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American Short Line and
Regional Railroad Association's

VIEWS & NEWS



VOLUME 79

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June 8, 2010

Upcoming Events

[ASLRRRA Eastern
Region Meeting](#)
September 12-14, 2010
Baltimore, MD

[ASLRRRA
Central/Pacific Region
Meeting](#)
October 3-5, 2010
Kansas City, MO

[ASLRRRA Southern
Region Meeting](#)
November 7-9, 2010
Atlanta, GA

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ASLRRRA WELCOMES NEW MEMBERS

We are pleased to welcome the following new Associate Railroad member:

Lodestar Logistics Corporation: Lodestar Logistics Corporation operates 20 miles of track in Texas and connects with PTRA. The company is located at 3 Riverway, Suite 1000, Houston, TX 77056 and their main number is (713) 655-1856. Their website is www.lodestarlogistics.com and their fax number is (713) 655-1865. Please contact COO Thomas S. Musser at tmusser@lodestarlogistics.com.

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

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HOUSE PASSES SHORT LINE TAX CREDIT—AGAIN!

A one-year extension of the Section 45G tax credit, as included in H.R. 4213 passed the House of Representatives on Friday, May 28. Section 45G constitutes \$165 million of the roughly \$100 billion cost of H.R. 4213. The Senate is expected to consider the legislation this week.

H.R. 4213 originally passed the House last December. It passed the Senate in an amended form in March of this year. The House considered the bill in late May and made substantial changes to the Senate version of the legislation. As "spending fatigue" and concerns about voter reaction to Congressional spending grows with the approach of November elections, the House struck major provisions from the bill to reduce its overall cost but did not alter the short line tax credit.

In the coming days, the Senate is expected to attempt to amend the bill yet again. Since identical language must pass both Houses before it can be presented to the President for his signature, any Senate amendments would require the House to vote at least one more time.

ASLRRRA Legislative Policy Committee Chairman Ed McKechnie of Watco Companies, Inc. continues to urge all ASLRRRA members to contact their Senators early this week and express your hope that the Senate will act quickly to pass the Section 45G tax credit to increase investment in critical rail infrastructure.

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JUNE 24 DEADLINE APPROACHING TO COMPLETE LOCOMOTIVE HORN TESTING

A reminder that the 24th of this month is the deadline for railroads to complete locomotive horn testing.

This testing is required by the Federal Railroad Administration's final rule on this matter, which was published in the Code of Federal Regulations (CFR) 49 Part 229.129 on August 17, 2006. A copy of the final rule may be viewed by linking to http://www.fra.dot.gov/downloads/safety/trainhorn_2005/amended_final_rule_081706.pdf. The rule requires that all locomotive horns be tested in the manner specified, including those on locomotives of all Class II and III railroads.

Those looking for further information on locomotive horn testing may want to consult the ASLRRA Tech Tracks newsletter published in October, 2008 on this subject. It was authored and provided to ASLRRA by the Locomotive Maintenance Officers Association, and includes background and suggested testing procedures. This Tech Tracks has now been updated and is available for review on the ASLRRA members-only website, <http://members.aslrra.org>, and then selecting "Documents," "ASLRRA Tracks Newsletters," "Tech Tracks Newsletter," and finally "October, 2008."

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FIRST RADIO NARROWBAND CHANGE REMAINS SET FOR JULY 1

A key date in this seventh year of the ten-year conversion of railroad radio operations from wideband to narrowband occurs on July 1. That is the date that railroads should have narrowband-capable radios installed in locomotives operated in run-through service and/or at interchange.

The July 1 date is a self-imposed railroad industry deadline set in 2008 by the Safety & Operations Management Committee (SOMC), which is the parent organization of all standards and practices committees of the Association of American Railroads. The date was set in order to ready all railroads for the actual conversion from wideband to narrowband operation, which is expected to start on or about January 1, 2011 and continue through January 1, 2013.

Jim Reimer of the Transportation Technology Center's Frequency Management Group, which manages the railroad industry's radio licensing and related matters, has assembled the following Frequently-Asked-Questions (FAQ) document dealing with the conversion to narrowband. It also discusses very-narrowband, which is a further conversion that the FCC plans for two-way radio operation:

Q: What exactly is narrowband?

A: Current wideband channels are 25 kHz wide and are spaced 15 kHz apart. The FCC is requiring both the bandwidth and the spacing be cut in half resulting in 12.5 kHz channels spaced at 7.5 kHz.

Q: Why is narrowbanding required?

A: It is a FCC mandated rule that is intended to increase the number of useable voice channels. In practice however, it appears that the narrowband emissions of two channels, 7.5 kHz apart may overlap and cause worse interference than existed at wideband with 15 kHz separation. This is partly why the railroads have decided to avoid the use of 7.5 kHz separation or the interstitial channels for narrowband.

Q: If my current channel takes up the space of two narrowband channels, will I get two narrowband channels for my one wideband channel?

A: No, the new channels will be treated as new channels and will have to be applied for and coordinated as any other channel.

Q: Will I get to keep the same channels I have?

A: Yes, for now. The AAR and the member railroads are working on a plan for re-allocating channels to reduce interference and increase the total number of useable channels in congested areas. It is possible that you may be asked to swap channels in order to reduce interference both to both you and others.

Q: Will I lose range when I switch to narrowband?

A: Initial tests have shown very little if any change in range.

Q: When are the mandate timelines?

A: July 1, 2010 is the date the railroads have voluntarily decided as the date when all locomotives will be narrowband capable. [*Editor's Note: While railroads may find it most practicable to equip all locomotives, the SOMC mandate directs only those used in run-through service and/or at interchange be narrowband-capable by that date.*] That will give them six months to catch any locomotives they may have missed. January 1, 2011 is the date that wideband applications or modifications will no longer be accepted. All new applications or modifications must be for narrowband or very narrowband. January 1, 2013 is the date when wideband operation will no longer be permitted.

Q: Can I keep my current radios?

A: If your radios are capable of narrowband analog operation there is no need to replace them to meet the 2013 narrowband deadline. However, in order to distinguish between wideband and narrowband on the same frequency, the railroads have decided to add a leading zero to the narrowband channel number. Thus channel 52 is wideband and 052 is narrowband on the same frequency. If your radio cannot display leading zeros, you may want to replace them anyway.

Q: Does it matter which narrowband radio I buy?

A: It appears that in narrowband mode, most radios are compatible. However, the FCC has stated that narrowband is just an intermediate step to very narrowband but has not set a date yet when that will be required. The AAR recommends that all new radios purchased be very narrowband (NXDN) compatible.

Q: What is very narrowband?

A: Very narrowband is the requirement to transmit one voice channel per 6.25 kHz of spectrum. Since all very narrowband radios are digital, it is also defined as 4800 bps of data per 6.25 kHz channel width. There are several technologies available that accomplish this goal but the railroads have selected NXDN technology primarily because there are multiple vendors supporting it.

Q: What! In a few more years I'm going to have to switch to very narrowband?

A: The FCC generally gives about ten years notice before requiring a new technology and it is better to purchase very narrowband radios as old radios are replaced than to have to replace all the radios at one time. In addition, migrating to very narrowband sooner will make more channels available.

Q: I talk to other railroads. What if they switch before I'm ready or I switch before they're ready?

A: It is important that you coordinate your migration to narrowband with the other railroads you talk to.

Q: What happens if I don't migrate?

A: The FCC has said that as of January 1, 2013 it will cancel all licenses that do not have narrowband or very narrowband emissions on the license.

Q: How much does it cost?

A: The AAR Frequency Coordination office will add narrowband and/or very narrowband emissions to all frequencies on the license for \$85. If other information on the license must also be updated, the fee will be \$135. The FCC charges \$60 for a modification.

Mr. Reimer may be contacted at james_reimer@aar.com and at (719) 584-0578. He works with Dorothy Cornwell, who was among the presenters at the narrowband breakout session held at last month's ASLRRA Convention in Orlando, Florida.

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NEW BOXCAR LOADING LATERAL VOID RULE EFFECTIVE JULY 1

A new rule concerning the maximum allowable vacant space in boxcars takes effect on July 1.

The rule updates Rule 5 of AAR Circular 42-J. It reduces the maximum allowable vacant aggregate crosswise closed car space, or void, from 18 inches to 6 inches. The new rule results from research conducted by the Transportation Technology Center, including studies of side-to-side (STS) load imbalances. The studies concluded that to achieve satisfactory STS load balances that in turn minimize transportation risk, the maximum void should be no more than 6 inches.

The change is detailed in AAR Circular C-11145, which was released December 8, 2009. All shippers whose loading procedures may be affected by the change should be advised by their serving railroads of it. The circular advises that questions should be directed to Gary Held, Director-Damage Prevention & Loading Services, at gary.held@railinc.com.

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NOAA PREDICTS BUSY HURRICANE SEASON

The National Weather Service's National Oceanic and Atmospheric Administration (NOAA) is predicting an "active to extremely active" hurricane season for the Atlantic Basin this year. Across the entire Atlantic Basin for the six-month season, which this year began on June 1, NOAA is predicting a 70 percent chance of 14 to 23 named storms, with top winds of 39 mph or higher. Of these, 8 to 14 are predicted to be hurricanes, with top winds of 74 mph or higher. And of these, 3 to 7 could be major hurricanes, Category 3, 4 or 5, with winds of at least 111 mph.

NOAA's outlook exceeds the seasonal average of 11 named storms, six hurricanes and two major hurricanes. Expected factors supporting this outlook are:

- Upper atmospheric winds conducive for storms: Wind shears, which can tear apart storms, will be weaker since El Nino in the eastern Pacific has dissipated. Strong wind shear helped suppress storm development during the 2009 hurricane season.
- Warm Atlantic Ocean water: Sea surface temperatures are expected to remain above average where storms often develop and move across the Atlantic. Record warm temperatures – up to four degrees Fahrenheit above average – are now present in this region.
- High activity era continues: Since 1995, the tropical multi-decadal signal has brought favorable ocean and atmosphere conditions into sync, leading to more active hurricane seasons. Eight of the last 15 seasons rank in the top ten for the most named storms, with 2005 in first place with 28 named storms.

ASLRRRA reminds its member railroads that serve areas of the country that may be subject to such storms that it has assembled a reference document to help them prepare for hurricane season. The document assembles preparatory steps into four time periods: before a hurricane is forecast, during a hurricane watch, during a hurricane warning, and after the storm. The ASLRRRA Hurricane Resource Document is available for review on the ASLRRRA members-only website, <http://members.aslrra.org>, and then selecting "Documents," "ASLRRRA Emergency Plans," and finally "Hurricane Resource Document."

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USDOT SEEKS COMMENT ON NEW NATIONAL TRANSPORTATION PLAN

The U.S. Department of Transportation recently announced that, over the next several weeks, it would seek public comment for its new draft strategic plan, which it has entitled, "Transportation For A New Generation."

The plan, according to the USDOT website, will "help set the priorities of the department and offers a blueprint for providing the traveling public with safe, convenient, affordable and environmentally sustainable transportation choices for the 21st Century." A recent Journal of Commerce report on the plan noted that, concerning freight transportation, it anticipates shifting more freight out of trucking and onto railroads, building community "livability" concepts into freight facility planning, and putting greenhouse gas considerations firmly into freight funding and regulatory strategies.

USDOT's request for public comment may be viewed by linking to <http://www.dot.gov/affairs/2010/dot8310.htm>. The plan itself may be viewed by linking to http://www.dot.gov/stratplan/dot_strategic_plan_10-15.pdf.

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FRA TAKES COMMENTS ON NATIONAL RAIL PLAN

The Federal Railroad Administration has reminded that it is continuing to seek public comment on the proposed National Rail Plan. Development of the plan was directed by a 2008 federal statute, which called for the FRA to "develop a long-range national rail plan consistent with approved State rail plans and the rail needs of the Nation as determined by the [U.S. Transportation] Secretary, in order to promote an integrated, cohesive, efficient, and optimized national rail system for the movement of goods and people." A preliminary version of the plan was released in October, 2009.

Recently, the FRA held a series of public hearings on the plan, which began May 19 in Kansas City, MO and concluded June 4 in Portland, OR. On May 11, the OneRail Coalition, whose members include both the ASLRRA and the AAR, filed its comments. Among other recommendations, OneRail urged that the plan establish a national framework for transportation investment; establish new dedicated funding sources; recognize the complexities of passenger and freight rail partnerships; support development of a renewed U.S. passenger rail equipment manufacturing industry; boost rail workforce development; and establish various metrics that chart to five-, ten- and 20-year milestones.

FRA is continuing to accept written comments on the plan from interested individuals and organizations through a public docket created for this purpose. The final version of the plan is expected to be complete on or about September 15, 2010. For more information on the National Rail Plan, link to the FRA website at www.fra.dot.gov.

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RAIL INDUSTRY TASK FORCES AND U.S. CUSTOMS WORKING OUT EMPTY RAILCAR RETURN ISSUES

Over the last several months, various rail industry task forces have been working with U.S. Customs & Border Protection (CBP) concerning the reporting of residue in rail cars returning empty into the U.S. from Canadian and Mexican consignees. These efforts stem from new interest on the part of CBP that – and in accordance with customs regulations already on the books – all residue must be manifested, classified, and entered in accordance with statutes and regulations enforced by CBP.

CBP has issued a Frequently Asked Questions document about this matter and this may be viewed by linking to http://www.cbp.gov/linkhandler/cgov/trade/trade_outreach/advance_info/itt_faqs.ctt/itt_faqs.doc. However, many questions remain as to how in practicality the reporting of residue at border crossings would be accomplished, such as what quantity of residue represents a reportable amount, how necessary information about residue would be captured and passed into manifests, etc. CBP has said that its interest in residue reporting extends to all modes making border crossings, including commercial trucking.

Industry task forces, such as the AAR's EDI and Transborder Committees, are continuing to work with CBP on this matter. It is anticipated that, even after the particulars are settled, rail and other transport modes will have some measure of time to develop and put in place processes to enable the reporting and manifesting of residue. More information from these task forces will be forthcoming in the weeks and months ahead.

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GENESEE & WYOMING WORKS TO HALT SUMMER INJURY SPIKE

Continuing with safety initiatives of a kind that brought it its second Gold Harriman Safety Award in two years', Genesee & Wyoming recently issued an alert aimed at preventing a rise of employee injuries during summer months. Declaring a want to "eliminate the summer spike," the alert encourages employees to "elevate [their] awareness to eliminate near misses, HFIs, and personal injuries." At press time, G&W was preparing for a system-wide safety "stand-down," to celebrate employee appreciation, as well as call attention to efforts to prevent the "summer spike."

G&W's alert includes several pro-active safety solutions especially relevant to summer work. These are:

- Stay hydrated and take breaks
- Equip with heat-related Personal Protective Equipment (PPE)
- Work at a steady pace
- Undertake stretching exercises
- Apply all-day sunscreen
- Make sure job safety briefings are relevant
- Ensure all rules are followed
- Talk to and watch out for each other

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PENNDOT APPROVES RAIL PROJECT GRANTS

PennDOT recently announced a total of \$12.9 million grants that will go towards improvements on 11 small railroads in ten Pennsylvania counties. Erin Waters, spokeswoman for PennDOT, said that the grant money comes from Pennsylvania's 2009-2010 Rail Freight Capital Budget/Transportation Assistance Program, meant to help railroads maintain or expand their capacity to serve more businesses. The following ASLRRA member railroads that will benefit from the rail grants:

Allegheny Valley Railroad Co.: \$1.4 million to reconstruct and replace track, replace a mainline turnout and install ties.

Pittsburgh & Ohio Central Railroad: \$900,000 to construct a new siding, replace culverts, and install new turnouts, switch ties and ties.

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WISCONSIN ENACTS LAW TO REGULATE RAILROAD PESTICIDE USE

Wisconsin Governor Jim Doyle recently signed into law legislation regulating pesticide spraying by railroads in that state.

The new law requires railroads operating in Wisconsin to inform railroad employees of their use of pesticides, and prohibits a railroad from requiring an employee to work in an area to which a pesticide has been applied within 24 hours of its application. Railroads must also furnish equipment to protect the health of an employee from the adverse effects on pesticides applied.

Additionally, the legislation instructs the Wisconsin Department of Agriculture to establish rules limiting the times and weather conditions in which pesticides may be applied by railroads. Rail employees will now be provided a list of the pesticides that will be used, including ingredient statements and the known long-term and short-term effects on humans of such pesticides. The name, training and contact information for each commercial applicator railroads hire to apply pesticides will also be made public.

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A LOOK AT SHORT LINE MARKETING INITIATIVES: PART 2 OF 4

At the suggestion of Kel MacKavanagh and ASLRRA's Jenny McKinney, we present the second of a series of reports detailing the achievements of the slate of nominees for the 2010 ASLRRA Marketing Awards. There were 19 nominations altogether for these awards; the three winners were the Greenville & Western Railway, the Lycoming Valley Railroad, and the Reading & Northern Railroad. Presentation of the awards took place at the concluding ceremonies of the ASLRRA Annual Convention on May 4.

Mr. MacKavanagh, who was one of the judges of the competition, has commented that "[...] one of the criteria I use in judging an entry is whether or not another short line could develop the same type of business." He suggested that detailing the achievements of all those nominated might give other short lines and regionals ideas and insight as to how they might develop similar marketing initiatives. Accordingly and in alphabetical order, here is the second group of the 16 runners-up, with the remainder to follow in future Views & News editions:

Louisiana & North West Railroad Company (LNW) has focused on flexibility in working with existing and potential customers. To encourage additional business from existing customers, LNW has provided incentives such as reduced switching and demurrage charges, flexible and/or extra switching hours, and lower special train charges. As a result of these customer incentives, the LNW's caustic soda and bisphenol A traffic is projected to grow by nearly 300 percent in 2010.

The Missouri & Northern Arkansas Railroad (MNA) partnered with Wildcat Minerals, a leading distributor of industrial sand and other oil and gas-related products, to supply frac sand to the Fayetteville Shale reservoir. Wildcat upgraded the MNA's transload site at Batesville, Arkansas, doubling capacity just five months after a January 2009 startup. The MNA and Wildcat moved over 900 carloads in 2009 and they expect to handle over 2,400 cars in 2010.

Modesto & Empire Traction Co. (MET) converted BNSF's former intermodal terminal into a transloading facility, which now encompasses 75 acres of land, 8,500 feet of track, and is used by eight customers. The largest customer, Central Valley Ag Grinding (CVAG), receives unit trains of dairy feed on a loop track. CVAG received over 7,000 cars in 2009 – a notable increase over the 200 cars it handled when it first became a transload customer in 2002.

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NEW (AND CHANGING) RAILROADS

Three railroads have recently posted station adoption notices, as follows:

- **Henderson Overton Branch Railroad:** Two stations in Texas, by their tariff HOB 9000, effective June 1, 2010.
- **Massachusetts Coastal Railroad:** Eight stations in Massachusetts, by their Tariff Mc 9001-A, effective June 12, 2010.
- **Vermont Railway:** 31 stations in Vermont, by their Tariff VTR 9102, effective July 1, 2010.

Copies of these adoption notices are on the Railinc website and may be viewed by linking to <https://www.railinc.com/rportal/web/guest/mergers>.

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MEETINGS AND CONFERENCES COMING UP

ASLRRA's 2010 Regional Meetings have been scheduled! More details on each of the meetings will become available throughout the year. Check in with http://www.aslrra.org/meetings_seminars/index.cfm for more information!

June 8-10: FRA Region 6 Short Line Safety Seminar: To be held at Embassy Suites Loveland - Hotel, Spa & Conference Center, 4705 Clydesdale Parkway, Loveland, Colorado 80538. To make hotel reservations, either call the 1-970-593-6200 to make your reservation or click on:

http://embassysuites.hilton.com/en/es/groups/personalized/FNLESES-GWR-20100605/index.jhtml?WT.mc_id=POG. The Group Code is GWR. Please respond to Mike Ramsey, (720) 963-3082 to register for the seminar. Please register and make your hotel reservations as soon as possible in order to help us maintain a count for this event. Registration forms can be e-mailed to Mike at michael.ramsey@dot.gov or faxed to (720) 963-3081.

June 6-9: 104th Annual Meeting of the American Railway Development Association (ARDA): To be held at the Westin Savannah Harbor Resort in Savannah, GA. ARDA is an association where the industrial and economic development, real estate, environmental, technology, and legal types (railroaders and consultants) of the rail sector meet and exchange knowledge and information. For more information, visit www.amraildev.com.

June 15: Railway Age PTC Seminar: To be held at the Washington Marriott Hotel in Washington, DC. Noted as being especially for "small suppliers and small railroads." Featured speakers will include ASLRRA's Keith Borman and Tom Streicher, and also Alaska Railroad Technology VP Eileen Reilly. For more information, link to <http://www.railwayage.com/conferences/ptc-seminar.html>.

June 22-24, 2010: FRA Region 5/Arkansas Midland Railroad Training Seminar, Clarion Resort on Lake Hamilton, Hot Springs, AR. The seminar will feature presentations on hazardous materials, motive power and equipment, signals, train control, grade crossings, trespassing, operating practices and track safety standards. The keynote speaker is scheduled to be from the Office of the Administrator, FRA. For more details, [click here](#). For registration, contact Genny Goens at ggoens@arkmidrr.com; for vendor and sponsor information, contact Rob Tkach at rtkach@arkmidrr.com.

June 23-25: The Indiana Rail Road 17th Annual Liability Seminar: To be held at the Indianapolis Crowne Plaza Downtown at 123 West Louisiana St. in Indianapolis, IN. Visit <http://resweb.passkey.com/go/INRailroadCo> to register or call 1-888-233-9527 to make your room reservations. To download an agenda and registration forms, go to the Indiana Rail Road website and check out the Liability Seminar in the News and Events section: <http://www.inrd.com>.

June 28-30: AAR Damage Prevention & Freight Claim Conference: To be held at the Palmer House Hilton Hotel in Chicago, IL. Join railroaders, suppliers and shipping industry professionals for an in-depth look into the latest technologies available to ensure safe and damage-free delivery of rail freight. Includes a trade show, displaying the latest products and services to improve damage protection and enhance safety. For more information, link to www.regonline.com/2010-DamagePrevention.

July 11-13: Norfolk Southern Short Line Meeting: To be held at the Hotel Roanoke in Roanoke, VA. For more information, visit Norfolk Southern's webpage for the event at <http://www.nscorp.com/nscportal/nscorp/Customers/Shortline/>.

July 19 & 20: California Short Line Railroad Association (CSLRA) Annual Meeting: To be held at the San Diego Westin Hotel in San Diego, California. Speakers will include representatives from Union Pacific, BNSF, CPUC, CARB and more. To make reservations, call (619) 239-4500 and mention CSLRA for the group rate of \$147. For more information, please visit CSLRA's website at <http://www.cslra.org/>.

September 12-14: ASLRRRA Eastern Region Meeting: To be held at the Renaissance Baltimore Harborplace Hotel in Baltimore, MD.

October 3-5: ASLRRRA Central Pacific Region Meeting: To be held at the Intercontinental Kansas City at the Plaza, in Kansas City, MO.

November 7-9: ASLRRRA Southern Region Meeting: To be held at the JW Marriott Buckhead in Atlanta, GA.

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MEMBERS IN THE NEWS



Watco Companies CEO Rick Webb (front row extreme right) joins other recipients of Ernst & Young's Entrepreneur Of The Year – Central Midwest Region awards. The awards were presented in a ceremony held June 2 in Overland Park, KS. Mr. Webb was recognized for his entrepreneurial achievements in the field of transportation.

Alaska Railroad is now accepting applications for the position of President & CEO of the railroad. Applicants should have experience in the transportation industry and working experience in the Alaska business community is preferred. Send resumes to ceosearch@akrr.com and visit www.alaskarailroad.com/ceosearch for more information. The deadline for applying is Friday, June 11... Argus Rail Business recently named **Austin Western Railroad** as one of the first place winners of the Win-Win Award, an annual award given to railroads, shippers and organizations that develop innovative partnerships leading to improved service, efficiency and other advancements. Austin Western Railroad won alongside Capitol Aggregates and Capital Metro Transit Authority for their cooperation working on a system to operate both freight and passenger railroad operations over the same track while developing a profitable new shipping service... Caterpillar, Inc. recently agreed to purchase **Electro-Motive Diesel (EMD)** to expand its rail business from service into engine manufacturing. EMD will become part of Caterpillar's Progress Rail operation when the acquisition closes by year's end... Former President of CSX Intermodal James Hertwig was recently named President and CEO of RailAmerica Inc.'s **Florida East Coast Railway**. Mr. Hertwig will succeed David Rohal on July 1. Mr. Rohal will continue his role as Senior Vice President at RailAmerica and will remain on the Florida East Coast Railway's Board of Directors... The Anderson's Inc. recently announced a minority investment made in **Iowa Northern Railway Co. (IANR)** and its subsidiaries. The Andersons retains interest in the grain, ethanol and plant nutrient sectors of U.S. agriculture, products that Iowa Northern specializes in shipping... Representatives from Kansas City Southern de Mexico (KCSM) recently visited **Brownsville & Rio Grande International Railroad** in Brownsville, Texas to learn more about the area's infrastructure and discuss a proposed rail bridge between Brownsville and Matamoros, Mexico. KCSM hopes to expand the railroad's business by hauling new commodities like steel scabs, plastics, etc... **Patriot Rail LLC** was selected by the North Carolina Department of Transportation to operate freight service over a 12-mile stretch of rail that was formerly a Piedmont & Northern right-of-way. Four miles of line, between Gastonia and Ranlo, have been restored for operation thus far... **RailComm** was recently selected to provide a Remote Control Derail System at Amtrak's Maintenance Facility in Los Angeles. Two customized Local Control Panels, located within the maintenance building, will provide wireless remote control to the derails... **RMI** recently announced that RailAmerica, Inc. will implement RMI's RailConnect Transportation Management System on all 40 of its North American railroads. In addition, RailAmerica plans to use RMI's mCrew product for remote train-crew reporting, as well as ShipperConnect to provide better service and support to its customers... Ernst & Young LLP recently named Rick Webb of **Watco Companies, Inc.** as their 2010 Central Midwest Region Entrepreneur of the Year in Transportation. The award celebrates those who are building and leading successful, growing and dynamic businesses.

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CLASS I RAIL TRAFFIC

For the week ending May 29, 2010 – which for the comparable week last year included the Memorial Day Holiday, but for this year did not – U.S. carload rail traffic totaled 286,665 units, up 21.9 percent. U.S. intermodal traffic totaled 225,111 trailers and containers, up 35.5 percent over this week last year, and the highest weekly total since November, 2008. Also for the week, Canadian carload rail traffic was up 29.7 percent, Canadian intermodal rail traffic was up 20.6 percent, Mexican carload rail traffic was up 24.2 percent, and Mexican intermodal rail traffic was up 37.4 percent.

For the period January 1 through May 29, 2010, U.S. carload rail traffic was up 7.2 percent, U.S. intermodal rail traffic was up 11.5 percent, Canadian carload rail traffic was up 21.0 percent, Canadian intermodal rail traffic was up 11.2 percent, Mexican carload rail traffic was up 22.6 percent, and Mexican intermodal rail traffic was up 34.7 percent.

(Canadian traffic counts also includes that traffic on the U.S. operations of the two Canadian-based Class I railroads, Canadian National and Canadian Pacific Railway.)

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RAILINC SHORT LINE TRAFFIC INDEX

The Railinc Short Line Traffic 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 through April, 2010, and compares with January through April, 2009.** Special thanks to Railinc's Shawn Petway for this valuable statistical information.

COMMODITY	2010 YTD ORIGS	2009 YTD ORIGS	% CHG	2010 YTD TERMS	2009 YTD TERMS	% CHG	2010 YTD TOT	2009 YTD TOT	% CHG
Chemicals	146,913	150,092	-2.1%	193,944	169,397	14.5%	340,857	319,489	6.7%
Coal	76,941	83,000	-7.3%	188,874	240,616	-21.5%	265,815	323,616	-17.9%
Crushed Stone, Sand, Gravel	61,673	59,456	3.7%	42,398	41,730	1.6%	104,071	101,186	2.9%
Food & Kindred Products	48,059	56,285	-14.6%	47,740	47,701	0.1%	95,799	103,986	-7.9%
Grain	96,241	97,519	-1.3%	118,792	92,144	28.9%	215,033	189,663	13.4%
Grain Mill Products	29,374	30,379	-3.3%	51,949	45,352	14.5%	81,323	75,731	7.4%
Lumber & Wood Products	25,544	25,460	0.3%	22,897	21,398	7.0%	48,441	46,858	3.4%
Metallic Ores	17,486	10,677	63.8%	42,196	24,636	71.3%	59,682	35,313	69.0%
Metals & Metal Products	81,559	74,311	9.8%	55,566	44,749	24.2%	137,125	119,060	15.2%
Motor Vehicles & Equipment	26,593	21,625	23.0%	30,098	24,462	23.0%	56,691	46,087	23.0%
Nonmetallic Minerals	7,536	9,042	-16.7%	8,604	9,299	-7.5%	16,140	18,341	-12.0%
Petroleum Products	7,156	6,816	5.0%	8,265	7,041	17.4%	15,421	13,857	11.3%
Pulp, Paper & Allied Products	69,802	73,244	-4.7%	48,533	47,725	1.7%	118,335	120,969	-2.2%
Stone, Clay & Glass Products	41,185	45,128	-8.7%	31,557	35,661	-11.5%	72,742	80,789	-10.0%
Trailer or Container	114,649	124,027	-7.6%	109,302	104,241	4.9%	223,951	228,268	-1.9%
Waste & Scrap Materials	38,560	36,782	4.8%	49,549	45,206	9.6%	88,109	81,988	7.5%
All Other Carloads	287,272	306,097	-6.2%	294,270	294,507	-0.1%	581,542	600,604	-3.2%
Total	1,176,493	1,209,040	-2.8%	1,344,234	1,295,865	3.7%	2,521,077	2,505,805	0.6%

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RMI RAILCONNECT SHORT LINE TRAFFIC INDEX

The RMI Railconnect Index is waybill-based and totals shipments billed by non-Class I railroads using RMI billing products. For this report, this totals 340 such railroads. This index is calculated weekly. **The below data is as of the week ending May 29, 2010**, the 21st week of 2010. Special thanks to RMI's Cheri Denton for this valuable statistical information.

	Week Ending May 29			Year-To-Date		
	2010	2009	% Change	2010	2009	% Change
CARLOADS HANDLED						
Coal	9,992	10,540	-5.20%	235,182	272,186	-13.60%
Grain	11,550	9,309	24.07%	270,274	232,931	16.03%
Farm & Food (Exc. Grain)	4,448	4,111	8.20%	97,110	101,645	-4.46%
Ores	2,654	1,159	128.99%	72,325	32,042	125.72%
Stone, Clay, Aggregates	12,864	9,326	37.94%	225,780	195,702	15.37%
Lumber/Forest Prods.	3,757	3,202	17.33%	77,280	71,973	7.37%
Paper Products	6,489	5,636	15.13%	124,047	125,023	-0.78%
Waste & Scrap Materials	5,620	3,432	63.75%	108,483	87,504	23.97%
Chemicals	15,540	12,269	26.66%	325,342	307,838	5.69%
Petroleum & Coke	4,914	3,172	54.92%	101,530	88,933	14.16%
Metals & Products	8,836	5,724	54.37%	168,847	128,066	31.84%
Motor Vehicles & Equip.	1,028	783	31.29%	22,666	28,932	19.72%
Intermodal	6,017	7,718	-22.04%	130,077	152,997	-14.98%
All Other	2,168	1,244	91.18%	45,609	29,682	53.66%
Total	95,877	83,992	23.69%	2,004,552	1,845,454	8.62%

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BE SURE TO CHECK OUT ASLRRRA HOT TRACKS

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.aslrra.org every week for the latest news on short line and regional railroads!

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FOLLOW ASLRRRA ON FACEBOOK & TWITTER

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

ASLRRRA maintains both its own and also a 2010 Annual Convention Facebook page. To follow either or both, 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 ASLRRRA page and on "ASLRRRA Annual Convention" to get to the Convention page, then make sure to click on "Become A Fan." For further information contact ASLRRRA's Jenny McKinney at jmckinney@aslrra.org.

ASLRRRA also uses Twitter to tell – as do more than 40 million other Twitter users worldwide – "what we are doing." You can view the ASLRRRA Twitter page directly at www.twitter.com/aslrra. And if you sign up for a free Twitter ID at www.twitter.com or if you 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 phones capable of receiving text messages. For further information, contact ASLRRRA's Dave Mears at dmears@aslrra.org.

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HELPFUL LINKS

NEW: The U.S. Occupational Safety & Health Administration's Hispanic Task Force recently released web-accessible English-to-Spanish and Spanish-to-English dictionaries. The dictionaries include over 2,000 general OSHA, general industry, and construction industry terms. Phonetic pronunciation guides are included in the dictionaries for frequently used general industry and frequently used construction industry terms. To reference the dictionaries, link to http://www.osha.gov/dccsp/compliance_assistance/spanish_dictionaries.html.

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

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, 2009. If you have not yet done so, please contact ASLRRRA's Steve Sullivan at sullivan@aslrro.org as soon as possible.**

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

To reach the ASLRRRA public website, link to www.aslrro.org. To reach its members'-only website, link to members.aslrro.org.

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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