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American Short Line and
Regional Railroad Association's

VIEWS & NEWS



VOLUME 78

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Upcoming Events

2009 Central-Pacific
Region Meeting
August 15-18, 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

2010 Annual
Convention
May 1-4, 2009
Hilton Bonnet Creek
Orlando, FL

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ASLRRRA WELCOMES MORE NEW MEMBERS

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

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

American Traction Systems: American Traction Systems is a private, wholly American owned company specializing in the design and manufacturing of High Power AC and DC Motor Control products. They are located at 10030 Amberwood Rd., Fort Myers, FL 33913 and their main number is (239) 768-0757. ATS's website is www.americantractionssystems.com and their fax number is (239) 561-0274. Please contact General Manager Larry Machak (lmachak@americantractionssystems.com).

Wood Research and Development: Wood Research and Development is an engineering research firm with personnel and facilities to complete every phase from concept to prototyping and research through code approval for innovative wood and wood composite materials. They are located at 1760 SW 3rd Street, Corvallis, OR 97330 and the main number is (541) 752-0188. The website for Wood Research and Development is www.woodrandd.com and their fax number is (541) 752-0135. Please contact Senior Engineer Daniel A. Tingley (danting@attglobal.net).

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.

SHORT LINES COME TO WASHINGTON TO SECURE TAX CREDIT CO-SPONSORS

Jeff Van Schaick of Chambers, Conlon & Hartwell reports on the arrival in Washington last week of short line and regional railroad representatives aimed at securing more co-sponsors of the short line tax credit bill:

This past week, 11 railroaders from across the country flew to Washington, DC to help lobby for the extension of the short line railroad tax credit. Many thanks are due to **Ed McKechnie** (Watco), **Dave Arganbright** (RailAmerica), **Dan Sabin** (Iowa Northern), **Bob Babcock** (Indiana Rail Road), **Doyle Corman**, **Dale Hawk**, and **Jim Oaks** (RJ Corman), **Gene Blabey** (Livonia, Avon & Lakeville), **Larry DeYoung** (Western New York and Pennsylvania), **Stephen Drunsic** (Nashville & Eastern, Nashville & Western), and **Ken Pippin** (Carolina Southern) for taking time from their schedules to come to Washington to advocate on the industry's behalf.

These railroaders held over 50 meetings with House and Senate offices spanning 16 states. CC&H believes that over half of the meetings will directly result in co-sponsorship of the short line tax credit.

If you want to do your part in the the fight to get the tax credit extended, it is easy to do. Just email or call Jeff Van Schaick at jeff.vanschaick@cch-llc.com or Chuck Baker at chuck.baker@cch-llc.com (reach both by phone at 202-638-7790), and let them know when you plan on coming. They will take care of the rest.

We want to do an announcement when we get to 100 co-sponsors in the House before the July 4 recess. We are currently at 91. If you can't fly in, but can pick up the phone next week and get us a co-sponsor that way, please do so.

ADVICE ON GAINING DISCRETIONARY STIMULUS FUNDING

Keith Hartwell, also of Chambers, Conlon & Hartwell, reports on the process for gaining federal discretionary stimulus funding:

For those interested in pursuing federal grants under the \$1.5 billion discretionary stimulus funding, the application guidelines and evaluation criteria have now been published. You may access this document at www.grants.gov. For further information on referencing this website, you may contact CC&H's Chris Johnson at chris.johnson@cch-llc.com or Jeff Van Schaick at jeff.vanschaick@cch-llc.com (reach both by phone at 202-638-7790).

Just to review, these are grants that must be applied for by state or local governments so you must work through one of those to succeed. Freight projects are eligible. Applications must be submitted by September 15, 2009. There is a \$20 million minimum project threshold, although the Secretary of Transportation can waive that minimum for smaller states or regions. A possible strategy here is to approach your state DOT about a "short line project grant" which gives something to all the short lines in the state and thus meets or exceeds the \$20 million threshold. In Washington lingo these are referred to as TIGER grants (Grants for Transportation Investment Generating Economic Recovery)

The good news is that much of the criteria is tailor-made for railroad rehabilitation projects. The bad news is the application criteria require substantial quantification of the benefits. In this regard, your state DOTs may be more amenable to including your requests if you can provide them with the necessary data.

The U.S Secretary of Transportation will decide who gets what, and the process is likely to involve considerable communication from individual Congressmen. You should be alert to those possibilities. Also, FRA is likely to have a big role in analyzing the rail applications.

I believe the Class I railroads will seek some of this money and conversations about possible coordination with their requests might make sense depending on the particulars of their projects.

BNSF OFFERS PUEBLO HAZMAT TRAINING FOR SHORT LINE PARTNERS

BNSF has announced that they will sponsor a weeklong hazmat training course at the Emergency Response Training Center, the state-of-the-art hazmat training facility at the Transportation Technology Center in Pueblo, CO. This training, which will be held this coming August, provides comprehensive instruction on matters related to handling of hazmat by rail, including the containment of accidental hazmat releases.

Prospective attendees should be appropriate persons from short line and regional railroads that connect with BNSF. Although BNSF will pay course instructional expenses, attendees remain responsible for all travel, accommodation and meal expenses.

BNSF has already directly contacted some short line partners to fill slots in this course, but they have advised us that a few slots still remain. Please contact BNSF's Mark Schmidt at mark.schmidt2@bnsf.com for further information.

TRACK EXTRAS ALERT TO IMPORTANT MEDICARE, RADIO NEWS

ASLRRRA last week and this week published two extra editions of its popular “Tracks” specialty publications. These publications are prepared quarterly on a variety of topics, and the next regular editions will be sent in early July.

The special **Legal Tracks** report was principally authored by Benjamin Basista Esq. of ASLRRRA Associate member Burns, White & Hickton. It discusses the implications of the recently amended Medicare Secondary Payer statute, which includes a new Medicare Mandatory Insurer Reporting (MIR) requirement. The MIR places the obligation on self-insured entities and insurance carriers to verify a claimant’s Medicare status in every case and then to report specifics of the claimant’s status to Medicare.

The special **Tech Tracks** reports on a matter relating to the forthcoming transition by railroads from wideband (25KHz) to narrowband (12.5KHz) radio operation. Specifically and differing from other railroad radios that require a leading “zero” (0) to be entered when specifying a narrowband radio channel, the Motorola Astro-Spectra radio requires a leading “one” (1) to be entered when specifying a narrowband radio channel. To overcome this inconsistency, several Class I railroads have arranged for a contractor to make a special production run to manufacture a component part for the Astro-Spectra radios that allow the standard leading “zero” to be entered for narrowband. For those with Astro-Spectra radios, details are provided on how to participate in this special production run.

Past issues of publications such as Legal Tracks and Tech Tracks are provided to ASLRRRA members as a valued member benefits. ASLRRRA members can log into their member records online by clicking here <http://members.aslrra.org> . Click on the red “Update Your Membership Information” button and then edit and update your current contact information and mailing distribution list. Don’t know your log-in info? Call the ASLRRRA office at (202) 628-4500 and we’ll help you log in. Just one more way that Members Get It All!

PREPARING FOR HURRICANE SEASON

To better assist ASLRRRA members whose railroads serve areas of the country that may be subject to severe tropical storms and hurricanes, ASLRRRA has prepared a document to help weather the hurricane season, which this year began June 1.

The document assembles preparation steps into four time periods: before a hurricane is forecast, during a hurricane watch, during a hurricane warning, and after the storm. To view, print and hold onto this document, link to http://www.aslrra.org/images/news_file/2009_Hurricane_Resource_Document.pdf.

THE B & H ALSO A JAKE WINNER

Still another ASLRRRA member railroad has been identified as a Jake Award winner for outstanding safety performance. A re-check of safety statistics indicates that the B&H Rail Corporation out of Lakeville, NY should also be so recognized.

Please link to http://www.aslrra.org/images/news_file/Safety_and_Jake_Awards_List_2008.pdf for a complete listing of Jake Award winners.

MARCH WHEEL REPAIR BILLS POSSIBLY UNDERPRICED

Word has been received from Matt Hanburry of RailAmerica that any wheel repair bills rendered using the March 1, 2009 AAR Price Master may be underpriced. Quoting from the AAR Mechanical Circular No. C-10956 dated March 20, 2009:

“After the issuance of the March 1, 2009 Price Master, in which certain casting and wheelset Job Code prices were reduced, one of the railroads participating in the price survey found errors in their wheelset prices as submitted. As a result of these errors, the Car Repair Billing Committee performed a review of the wheelset Job Codes. This review detected pricing errors in Job Codes 3328, 3329, 3333, 3334, 3336, 3337, 3338, 3339, 3340, 3341, 3344, 3345, and 3346 for the billing period March 1, 2009 through March 31, 2009. The error in these Job codes will be corrected in the March 1, 2009 Price Master and retroactive to March 1, 2009.”

Matt recommends that Circular C-10956 should be attached when requesting Counter Billing Authority for any wheels billed using the incorrect pricing. The circular may be linked to at http://www.aslrra.org/images/news_file/20_March_2009_AAR_Circular.pdf and a table to correct wheelset prices may be linked to at http://www.aslrra.org/images/news_file/Correct_Wheelset_Price_Table.pdf. Matt may be contacted at matt.hanburry@railamerica.com.

RAILROADS: CHECK YOUR ASLRRRA DIRECTORY ENTRY – AND FOR \$10, ADD A MAP

ASLRRRA's Jenny McKinney wants to remind all railroad members to please check their ASLRRRA online directory listing:

Have you checked your railroad's entry in ASLRRRA's Online Railroad Member Directory lately? With the directory drawing increasing numbers of visitors, we want to make sure that the information it contains is as accurate and up-to-date as possible. To that end, we are asking all railroad members to take a moment to review their online entries and provide us with any changes, deletions, and/or additions. You can access the directory using this link:

http://www.aslrra.org/our_members/railroad_members/index.cfm

Then use the alphabetical listing or the United States map to locate your operation. See anything that needs to be changed? Then contact Jenny McKinney at jmckinney@aslrra.org or 202-585-3449, and she will arrange for all necessary changes to be made. We appreciate your participation in this project!

And did you know that, for a set-up charge of only \$10, a railroad can include a map of their system with their information listing? The map display includes a clickable “button” allowing it to be enlarged, so that potential customers, economic development officials, and others can learn more about your railroad. To arrange for it to be included in your directory listing, you can also contact Jenny McKinney, as noted above.

DVD NOW AVAILABLE TO ENHANCE RR SECURITY

Now available to member railroads is a new instructional DVD on the subject of "Freight Railroad IED Recognition and Inspection." The DVD, which is endorsed by ASLRRRA for the training of member railroad employees, includes four instructional modules: "Overview of Terrorist Threat," "High Risk Targets," "IED Recognition," and "Inspection Procedures and Response." (IED stands for Improvised Explosive Device.) Each module includes live action demonstrations and concise yet comprehensive narratives.

The DVD is \$25 for members and \$100 for non-members. They may be ordered from ASLRRRA's Dave Whorton, 50 F Street NW Suite 7020, Washington, DC 20001, F: (202) 628-6430. When ordering, please use the order form available on the ASLRRRA website, which may be directly linked to at http://www.aslrra.org/images/news_file/Publications_Order_Form_2009.pdf. For more information or to reach Dave directly, email him at dwhorton@aslrra.org, or call him at (202) 585-3430.

A LOOK AT SHORT LINE MARKETING INITIATIVES: PART 2

Here is the second of a series of reports detailing the achievements of the nominees for the 2009 ASLRRRA Marketing Award. There were fifteen nominations altogether for these awards and the three that won were the Bay Line Railroad, R.J. Corman Railroad Company/Memphis Line, and the St. Lawrence & Atlantic Railroad. Award presentation was made at the general session of the ASLRRRA Annual Convention on April 27.

These are published at the suggestion of Kel MacKavanagh. One of the judges of this competition, he recently 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:

Baton Rouge Southern Railroad: The BRS constructed a new track and a new yard to add 965 cars of additional space to its current 400-car capacity. Although their railroad is only 1.5 miles long, the additional capacity solves a storage and congestion problem experienced by a major chemicals and plastics customer on its line. It also offers an opportunity for the railroad to significantly increase its rail business.

Buckingham Branch Railroad: Using a yard crew to deliver empty cars to a quarry four miles away, the BB and Martin Marietta Minerals converted the distant Louisa County stone market from truck to rail. BB crews wait while cars are loaded and also utilize close communications and scheduling with the customer at both origin and destination to ensure that the traffic moves by rail. The cars move in regular train service on a busy line with a 24-hour cycle time. A freight rate adjustment agreement is directly tied to the selling price of the product.

Eastern Washington Gateway Railroad: In partnership with BNSF and Central Washington Grain Growers (EWG's largest customer), the EWG captured former truck moves of between 40 and 80 miles by developing 52-car trains. Cars move from the four producers on the line as directed by the shuttle train "skipper" and receiver. Despite a severe crop shortage, the EWG handled over 850 cars, the equivalent of 17 trains, in 2008.

CORN, SOYBEAN PLANTING TO HOLD STEADY IN 2009, USDA FORECASTS

The U.S. Department of Agriculture expects that the total area planted to corn and soybeans nationwide will hold steady in 2009 but that the area planted to principal crops will decline by nearly 7.8 million acres, according to a report by the USDA's National Agricultural Statistics Service (NASS).

Farmers indicated their intention to plant 76 million acres to soybeans in 2009. If realized, this would be the largest planted area on record, just ahead of the 75.5 million acres planted last year. Increases of 100,000 acres or more are expected in Arkansas, Iowa, Kansas, Mississippi, Nebraska, North Carolina and North Dakota. The largest decreases in soybean acres are expected in Missouri and South Dakota, both down 150,000 acres from 2008.

Growers plan to plant 85 million acres of corn, down 1 percent from last year and down 9 percent from 2007. While lower corn prices and unstable input costs may have slowed corn planting somewhat, this would be the third-largest acreage since 1949, behind 2007 and 2008.

Wheat acreage is expected to decline 7 percent, to 58.6 million acres. Cotton plantings are also expected to be down 7 percent, to 8.8 million acres – the smallest area since 1983.

Nationwide, NASS expects the total area planted to principal crops to decline by approximately 7.8 million acres, or 2.4 percent, from last year. Included in this total are corn, sorghum, oats, barley, winter wheat, rye, durum wheat, other spring wheat, rice, soybeans, peanuts, sunflower, cotton, dry edible beans, potatoes, sugar beets, canola and proso millet, as well as harvested area for all hay, tobacco and sugar cane.

NASS will publish data on actual planted area in its "Acreage Report," scheduled for release on June 30. All NASS reports are available online at www.nass.usda.gov.

GOOD JOB BRIEFINGS MAKE FOR SAFE WORK

The following has been excerpted with the permission of its author, Wade Swindle, Safety Coordinator for the Cedar Rapids & Iowa City Railway, aka CRANDIC. It first appeared in the Spring, 2009 of CRANDIC's employee newsletter, The Rip Track:

Poor or ineffective communication is a cause or contributing factor in more than one in three workplace injuries. The Federal Railroad Administration (FRA) began addressing accidents caused by ineffective communication by maintenance-of-way workers more than 10 years ago. At that time, on-track worker safety regulations were implemented that required job safety briefings. To comply with the FRA requirement, railroads implemented a policy for on-the-job safety briefings for all crafts. Specifically, the policy calls for a job safety briefing at the beginning of shift and subsequent briefings as conditions or tasks require.

New requirements will be taking effect soon that mandate additional job safety briefings of all crew members in these circumstances: each time track switches or derails are operated; when on-track equipment is shoved or pushed and a controlling locomotive is not in the lead position; when releasing track limits or authority for use; and when cell phones and certain other electronic devices are in use.

Self briefings can also serve as a mental checklist and be very valuable in preventing injuries. Ask yourself these questions:

- Am I wearing the required Personal Protective Equipment (PPE)?
- Do I need special instructions from my supervisor?
- Are there potential hazards in the area?
- Am I rested, awake, alert and focused?
- Do I need to stretch again for this specific task?
- Have I been adequately trained to perform this task?

Plan the work, work the plan, and make sure that plan is effectively communicated through the use of job safety briefings.

CONFERENCES COMING UP

June 23-25, 2009, FRA/ASLRRA Drug & Alcohol Program Manager Training with Signs & Symptoms Training and Accident/Incident Reporting Training: To be held at the Holiday Inn BWI Airport Conference Center near Baltimore, MD. Register to attend these two sessions and get the answers you need to comply with the regulations. Sign up for the two seminars separately – the D&A training with signs and symptoms training on June 23-24 at \$229 per person or the accident/incident reporting training on June 25 at \$129 per person – or sign up for both at the combined price of \$329 per person. For more information, including registration, link to http://www.aslrra.org/safety_training/training_seminars/index.cfm.

June 24-25, 2009, FRA Region 4 Short Line Safety Seminar: To be held at the University Plaza Hotel, 3001 Northwestern Avenue in West Lafayette, Indiana 47906. The two-day conference will open with a presentation by Railroad Bridge Safety Specialist Steve Krause. Mr. Krause will be focusing on the pending Bridge Regulation and the ASLRRA Bridge Committee's progress. Regulatory training workshops will be offered in the following areas: track; motive power and equipment; hazardous materials; operating practices; and signals and grade crossings. There is no registration cost for the two-day FRA seminar. The hotel room rate is \$87. per night, plus tax. When calling for your reservations, be sure to reference: FRA's Shortline Seminar. The University Plaza Hotel's telephone number is: (765) 497-8721; their web address is: www.universityplazahotelwl.com. Room availability is not guaranteed, so be sure to make your reservations early.

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. This year's conference theme is "A Summit in the Desert – Evolutionary Challenges in Rail Transportation." The agenda will highlight the industry's major changes during the past ten years and the ever-growing challenges facing railroads, their customers and suppliers to further advance the quality and damage-free transportation of freight via the rail network. The conference also includes a trade show, displaying quality products and services to increase damage protection and reduce claims. For further information, link to <http://www.aar.org/NewsAndEvents/UpcomingEvents.aspx> or contact Gary Held at gary.held@railinc.com.

July 14-15, 2009, FRA Region 7 Short Line Safety Seminar: To be held at the Westin Emerald Plaza San Diego, 400 West Broadway, San Diego, CA, in conjunction with the meeting there of the California Short Line Railroad Association (CSLRA), which follows the conclusion of the FRA seminar. Registration for the two-day FRA seminar is \$75 per person, while registration for the CSLRA annual meeting that follows the FRA program is \$140 per person; registration for the combined meetings is \$175 per person. To download the agenda and/or registration forms, link to <http://www.cslra.org/downloads.php>. For more information, contact Irene Hernandez at Irene.hernandez@dot.gov or call her at (909) 937-7240.

July 15-17, 2009, Railroad Claims & Liability Seminar: To be held at the Sheraton Boston in Boston, MA, and hosted by the Massachusetts Bay Commuter Railroad. This seminar is targeted to short line and regional railroad staff working in the areas of accounting, insurance, legal departments, human resources, risk, and claims representatives. For program and registration information, including sponsorship opportunities, contact Michael Morningstar at mike.morningstar@mbcr.net or call him (617) 222-8034.

July 15-16, 2009, Derailment Investigation Seminar: To be held at the Holiday Inn By The Bay in Portland, ME, in conjunction with the American Association of Railroad Superintendents (AARS) annual meeting (details below.) Hosted by Gary Wolf of Rail Sciences, an expert in derailment investigation research. For further information on the derailment seminar, contact Carrie Foor at aars@railroadsuperintendents.org or call her at (331) 643-3369.

July 16-18, 2009, American Association of Railroad Superintendents (AARS) Annual Meeting: To be held at the Holiday Inn By The Bay, Portland, ME. This will be the 113th annual meeting of this organization. For further information, link to the AARS website at www.railroadsuperintendents.org.

August 2-4, 2009, 23rd Annual RTA Tie Grading Seminar: To be held in Roanoke, VA. Sponsored by the Railway Tie Association. For more information, link to the RTA website at www.rta.org or contact Jim Gauntt at jgauntt@rta.org.

August 15-18, 2009, ASLRRA Central/Pacific Region Meeting: To be held at the Westin Seattle, 1900 Fifth Avenue, Seattle, WA, <http://www.westinseattle.com>. New to the regional meeting educational lineup will be simultaneous training sessions covering the areas of Track Safety Standards and New Regulations Covering Continuous Welded Rail, Bridge Safety Standards, and the Essential Elements of a Bridge Safety Program.

Topics on the main program will include the Economic Outlook, Railroad Re-regulation, Updates on Hours of Service, Routing Rules and Handling of TIH, The ABCs of PTC, The Outlook for Ethanol and the Emerging Wind Turbine Market, and Putting the FUN in Safety FUNdamentals. We will be working on another Habitat for Humanity event on Saturday, August 15, and we have a limited number of tickets available for the Mariners v. Yankees baseball game on Sunday afternoon. The conference will close out Tuesday with an optional tour of the operation at the Port of Seattle. The room rate is \$149 and rooms may be reserved by calling 800-228-3000 (800-228-1212 from Alaska or Hawaii) and mentioning ASLRRA to receive our discounted room rate. Registration for the meeting will open early next week.

MEMBERS IN THE NEWS

JEA, a northeast Florida electric, water and sewer service utility company, recently awarded **RailAmerica-Florida East Coast Railway** its 2008 Gold Award for outstanding environmental performance in industrial wastewater treatment. JEA honored FEC for achieving 11 straight years of zero wastewater pretreatment violations ...**Genesee & Wyoming** has announced the promotions of Ronald Russ and Andrew Chunko, both to senior vice president. Mr. Russ will lead the Oregon Region, which includes the Portland & Western and Willamette & Pacific railroads. Mr. Chuko will lead the Rocky Mountain Region, which includes the Utah Railway and contract coal loading operations in the Powder River Basin ...the **Kyle Railroad** has announced its purchase, from the Mid-States Rail Authority, the Kansas and Colorado tracks over which it operates. The Authority's predecessor bought the tracks in 1984 out of the Rock Island Railroad bankruptcy. The agreement allowed Kyle until June 1, 2009 to purchase the tracks for a nominal fee ...the **Louisiana & North West Railroad** announced the appointment of Mr. Johnnie Raab as general manager. Mr. Rabb has over 30 years railroad experience, including active participation with coordination and presenting FRA Region 5 safety and training seminars ...Argus Rail Business, a unit of Argus Media covering the transportation industry, has named the **Michigan Shore Railroad** and one of its customers, Sargent Sand, as the recipient of its annual Win-Win Award. Launched in 1998, the award is given to railroads, shippers and organizations that develop innovative partnerships leading to improved service, efficiency and other mutually beneficial advancements. Michigan Shore and Sargent Sand were recognized for an innovative agreement that has resulted in 30 to 50 new carloads of sand each week ...Omers Private Equity of Toronto recently announced that it had acquired **Nordco Corporation** from the Riverside Company. Nordco is a leading designer and manufacturer of new and remanufactured MOW work equipment, supplier of quality parts and service, and provider of ultrasonic rail inspection systems ...**Terminal Railway-Alabama State Docks** has announced the appointment of Mike Russell as their general manager. Mr. Russell brings to T ASD 35 years' experience with BNSF and its predecessor railroads ...the **Transportation Technology Center** has announced the appointment of John Tunna as head of its new Passenger Rail Business Unit. Mr. Tunna earlier managed T TCI transit improvement projects in Australia, Britain, and South America ...Allan Roach was recently elected president of the North American Rail Shippers Association (NARS). Mr. Roach is SVP-Marketing for **Watco Companies**. In a related story, NARS announced that next year's annual meeting would be held May 26-28, 2010, at the Mayflower Hotel in Washington, DC.

MORE INDUSTRY NEWS

The **Federal Railroad Administration** has posted on its website the presentations used in its recent series of regional high-speed rail workshops. Those documents are available at <http://www.fra.dot.gov/us/content/2241>. Also available on the FRA website is the high-speed rail vision initially made public on April 16, 2009 in the FRA's Strategic Plan for High-Speed rail, as announced by President Obama, Vice President Biden and U.S. Secretary of Transportation LaHood. That document is available at <http://www.fra.dot.gov/us/content/31> ...On June 1, **Norfolk Southern** noted the 10th anniversary of its co-takeover of the former Conrail with CSX. On June 1, 1999, NS acquired about 60 percent of CR, which enlarged NS by about 7,200 miles and about 10,000 employees ...Groundbreaking was held June 8 for the start of construction on the two new passenger rail tunnels to be built under the **Hudson River** between New Jersey and New York. Officials spoke of the tunnels, which will cost \$8.7 billion, as "the nation's single largest transportation project." Scheduled for completion by 2017, the tunnels will be used by New Jersey Transit commuter trains ...**Progressive Railroading** recently reported on the number of locomotives stored by Class I railroads due to the economic downturn. According to the magazine's website, BNSF has over 900 locomotives stored; Canadian National has 281 stored; Canadian Pacific has 350 stored, representing 23 percent of its fleet; CSX has 600 stored, representing 15.8 percent of its fleet; Kansas City Southern has 360 stored; Norfolk Southern has 400 stored, representing 11 percent of its fleet; and Union Pacific has 2,100 stored, representing 25 percent of its fleet. In total, the Class I's have nearly 5,000 locomotives stored ...the **Bipartisan Policy Center** unveiled a new plan June 9 which it said was aimed at transforming federal surface transportation policy. The plan, "Performance Driven: A New Vision For U.S. Transportation Policy," proposes to narrow the federal program to six core "mode neutral" formula programs that award federal transportation dollars based on system condition and performance ...**Union Pacific** recently announced that it had completed upgrading its entire fleet of 4,950 mechanically refrigerated boxcars. UP said that the engines powering refrigeration have been upgraded to meet California Air Resource Board (CARB) emission standards, which take effect July 17 ...**Kansas City Southern** announced June 10 that trains operating to and from its Mexican gateway will use a new route starting June 17. The new route is the former Southern Pacific Railroad line between Victoria and Rosenberg, TX, which KCS bought from SP successor Union Pacific in 2001 and began rebuilding in 2007. The new route shortens KCS's cross-border routing by about 70 miles and eliminates the need to operate over 160 miles of other UP-owned track ...On June 11, the **Surface Transportation Board** directed **Union Pacific** to quote rates for moving chlorine to disputed destinations. Last January, UP quoted rates for chlorine moving from US Magnesium in Rowley, UT to several destinations, but refused to quote rates to four destinations, because 1) although UP previously published rates to them, USM never shipped to them, and 2) moving chlorine to these four destinations, which would have included moving it via federally-defined High Threat Urban Areas, was "not a reasonable request" when there were abundant supplies of chlorine from nearer origins. In their decision, the STB said that UP had a common carrier obligation to quote the rates.

CLASS I RAIL TRAFFIC

For the week ending May 30, 2009, the Association of American Railroads reports that U.S. rail volume grand totaled 24.8 billion ton-miles, down 25.1 percent from the comparable week last year. This reporting week this year and last year included the Memorial Day weekend. Also for the week, U.S. carload rail traffic was down 26.3 percent, U.S. intermodal rail traffic was down 19.2 percent, Canadian carload rail traffic was down 30.9 percent, and Canadian intermodal rail traffic was down 20.8 percent.

For the month of May, 2009 versus May, 2008, U.S. carload rail traffic was down 24.7 percent. All 19 major commodity groups were down, including coal down 15.8 percent, grain down 24.5 percent, and motor vehicles and equipment down 52.3 percent. Also for the month, U.S. intermodal rail traffic was down 19.7 percent, Canadian carload rail traffic was down 32.8 percent, Canadian intermodal rail traffic was down 18.1 percent, Mexican carload rail traffic was down 18.5 percent, and Mexican intermodal rail traffic was down 21.7 percent.

For the five-month period January 1 through May 31, 2009, and compared with the first five months last year, U.S. rail volume grand totaled 586.8 billion ton-miles, down 18.5 percent. Also for this period, U.S. carload rail traffic was down 19.6 percent, U.S. intermodal rail traffic was down 16.9 percent, Canadian carload rail traffic was down 23.8 percent, Canadian intermodal rail traffic was down 14.8 percent, Mexican carload rail traffic was down 14.2 percent, and Mexican intermodal rail traffic was down 20.5 percent.

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

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 344 such railroads. This index is calculated weekly. The **below data is as of the week ending May 30, 2009**, the 21st full week of this year.

	Week Ending May 30			Year-To-Date		
	2009	2008	% Change	2009	2008	% Change
CARLOADS HANDLED						
Coal	10,980	15,366	-28.54%	280,672	319,649	-12.19%
Grain	10,532	14,089	-25.25%	259,193	324,684	-20.17%
Farm & Food (Exc. Grain)	4,383	5,483	-20.06%	108,982	122,206	-10.82%
Ores	1,155	3,015	-61.69%	31,694	60,001	-47.18%
Stone, Clay, Aggregates	9,712	14,539	-33.20%	208,821	256,110	-18.46%
Lumber/Forest Prods.	3,198	5,244	-39.02%	72,994	100,662	-27.49%
Paper Products	5,171	7,569	-31.68%	120,425	160,172	-24.82%
Waste & Scrap Materials	3,490	7,388	-52.76%	90,619	135,779	-33.26%
Chemicals	12,924	17,807	-27.42%	320,625	371,921	-13.79%
Petroleum & Coke	2,575	6,060	-57.51%	76,768	122,270	-37.21%
Metals & Products	5,421	11,650	-53.47%	124,603	234,941	-46.96%
Motor Vehicles & Equip.	781	2,337	-66.58%	20,284	41,694	-51.35%
Intermodal	6,951	12,008	-42.11%	140,645	274,631	-48.79%
All Other	1,169	3,255	-64.09%	31,444	64,676	-51.38%
Total	78,442	125,810	-37.65%	1,887,769	2,589,397	-27.10%

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.

CORRECTION: HOURS OF SERVICE, FRIEDLAND AWARD

In our last edition published June 2, we reported that recently announced revisions to railroad hours of service rules would become effective July 6. Correctly, they will become effective July 16.

Also and concerning the photograph of Bob Bailey being presented with the 9th Annual Ben Friedland Award at the New Jersey Transportation Conference, Mr. Bailey was incorrectly identified as being the head of the East Jersey Railroad. He is correctly the head of the Port Jersey Railroad.

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