPA). Notable in the bill is that it freezes the current 80,000 pound maximum weight limit for trucks on the National Highway System. It also halts the spread of three-trailer (“triple bottom”) trucks.

The bill, H.R. 1618, was introduced by Rep. James McGovern (D-MA). It was co-sponsored by Rep. Mark Kirk (R-IL) and has also gained the support of 48 other congressmen. A Senate version of the bill was introduced the same day by Sen. Frank Lautenberg (D-NJ). Reps. McGovern and Kirk and Sen. Lautenberg held a press conference on March 18 to discuss the SHIPA bill. Said Rep. McGovern: “As we near consideration of the reauthorization of transportation funding, it is time to draw a line in the sand. It is time to say once and for all that the nation does not want bigger trucks and the limits already in place on our Interstates should govern the entire NHS, as well.” [Click here for more information and the status of SHIPA.](#)

ASLRRA SAFETY AWARD WINNERS NAMED

ASLRRA’s Tom Streicher and Dave Whorton report on the announcement of safety award winners:

The Association is proud to announce the winners of its safety awards for 2008. These awards - the Safety Person of the Year, the President's Awards, Jake Awards with Distinction, and Jake Awards – have been made possible through the generous sponsorship of BNSF Railway, CSX Transportation, Norfolk Southern Corp., and Union Pacific Railroad. This safety program enables ASLRRA to recognize the continued efforts of our members to maintain a high level of safety.

The 2008 Safety Person of the Year is Bob Jones, the Vice President of RailAmerica’s West Region. A panel made up of representatives from railroads, labor, shippers and suppliers selected Jones from a field of entries submitted by ASLRRA member railroads. To view more information about our Safety Person of the Year, link to http://www.aslrra.org/images/news_file/2008_Safety_Person_of_the_Year_Press_Release.pdf.

President's Awards were made to seven railroads that truly achieved exemplary safety accomplishments, both for the year and over extended periods. Four of these railroads earned President's Awards for reaching their 34th consecutive year without an FRA-reportable personal injury. These railroads are: the Delta Valley & Southern Railway; the Hollis & Eastern Railroad; the Louisville, New Albany & Corydon Railroad; and the Omaha Lincoln & Beatrice Railway.

Willamette & Pacific Railroad, Inc. achieved two President's Awards – the second time in the history of this award that has occurred. The WPRR earned awards for having the lowest FSI in the 250,000+ man-hours category, as well as for having the most man-hours while maintaining an FSI of 0.00. The Indiana Harbor Belt Railroad received a President's Award for having the most man-hours below the industry average FSI. Last but not least, the West Texas & Lubbock Railway was awarded the Most Improved Award. In recognition of this achievement, this year’s Jake Pin will feature a bright yellow border, yellow being the predominant color in the WTLC’s logo. This year’s Jake Pin distribution is once again sponsored by Zurich.

2008 was a successful year from a safety standpoint for ASLRRA member railroads. 235 railroad members earned Jake Awards with Distinction for reaching the ultimate goal of achieving a 0.00 FSI for the entire year. 105 additional railroads received Jake Awards for having an FSI rate lower than the industry average of 20.26.

A listing of all President’s Award winners and Jake and Jake with Distinction winners is available on the ASLRRA website, www.aslrra.org.

CONVENTION TO HIGHLIGHT SPECIAL RAIL SECURITY OFFICER TRAINING

Federal law now requires that every U.S. railroad employ a designated Primary and Secondary Railroad Security Officer. This new "TSA Rail Security Coordinator Requirement" now in effect requires that such coordinators be registered with TSA. Any non-compliant railroads are subject to a fine of up to \$5,000 per occurrence.

On April 26-27, ASLRRA, in conjunction with the Association of American Railroads and the U.S. Transportation Security Administration will conduct a Railroad Security Officer Training Class in Summerlin (Las Vegas) in conjunction with the ASLRRA Annual Convention. This training will help keep your operation in compliance with the new regulations and offers a unique opportunity to interact with Class I railroad and TSA representatives, as well as other short line and regional railroad representatives.

Beginning Sunday morning, Mike Martino, Director, AAR Security Operations Center, and Steve Sullivan, ASLRRA's VP & Executive Director, will educate and train the class on the revised railroad industry security plan. Training will include a detailed analysis and application of the new industry security plan. In addition, a variety of security scenarios will be presented for the attendees to discuss and develop a recommended solution in this interactive format. Class I Railroad Security Officers will participate in breakout sessions to work with their small railroad partners on security issues.

The session will continue Monday morning with Scott Gorton and Brian Lusty of TSA who will brief the security officers on corporate security and TSA's new rules regarding TIH and other HazMat handling.

Attendees will have access to the Sunday Opening Reception, Monday breakfast, refreshment break, and lunch, all of which take place in the exhibit hall, providing trainees with a unique opportunity to visit with vendors (particularly those dealing with railroad security) and learn more about their outstanding products and services. The Railroad Security Officer Session does not include the Monday and Tuesday RailroadU breakout tracks, but read further on how to add them to your registration.

Railroad employees may register for just the Security Officer Training Class for \$245. However, and because this session takes place in conjunction with our Annual Convention, you can – if you are already registered to attend the convention – take this training for an additional \$35. Class attendees will also be provided a copy of the ASLRRA's IED DVD (a \$25 value) to help with the recognition and identification of Improvised Explosive Devices as well as a controlled copy of the New Railroad Security Plan.

Attendance at this class is only available to railroad employees. Call ASLRRA's Eileen Keane at (202) 585-3447 if you are already signed up for the convention and want to add this training. And for further information, please contact Steve Sullivan at (202) 585-3432 or sullivan@aslrra.org.

!IMAGINE THE EDUCATION AT THE ASLRRRA CONVENTION (ONE LAST LOOK AT BREAKOUTS)

Engineering & Maintenance of Way Breakout Sessions

Session 101: Economics of Crosstie Density Replacement – Does the Business Support the Investment?

At what point does the business level justify the infrastructure investment? What amount of business would drive installing 150 ties per mile versus 700 ties per mile? This presentation will review case studies and you will learn how one company is analyzing their cross tie density replacement program.

Session 102: Essential Elements of a Bridge Management Plan

The ASLRRRA Bridge Committee has finalized its recommendations for bridge management and inspections for the short line industry. In addition, AREMA, FRA, and ASLRRRA recently sent the new Bridge Inspection Manual to their members. This presentation explain our recommendations and present some industry practices to illustrate what could and should be done. In light of the Railroad Safety Act and the requirements for bridge management, the need in the industry is critical and solutions may range in complexity as well as cost.

Session 103: Extreme Engineering: Case Studies of Challenging Projects - Tunnel Restoration and Underpass Below Sea Level

Located near the entrance of the Florida East Coast Railway's Hialeah Yard, Bridge LR7.35 was once an at-grade crossing intersecting Florida SR25, Okeechobee Road. Okeechobee Road parallels Miami Canal, a major agricultural canal built in the early 1900's with a water elevation approximately 3 feet above sea level at the bridge site. In this presentation, you will learn how the FEC, FDOT, and STV/RWA worked closely to revamp the bridge and crossing, an incredibly challenging design and construction project. In the second half of this session, you will hear about the North Avenue Tunnel on the New England Central Railroad in Burlington, Vermont. This tunnel is a brick lined tunnel through a sand fill. In 2008 NECR planned to install a 6 foot shotcrete lining of the entire tunnel. Maintaining the original clearance required lowering the track 6 feet. This presentation will discuss the lessons learned from the preliminary engineering decisions.

Session 104: Putting Your Railroad on the Map – Using GIS and Digital Mapping to Maximize Workflow Efficiency and Safety

Geographic Information Systems (GIS) and Digital Mapping for real estate and asset management are fast becoming essential tools for efficient access to important geospatial information such as aerial photography, valuation maps, railroad centerlines, switches, grade crossings and structures, and other fixed and mobile assets. Learn how mapping systems can be linked to maintenance and inspection software, real-time weather information, and real-time locomotive, rail car, and vehicle locations. This session will demonstrate how instant access to this information improves a railroad's workflow efficiency relating to right-of-way issues, regulatory requirements, safety, and risk management.

Session 105: AREMA Bridge Handbook Primer – An Overview

AREMA Committee 10 has published its Bridge Inspection Handbook, which has been distributed to all ASLRRRA member roads. This presentation will review the handbook and its utility as a resource for understanding Railway Bridge Inspection findings.

Session 106: New Regulations for the Installation, Maintenance, and Repair of CWR

FRA Regulations require that railroads with Continuous Welded Rail (CWR) have written procedures to address the installation, adjustment, maintenance, and replacement of CWR. Additionally, a training program must be in place to instruct employees on these procedures. Ken Rusk, FRA Track Specialist, will provide guidance to help members to comply with this regulation.

Operations & Safety Breakout Sessions

Session 601: Hey Lucy! What Goes Into a Fatigue Management Plan? (Hint: Not Vitameatavegamin)

Attend this session to learn how to comply with the upcoming regulatory requirements for a fatigue management program. Dr. Karen Philbrick, Research Director of the Mineta Transportation Institute, a leading authority in the field of fatigue management and Assistant Director of the National Center for Intermodal Transportation, will lead an interactive discussion.

Session 602: Do You Know What You Don't Know About the Railroad Safety Act? (Get Smart on the Requirements to be in Compliance)

The new safety bill is the most sweeping federal rail legislation in a generation. It is filled with new and costly safety mandates for all railroads. Are you up to date on what provisions apply to your railroad? Are you aware you could be responsible for complying with ALL the provisions, including hours of service, electronic switch detectors in dark territory, drug and alcohol, PTC, and medical response to on-duty injuries... just to mention a few!

Session 603: The 411 on Accident/Incident Reporting

This informative session will review accident and incident reporting and what railroads need to report. The NPRM published in the fall of 2008 with the changes to CFR 49 Part 225 and a final rule expected sometime in 2009 will require you to change your reporting protocols. Learn what is expected of you now, before the inspector calls.

Session 604: Switching Operations Fatality Analysis [SOFA], Causative Factors for Injuries, Accidents, and Fatalities

This session will provide an analysis of train fatalities, amputations, and other serious injuries. Learn what causes many of these serious injuries and fatalities in our industry.

Session 605: Suicide by Train – How To Deal With This Growing Phenomenon

Did you know there are more than 330 suicides by train every year – and that figure is believed to be under-reported by 25%? Karen Marshall, Program Development Director from the American Association of Suicidology (AAS), will introduce attendees to the three federally-funded research projects aimed at reducing intentional deaths on the nation's railways and assessing the impact of traumatic incidents on train crews. Her presentation will include results of a prevalence assessment and a preliminary analysis of the first years' findings. AAS is working closely with the nation's freight and transit systems as the research continues and as potential interventions are developed and pilot-tested. Participants will learn about the three federally-funded research projects, how they differ and how they work together, review the preliminary findings on prevalence of intentional deaths on the nation's rail systems, and discover how they and their companies can help make the projects successful.

Session 606: Fitness for Duty – Evaluating New Employees and Employees Returning to Work

Do you know how physically fit your new hires are? Do you know if your employees returning to duty are physically fit for work? See the demonstration of this unique process for evaluating task specific physical fitness through the use of hardware and software processes specially designed to quantify an individual's fitness for duty.

STILL ROOM FOR NS AND CSX HAZMAT TRAINING

Norfolk Southern reports that it still has openings available for qualified railroaders to attend, at NS's expense, an upcoming class of what is arguably the nation's top four-day hazmat emergency training course. The class will be held at the Transportation Technology Center's state-of-the-art Emergency Response Training Center (ERTC) in Pueblo, CO. This class, which will be April 20 through 23, is identical to the highly successful one held last year at ERTC, courtesy of NS.

The class, which is ERTC's "Advanced Rail Car Specialist" course, covers all facets of hazmat response. Instruction is both classroom and on-site. Included are comprehensive exercises that teach response to both daytime and nighttime accidents and hazmat releases, and in which students will be required to respond and mitigate whatever problems are presented to them by ERTC instructors.

Prospective attendees must be from short line and regional railroads that connect with NS. Although NS will pay instructional expenses, attendees remain responsible for all travel, accommodation and meal expenses, the latter including a \$100 charge per person for meals at ERTC. Those NS short line partners who did not have a participant in last year's class are especially encouraged to participate this year; final decision as to who attends will rest with NS's Environmental & Safety Department. For more information, including a form to request enrollment in the class, contact John Lerner, NS's Assistant Manager-Hazardous Materials, at john.lerner@nscorp.com, (574) 296-2215.

* * *

Also, CSX will hold free hazmat training for its short line and regional railroad partners at two locations on its system.

The training will be held in Indianapolis, IN on April 15 and in Pittsburgh, PA on June 24. Instruction, which will begin in a CSX safety training classroom, will cover environmental programs and compliance, hazardous material awareness and response, security planning, train accident prevention, and worker health and safety. Following classroom training, field exercises will be held to demonstrate various tank car features and procedures to follow in case of chemical release. The training also includes handouts, CD-ROMs and other reference materials for participants to take back to their railroads.

For more information and to register for training, contact Matt Adams, CSX's Mgr-Short Line Development, at (904) 359-1964 or matt_adams@csx.com.

CN COMPLETES SHORT LINE ABSORPTION

Canadian National, which last year acquired the three short lines comprising the Quebec Railway System, announced that it had completed merging the last of these railroads into CN on April 1.

For further details about the absorption, including the notice adopting QRC stations, link to the CN website <http://www.cn.ca/en/search.shtml?query=QRC>

FAQ NOW AVAILABLE FOR NATIONAL CLEAN DIESEL FUNDING

Further information is now available relative to the National Clean Diesel Campaign. This initiative, reported about in our last edition, is now accepting applications for the competitive portion of the \$300 million in funding from the American Recovery & Reinvestment Act of 2009, through the Diesel Emission Reduction Act (DERA). This funding will be available through three separate funding assistance programs: the National Clean Diesel Funding Assistance Program (\$156 million); the SmartWay Clean Diesel Finance Program (\$30 million); and the National Emerging Technology Program (\$20 million).

A Frequently Asked Questions (FAQ) document is now available for the above programs. You may link to it at <http://www.epa.gov/otaq/eparecovery/index.htm>

The FAQ will be updated every Wednesday, with April 22nd, 2009 as the final update. This means that any questions regarding the Request For Application (RFA) for these programs must be submitted to cleandiesel@epa.gov by April 17, 2009.

TIPS FOR SAFE BIKING NEAR TRAIN TRACKS

Operation Lifesaver, the non-profit organization advocating public safety near railroad tracks, including at rail-highway grade crossings, recently issued the following "Six Tips For Safe Biking Near Train Tracks":

Spring is here, and more bicyclists are taking to roads and trails. Operation Lifesaver (OL) urges biking enthusiasts of all ages to ride safely when at railroad crossings or near train tracks. Last year, more than 880 people were killed or injured in the U.S. while illegally walking, bicycling, or otherwise playing on railroad tracks or property.

"We urge all bicyclists to be as careful at railroad crossings as they are when cycling along busy streets," notes Operation Lifesaver President Helen M. Sramek.

Operation Lifesaver offers bicyclists six tips for safety near train tracks:

- 1) Be alert - always expect a train any time, at any crossing on your route.
- 2) Bicycle wheels can get caught in train tracks. Always try to cross at a 90 degree angle to the tracks, and if your approach is at less than a 45 degree angle, dismount and walk your bike across.
- 3) Look both ways before crossing train tracks - one train may have passed but another could be behind it, or coming from the opposite direction on the next track.
- 4) You can't accurately gauge the speed of a moving train. An optical illusion makes trains appear to be farther away and slower-moving than they are.
- 5) Trains are wider than their tracks. To avoid being struck by anything hanging from the train (or dragged by anything hanging from you), keep yourself and your bike at least 15 feet from the tracks and behind any gates or "stop lines" marked on the pavement.
- 6) It is not only dangerous; it is illegal to go around lowered railroad crossing arms, whether on foot, in a car, or on a bicycle.

Operation Lifesaver offers a free flyer with these and other tips for bicyclists. To receive a copy, send an email to general@oli.org and include "bike safety tips" in the subject line, or call 1-800-537-6224.

CONFERENCES COMING UP

April 9, 2009, NRC Auction: To be held at the JER Overhaul Facility in Arcola, IL (107 N. US Route 45). This auction is organized annually by the National Railroad Construction & Maintenance Association (NRC) and conducted by Blackmon Auctions. Railroads, contractors, and suppliers are invited to buy and sell all types of rail-related construction and maintenance equipment. A portion of the proceeds benefits the NRC's Safety, Training, and Education Fund. Equipment inspection is Wednesday, April 8, from 8:00AM to 5:00PM. The auction begins at 9:00AM the following day, April 9. For further information, link to <http://www.nrcma.org/ps.railroadequipmentauctions.cfm?ID=180>.

April 23-24, 2009, TRB Conference: Entitled "Teamwork In U.S. Rail Operations". To be held at the National Academy of Science's Beckman Center in Irvine, CA. This Transportation Research Board conference features a distinguished program of lectures and discussions on how to achievement better management, productivity and safety in the railroad industry. For further information, link to <http://www.trb.org/calendar/>

April 25-28, 2009, ASLRRA Annual Convention, Red Rock Resort, Summerlin (Las Vegas), NV. For more information, link to http://www.aslrra.org/meetings_seminars/2009_annual_convention/index.cfm

May 5-8, 2009, FRA 2009 Spring Conference: To be held in South Padre Island, TX. Hosted by the Brownsville & Rio Grande International Railroad. Included will be regulatory training workshops in the following areas: track; motive power and equipment; hazardous materials; operating practices; and signals and grade crossings. Please make your hotel reservations at the Sheraton Fiesta by calling (800) 325-3535 and use Group Code FRAE5. Group rates begin at \$99.00 S/D or \$200 front view condo or \$250 ocean view condo suites. Rate cut-off date is April 5, 2009. For further information, link to the BRG Railroad website at www.brgr.com or contact Norma Torres at ntorres@brgr.com.

May 13-15, 2009, Meeting of the Association of Car Accounting & Car Service Officers (ACACSO): To be held at the Pueblo Marriott in Pueblo, CO. ASLRRA's Dave Mears reports that ACACSO meetings "...are the perfect venue to learn 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." This Spring, 2009 meeting also includes a tour of the Transportation Technology Center's railroad research and development facility, including their renowned Emergency Response Training Center. For further information, link to the ACACSO website at <http://www.acacso.org> or email to acacso@grbx.org.

June 29-July 1, 2009, AAR Annual Damage Prevention & Freight Claim Conference: To be held at the Westin Mission Hills in Rancho Mirage, CA, approximately 15 miles from Palm Springs, CA. Its organizers report that this year's agenda will include a distinguished and informative program of "...keynote speakers, panelists and breakout sessions addressing significant topics related to freight damage prevention and claims, and quality transportation." The conference also includes a trade show, displaying quality products and services to increase damage protection and reduce claims. For further information, link to the AAR website at <http://www.aar.org> or contact AAR's Gary Held at gary.held@railinc.com.

MEMBERS IN THE NEWS

The **Gulf & Ohio Railroad System** recently worked with the State of Alabama to install new crossing protection technology in Troy, AL. Called the StopGate Vehicle Arresting System, the new system has a gate arm that is deployed using a vertical pivot action – similar to a crossing warning gate – and utilizes a positive locking device at each end of the arm to secure the gate across the roadway. The locking mechanism at the far end of the gate arm is located on the side of the roadway, which helps prevent vehicles from driving around gates. Installed where State Highway 231 crosses the G&O's Conecuh Valley Railroad, G&O SVP Ronnie McKenzie said that it was a near-perfect place to install this new technology, noting that “we were constantly in a ‘grit your teeth and hope the flagman doesn’t get hit’ mode” when the crew flagged the train across the crossing. Added Mr. McKenzie: “This is the first StopGate installation in the Southern U.S., but we firmly believe it won’t be the last.”Regional Rail LLC has announced their acquisition of the **Middletown & New Jersey Railway**. The line will now be operated as Middletown & New Jersey Railroad LLC. “While this is not a large operation, the asset coverage and strategic location closely match our acquisition strategy,” commented Regional Rail VP & CCO Al Sauer. Headquartered in Kennett Square, PA, Regional Rail LLC also owns or operates ten short lines in eastern Pennsylvania and Delaware, which are operated as the East Penn Railroad LLCthe **New York & Atlantic Railway** recently noted that they are now originating trains that carry as much as 1.7 million pounds of municipal waste out of New York City. Monday through Saturday, the NY&A makes up trains at Waste Management’s Varick Avenue trash transfer facility that carry up to 48 22-foot long compacted trash containers, each of which carries approximately 18 tons of trash collected from homes and businesses in North Brooklyn. The train is then interchanged to CSX for transport to a landfill in the Southeast U.S. Attendant with the closing of the Fresh Kills landfill on Staten Island nearly a decade ago and the desire to greatly reduce the amount of trash being moved out of the city by truck, New York City officials have said that they eventually want to move all municipal waste out by rail.

CLASS I RAIL TRAFFIC (INCLUDING FIRST QUARTER, 2009)

For the week ending March 28, 2009, U.S. rail volume grand totaled 26.6 billion ton-miles, down 23.8 percent from the comparable week last year. Also for the week, U.S. carload rail traffic was down 24.4 percent, U.S. intermodal rail traffic was down 15.4 percent, Canadian carload rail traffic was down 24.7 percent, and Canadian intermodal rail traffic was down 16.3 percent.

For the month of March, 2009, U.S. carload rail traffic was down 17.3 percent, compared with March, 2008. Carloadings of coal were down 6.7 percent; of chemicals were down 20.3 percent; of motor vehicles and equipment were down 41.4 percent; and of metals and metal products were down 56.2 percent. Also for the month, U.S. intermodal rail traffic was down 14.9 percent, Canadian carload rail traffic was down 21.7 percent, and Canadian intermodal rail traffic was down 13.3 percent.

For the First Quarter, 2009, U.S. rail volume grand totaled 345.8 billion ton-miles, down 15.2 percent compared with the First Quarter, 2008. Also for the quarter, U.S. carload rail traffic was down 16.3 percent, U.S. intermodal rail traffic was down 15.5 percent, Canadian carload rail traffic was down 19.5 percent, and Canadian intermodal rail traffic was down 12.1 percent.

(Note: Canadian railroad traffic includes both the Canadian and the U.S. operations of Canadian National and Canadian Pacific Railway.)

RAILINC SHORT LINE TRAFFIC INDEX

Resuming with this edition, we again present Railinc's totals of traffic originating and terminating on short line and regional railroads. This is known as the Railinc Short Line Traffic Index.

The index is movement-based, totaling loaded trips originating on all non-Class I railroads for all destinations and, also, all loaded trips terminating on all non-Class I railroads from all origins. This is tallied from all railroads that have passed movement event records to Railinc, including from all third party information services providers. In some instances, Railinc is not a party to accompanying waybill information and so those unknown commodities are presented in "All Other."

The index is calculated monthly. **The below data is for January 1 through February 28, 2009.** Special thanks to Railinc's Shawn Petway, and earlier to Railinc's Bill Coupe, Cathy Herb, and Jennifer Warren, for this valuable statistical information.

COMMODITY	2009 YTD ORIGS	2008 YTD ORIGS	% CHG	2009 YTD TERMS	2008 YTD TERMS	% CHG	2009 YTD TOT	2008 YTD TOT	% CHG
Chemicals	74,523	83,544	-10.80%	84,448	99,553	-15.17%	158,971	183,097	-13.18%
Coal	40,490	41,418	-2.24%	120,859	121,962	-0.90%	161,349	163,380	-1.24%
Crushed Stone, Sand & Gravel	27,371	32,493	-15.76%	17,441	19,220	-9.26%	44,812	51,713	-13.34%
Food & Kindred Products	27,771	28,010	-0.85%	22,577	24,631	-8.34%	50,348	52,641	-4.36%
Grain	48,945	61,687	-20.66%	46,573	57,814	-19.44%	95,518	119,501	-20.07%
Grain Mill Products	15,398	16,849	-8.61%	22,303	24,692	-9.68%	37,701	41,541	-9.24%
Lumber & Wood Products	11,884	19,477	-38.98%	10,013	14,390	-30.42%	21,897	33,867	-35.34%
Metallic Ores	5,257	7,456	-29.49%	10,774	23,181	-53.52%	16,031	30,637	-47.67%
Metals & Metal Products	39,798	58,187	-31.60%	23,860	42,473	-43.82%	63,658	100,660	-36.76%
Motor Vehicles & Equipment	9,636	16,559	-41.81%	11,353	18,361	-38.17%	20,989	34,920	-39.89%
Nonmetallic Minerals	4,487	5,638	-20.42%	4,707	6,026	-21.89%	9,194	11,664	-21.18%
Petroleum Products	3,241	4,298	-24.59%	3,408	4,790	-28.85%	6,649	9,088	-26.84%
Pulp, Paper & Allied Products	37,594	48,328	-22.21%	24,051	31,825	-24.43%	61,645	80,153	-23.09%
Stone, Clay & Glass Products	21,288	26,710	-20.30%	16,683	20,892	-20.15%	37,971	47,602	-20.23%
Trailer or Container	64,153	78,449	-18.22%	51,388	59,096	-13.04%	115,541	137,545	-16.00%
Waste & Scrap Materials	17,718	24,944	-28.97%	23,456	32,709	-28.29%	41,174	57,653	-28.58%
All Other Carloads	150,415	169,381	-11.20%	144,145	161,917	-10.98%	294,560	331,298	-11.09%
Total	599,969	723,428	-17.07%	638,039	763,532	-16.44%	1,238,008	1,486,960	-16.74%

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 347 such railroads. This index is calculated weekly. **The below data is as of the week ending March 28, 2009**, the 12th full week of this year. Special thanks to RMI's Cheri Denton for this valuable statistical information.

CARLOADS HANDLED	Week Ending March 28			Year-To-Date		
	2009	2008	% Change	2009	2008	% Change
Coal	11,353	16,189	-29.87%	172,211	179,712	-4.17%
Grain	11,370	15,866	-28.34%	158,093	187,409	-15.64%
Farm & Food (Exc. Grain)	5,524	6,191	-10.77%	63,580	69,076	-7.96%
Ores	1,667	2,686	-37.94%	18,010	34,140	-47.25%
Stone, Clay, Aggregates	9,592	11,724	-18.18%	117,830	132,692	-11.20%
Lumber/Forest Prods.	3,336	4,611	-27.65%	41,677	56,128	-25.75%
Paper Products	5,673	7,769	-26.98%	73,205	92,984	-21.27%
Waste & Scrap Materials	4,292	6,431	-33.26%	57,115	76,605	-25.44%
Chemicals	14,870	18,008	-17.43%	190,677	211,441	-9.82%
Petroleum & Coke	4,123	5,906	-30.19%	49,538	70,984	-30.21%

Metals & Products	6,567	11,753	-44.12%	81,922	143,873	-43.06%
Motor Vehicles & Equip.	1,072	2,011	-46.69%	11,580	22,478	-48.48%
Intermodal	5,834	14,019	-58.39%	82,343	168,026	-50.99%
All Other	1,528	3,128	-51.15%	18,916	34,855	-45.73%
Total	86,801	126,292	-31.27%	1,136,697	1,480,403	-23.22%

HELPFUL LINKS

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

Members wanting to review ASLRRRA recommended emergency preparations may link to <http://members.aslrra.org>, enter email and password, click on the word “Documents” at the top of the page, then click on “ASLRRRA Emergency Plans” on the left side. Contact ASLRRRA’s Dave Whorton at dwhorton@aslrra.org, P: (202) 585-3430 if you need further assistance.

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

And speaking of helpful links, have you checked out the new 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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