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American Short Line and  
Regional Railroad Association's

# VIEWS & NEWS



VOLUME 78

NUMBER 13

June 30, 2009

## 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 companies that have recently joining the association):*

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

**Brandt Road Rail Corporation:** Brandt Road Rail Corporation specializes in material handling equipment for the rail industry. The company produces several versatile railcar movers, specialized on-track material cranes, and custom railcars. They are located at 302 Mill Street, Regina, Saskatchewan, Canada S4P 3E1 and their main number is (306) 791-7557. Brandt Road Rail Corporation's website is <http://road-rail-corp.brandt.ca> and their fax number is (306) 791-0363. Please contact Sales & Marketing Manager Neil Marcotte at [nmarcotte@branch.ca](mailto:nmarcotte@branch.ca).

**INSURICA Kansas:** INSURICA Kansas handles all forms of commercial insurance from railroad liability and property, to workers compensation and bonding. They are located 8700 Monrovia, Suite 214, Lenexa, KS 66215 and their main number is (913) 888-3093. INSURICA Kansas's website is [www.insurica.com](http://www.insurica.com) and their fax number is (913) 888-66215. Please contact Manager Bud Tollie at [btollie@insurica.com](mailto:btollie@insurica.com).

**Johnson & Bell, Ltd.:** Johnson & Bell, Ltd.'s transportation group is comprised of attorneys with years of experience in handling a variety of transportation investigations, arbitrations, and lawsuits. Their experience involves railroad, trucking, intermodal, and other transportation-related claims, disputes, and investigations. Johnson & Bell, Ltd. is located at 33 West Monroe Street, Suite 2700, Chicago, IL 60603 and their main number is (312) 984-0268. Their website is [www.johnsonandbell.com](http://www.johnsonandbell.com) and their fax number is (312) 372-9818. Please contact Shareholder Frank P. Nowicki at [nowickif@jbltd.com](mailto:nowickif@jbltd.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](mailto:chuyck@aslrra.org) or phone her at (202) 585-3431.**

## **ASLRRRA TO FILE FOR HOURS OF SERVICE WAIVER; PILOT PROJECT LAUNCHING**

ASLRRRA has announced its intention to file for a waiver of the new railroad hours of service rules that become effective on July 16. Concurrent with the filing, which will be on behalf of ASLRRRA member railroads wishing to participate, the Association will launch a pilot program to demonstrate that short line and regional railroads can still provide adequate rest and relief from fatigue.

In a special letter sent June 25, President Rich Timmons acknowledged that, "Many of you have told ASLRRRA that the new hours of service rules are most burdensome for small railroads." He stated that, "At this time, ASLRRRA is moving forward to present a [waiver] petition to the FRA on behalf of its member railroads who may be affected and wish to participate in the Petition for Waiver. We are in contact with labor organizations to secure their agreement to gain their support of our petition for waiver and are cautiously optimistic that an agreement to move forward jointly can be achieved. Second, we are engaging an expert who will be able to design a pilot program to meet the statutory requirements of demonstrating the benefits to safety and to the railroads to exempt Class 2 and Class 3 railroads from the 6/2 and 7/3 rest requirements and the 276-hour limit for management employees who spend no more than 25 percent of their time in train service activities."

Mr. Timmons said that ASLRRRA hoped to file the petition by July 2 and asked for executed applications from member railroads wanting to participate by June 30. He advised that further questions about this waiver petition project should be direct to Steve Sullivan ([sullivan@aslrra.org](mailto:sullivan@aslrra.org), (202) 585-3432), Keith Borman ([kborman@aslrra.org](mailto:kborman@aslrra.org), (202) 585-3448), or Tom Streicher ([tstreicher@aslrra.org](mailto:tstreicher@aslrra.org), (202) 585-3434).

## **COMMENTARY SUPPORTS HOURS OF SERVICE MODERATION FOR SHORT LINES**

In commentary selected for publication in the June, 2009 edition of Railway Age Magazine, ASLRRA VP & General Counsel Keith Borman notes that well-intentioned provisions of the Railway Safety Improvement Act of 2008 might actually be adverse to short line and regional railroads. He considers this particularly the case related to the new hours of service rules mandated in the Act. The rules, which will become effective on July 16, establish a 276-hour cap on the number of hours train service employees may work in any calendar month and mandate two days' rest after six consecutive days of train service and three days' rest after seven consecutive days of train service.

In his magazine commentary, Mr. Borman states, "Certainly the demands of Class I operations create potential opportunities for fatigue. Big railroads operate 24 hours a day, seven days a week. Their train crews operate over long distances and often require them to work longer than the typical eight-hour day, and at the end of their run they often must check into hotels far from their home terminals to get their required rest. Crew schedules are sometimes unpredictable, and crew members can be called for service at odd hours with only a few hours' notice."

But he further comments, "Small railroad train service employees inhabit a different world. They don't have to lay over at remote, away-from-home terminals. Their routes are short and at the end of the workday they go home, not to a hotel. Most work exclusively during daylight hours, and while some may work six or seven days in a row, it is often because their workday is five or six hours, and they want and need the extra days to put in a normal 40-hour workweek. In other words, six-or seven-day workweeks on short lines are not the fatigue issue Congress had in mind when it mandated two days' rest for six days work and three days off for seven consecutive days on the job. For short line employees, six-and seven-day workweeks are a lifestyle choice, not a fatigue problem."

Read his commentary in its entirety by linking to <http://www.railwayage.com//content/view/917/121/>.

## **SURFACE TRANSPORTATION BILL INTRODUCED IN CONGRESS TO SUCCEED SAFETEA-LU**

On June 18, House Transportation & Infrastructure Chairman James Oberstar (D-MN), Ranking Minority Member John Mica (R-FL) and selected colleagues introduced a six-year, \$450 billion surface transportation authorization bill to succeed SAFETEA-LU, which expires September 30.

"The Surface Transportation Authorization Act of 2009 is a transformational bill that will provide clear national transportation objectives and hold states and local governments accountable for how they spend federal transportation funds," said Rep. Peter DeFazio (D-OR).

The bill includes provisions creating a 'national transportation strategic plan,' based on long-range transit, rail and highway plans developed by states and metropolitan regions to create intermodal connectivity of the nation's transportation systems and identify projects of national significance. State and local governments would establish transportation plans with specific performance standards, measure their progress annually and periodically adjust these plans as necessary. The legislation would also establish an Office of Intermodalism within the U.S. Department of Transportation's Office of the Secretary, which would be charged with overseeing the development and implementation of the national transportation plan.

A copy of the bill is available on the Library of Congress's legislative website, [www.thomas.gov](http://www.thomas.gov).

## **SHORT LINE TAX CREDIT SPONSORS NOW AT 134**

The latest count from Congress indicates that 134 members have now signed on as co-sponsors of the Short Line Tax Credit.

The Short Line Rehabilitation Tax Credit bill (H.R. 1132, S. 461) now has 106 co-sponsors in the House and 28 in the Senate. In addition, more than 1,000 shippers have gone on record as supporting this legislation.

The bill will extend the Section 45G railroad track maintenance credit, which is set to expire on December 31, for three years, until December 31, 2012. Additionally, it will allow eligibility for new short lines and increase the credit limitation from \$3,500 per mile of owned or leased track to \$4,500.

## **ATN CONDUCTOR FATALLY INJURED WHILE SWITCHING**

On Wednesday, June 24, the Alabama & Tennessee River Railroad (ATN) suffered an on-duty employee fatality. Dustin Moles, age 33 and an ATN employee since 2005, was killed while switching cars in Albertville, AL.

Initial reports quoted Marshall County, AL Coroner Marlon Killion as saying that Mr. Moles, working as the train's conductor, had been directing the engineer of the 75-car train he was switching on how close he was to a scrap metal pile at the end of the track. The engineer then lost contact with him and investigated. Mr. Moles was later found pinned between the last car of the train and the scrap metal pile. Officials of ATN's parent company, OmniTrax, were continuing to investigate the circumstances of the accident.

## **EARLY WARNINGS ISSUED FOR SELECTED WHEELS, CUT HANDLES**

The Association of American Railroads' Technical Services Division recently issued two new mechanical "early warnings," one for wheel sets (EW-5235) and the other for cut handles (EW-5236).

EW-5235 concerns the inspection and removal of suspect wheel sets. It roots in a railroad having recently experienced a broken wheel due to a shattered rim. An investigation revealed an anomaly in the manufacturing of the broken wheel and also its mate wheel. EW-5235 is assigned "Severity Code 03," with instructions to "Stop car, loaded or empty; inspect, repair or contact owner for disposition."

EW-5236 concerns cut convenience handles on multi-level auto racks. AAR recently received a report of a multi-level car arriving at a terminal facility with the convenience handles on the end doors cut. As background, this is a similar incident to those reported in September, 2003 (see EW-5202). The handles are those used to enter or exit multi-level rack decks.

An abridged version of EW-5235 may be reviewed by linking to [http://www.aslrra.org/images/news\\_file/EW-5235\\_Circular.pdf](http://www.aslrra.org/images/news_file/EW-5235_Circular.pdf).

## UMLER CONVERSION LESS THAN ONE MONTH AWAY

A reminder that activation of the New Umler system is scheduled for July 25, less than 30 days from now. Familiar as the railroad industry's equipment data management system, the original version of which debuted in the 1960s, the successor system is now formally known as New Umler in recognition of industry familiarity with the Umler name (the successor system had earlier been referred to as EMIS.)

Additional to earlier training, three online webinars will be held in July to address any last-minute questions or concerns. To register for them, link to the Umler section of the Railinc website at [www.railinc.com/umler](http://www.railinc.com/umler), select the event schedule and follow the links. There is no charge to participate.

Also, an Umler 'sandbox' – a test system – is now available on the Railinc website that lets equipment owners and their agents practice the basic functions of the new system without incurring any penalties for mistakes. Also available is an Umler "go-guide" to help users get ready for the system; web demos covering key system functions; and other important reference materials.

**If your railroad or company furnishes equipment data to or gets equipment data from the old Umler, make sure that the systems you use are going to be ready for the July 25 activation of the New Umler.** For more information, link to [www.railinc.com/umler](http://www.railinc.com/umler). For still additional or situation-specific information, contact Railinc at (919) 651-5000 or [csc@railinc.com](mailto:csc@railinc.com).

## INTERMODAL EQUIPMENT PROVIDERS PHASE IN NEW REGULATIONS

June 17 marked the effective date of new Federal Motor Carrier Safety Administration (FMCSA) regulations entitled "Requirements for Intermodal Equipment Providers and Motor Carriers and Drivers Operating Intermodal Equipment." These "roadability" regulations were released by FMCSA in mid-January.

As a result of this rulemaking, railroads, ocean carriers, chassis pool operators and other Intermodal Equipment Providers (IEPs) will for the first time be subject to the Federal Motor Carrier Safety Regulations (FMCSRs). Specifically and as mandated by Section 4118 of the SAFETEA-LU Act, the regulations will require IEPs to:

- Establish a systematic inspection, repair, and maintenance program to ensure the safe operating condition of each intermodal chassis.
- Maintain documentation of the program.
- Display the USDOT Number, or other unique identifier, on each intermodal container chassis offered for transportation in interstate commerce.
- Provide a means to effectively respond to driver and motor carrier reports about intermodal container chassis mechanical defects and deficiencies.
- Ensure that intermodal chassis are roadable before the equipment is made available to the driver for transport.

IEPs will have an additional 6 months, until December 17, to put all of the mandated systems into place and until January, 2011 to mark all of the equipment with DOT identification numbers or other acceptable methods permitted under the final rules. Interviewed by the Journal of Commerce, Ben Shelton, general director of intermodal operations at Union Pacific, noted that UP owns 30,000 chassis and operates 40 intermodal terminals at which it handles chassis supplied by other IEPs. He said that UP is developing a standardized process for all its intermodal facilities, with the intention of making that process electronic.

## **STB RELEASES THIRD QUARTER ADJUSTMENT FACTOR**

The Surface Transportation Board recently published the Quarterly Rail Cost Adjustment Factors for the Third Quarter, 2009. These factors are calculated by the STB based on statistical data furnished by the Association of American Railroads (AAR).

The STB determined that the Third Quarter 2009 RCAF (unadjusted) is 0.938, an increase of 10.4 percent from the Second Quarter 2009 RCAF of 0.850. The RCAF (adjusted) is 0.426, an increase of 10.1 percent from the Second Quarter 2009 RCAF (adjusted) of 0.387.

Link to the full notice on the STB website, [www.stb.dot.gov](http://www.stb.dot.gov), under "Decisions and Notices" for June 19, 2009.

## **NARS AND NS BRIDGE INSPECTION CLASSES**

The National Academy Of Railroad Sciences (NARS) will hold a bridge inspector training course especially tailored to the needs of short line and regional railroaders on **October 12-16, 2009** at their training campus at Johnson County Community college in Overland Park, KS.

The tuition for this class has been discounted to \$500 per attendee. Additional to tuition, attendees are also responsible for the expense of travel, meals, and lodging; however, NARS has negotiated reduced hotel rates and can also assist with local transportation requirements.

The particulars of this NARS class are as follows:

- Students must bring their own steel-toed boots and prescription safety glasses. NARS will provide non-prescription safety glasses.
- Wednesday and Thursday instruction is conducted in the field.
- On Wednesday, the instructor does a partial inspection on the first bridge for demonstration purposes. The students are then divided into groups of two or three and each group performs an inspection and completes an inspection form. There are deficiencies on this bridge that require attention that the students will discover if they perform a proper and complete inspection. A partial group inspection is performed on the second bridge. This bridge has large voids in the piling, and scour and erosion problems are also visible.
- On Thursday, the instructor leads the group in partial inspections on through-truss, deck-plate girder, through-plate girders, and concrete bridges (conventional reinforced and pre-stressed.)

For more information, please contact Michael Drury, NARS Senior Manager-Technical Training, at [michael.drury@bnsf.com](mailto:michael.drury@bnsf.com) or (913) 551-2615.

\* \* \*

Also, Norfolk Southern continues to welcome their short line partners – railroads of short lines with which NS connects – to send appropriate persons to their bridge inspection training classes, which are held at various times of the year and at various locations around the NS system.

These classes are tuition-free; however, attendees are responsible for their own travel, meals, and lodging expense. They will also need to bring their own safety gear, e.g. hardhats, safety boots, and safety hardware.

Three more classes are scheduled for this year, with dates and locations as follow: **July 13-16** in Harrisburg, PA; **July 27-30** in Pittsburgh, PA; and **August 10-13** in Toledo, OH.

The above classes start at 7AM on Monday morning and conclude on Thursday afternoon. For more information and signup, please contact Jim Carter, NS Chief Engineer-Bridges & Structures, [jincarter@nscorp.com](mailto:jincarter@nscorp.com), (404) 529-1408.

### **TOMC HEARING SERVICES CONTINUE EXPANSION**

In our May 19 edition, we reported on the hiring of Transportation Occupational Medicine Consultants, Inc. (TOMC) by RailAmerica to provide their hearing conservation services to all RailAmerica railroads. Since that time, railroads from five Genesee & Wyoming regions, as well as Patriot Rail, have signed up with TOMC, bringing the total number of railroads using TOMC's services to well over 100. Collectively, they total nearly 2,100 railroad employees that now have access to TOMC's medical services. In all, about 25 percent of all US short line railroads have signed up with TOMC, including many ASLRRA members, in order to comply with 49 CFR Parts 227 and 229, "Occupational Noise Exposure for Railroad Operating Employees."

The FRA regulation requires that railroad noise be examined to monitor the noise levels to which railroad employees are exposed. The deadline for having a noise monitoring program in place is August 26<sup>th</sup>.

As part of their services, TOMC will provide noise monitoring services, audiogram review and comparison, online hearing and noise training, a hearing conservation program, secure online recordkeeping, and more. For more information and to learn more about how TOMC can help your railroad with FRA compliance, link to [http://www.aslrra.org/member\\_tools\\_services/member\\_services/member\\_partner\\_programs/](http://www.aslrra.org/member_tools_services/member_services/member_partner_programs/)

## COOPERSTOWN CONFERENCE SCHOLARSHIP REMINDER

*(This article, first published in our June 2 edition, reminds about the Cooperstown Conference Scholarships to Michigan State University's Railway Management Program.)*

Michigan State University's Railway Management Program has announced that scholarships have become available for two employees of Class III railroads. The next class will run for one week each month starting in November, 2009, omitting January, 2010, and concluding in March, 2010.

Robert Grossman and Maggie Silver, on behalf of the Cooperstown Conference, have established these scholarships in memory of Walter G. Rich, who was the President and CEO of the Delaware Otsego Corporation. Each scholarship is for \$7,500 and will be applied to the \$15,000 fee of the four week course. The fee covers 20 nights lodging, all breakfasts and lunches, and two dinners each week. It does not include transportation to and from class locations and three dinners each week. Those costs and the balance of the fee will be borne either by the railroad or the employee.

The Certificate Course in Railway Management is a comprehensive course, examining all aspects of the rail industry from a management perspective. The course is ideal for employees who want to grow and accept more responsibilities at their railroad. November 8-13 is devoted to the fundamentals of railroading. December 6-11 is spent at the Transportation Technology Center, learning how to manage operating functions. February 14-19 in Chicago covers customer service, sales and marketing, as well as the financial aspects of rail operations. March 14-19 focuses on leadership and management. More information on each week of the course can be found at [www.raileducation.com](http://www.raileducation.com).

The Scholarship Committee of the American Association of Railroad Superintendents will manage the application and initial selection process. Applicants are directed to visit the AARS website at [www.supt.org](http://www.supt.org), click on the hyperlink that is entitled "MSU Railway/Walter Rich Scholarship," and complete the application. **Applications must be submitted by July 31, 2009.** For further information and any questions, please contact Bill Wick at the Railway Management Program at [wickw@msu.edu](mailto:wickw@msu.edu).

## JULY 28 ARMY TRANSPORTATION CONFERENCE TO HONOR MILITARY RAILWAY SERVICE VETERANS

The U.S. Army Transportation Center and School at Fort Eustis, VA will hold their annual Transportation Corp Conference July 28 to August 1. According to its organizers, the conference's theme is "...first, honoring the Transportation Corps's roots and, secondly, preparing for the future."

The conference is also recognizing Military Railway Service (MRS) veterans of World War II and Korea. In WW2, over 43,500 soldier-railroaders served in over 50 commercial railroad-sponsored MRS units in service around the world. Organizers are extending a special invitation to all MRS veterans, as well as those serving in active or reserve MRS units.

ASLRRRA President Rich Timmons is scheduled to speak to the conference on Thursday, July 30. A complete schedule of conference events is available by linking to <http://www.eustis.army.mil/ocot/2009%20TC%20MAIN%20PAGE.htm>. For more information, contact Mark Metz, LTC-USAR (Ret.) at [m-m-e@comcast.net](mailto:m-m-e@comcast.net) or (717) 597-2636.

## NORTH SHORE OFFICE CAR SPECIAL HONORS NS SHORT LINE PRO



*(photos by Bob Gentzel)*

The North Shore Railroad operated their fourth annual Office Car Special on June 2 (pictured above.) The train's consist, all of which had been meticulously cleaned and restored, included two locomotives, two cabooses, four passenger cars, and a baggage-observation car in the middle – the latter so designated in recognition of the sofa facing out the baggage door!

The train departed NSHR's Northumberland, PA offices at 10AM and headed north on Norfolk Southern's Buffalo Line to the Williamsport, PA area. A number of NS marketing and sales personnel were aboard in recognition of NSHR's successful working partnership with NS. As the train approached Williamsport, a buffet lunch was served, which included many delicious regional specialties. The train then traveled through the once nearly-defunct Newberry Yard, now a hotbed of economic activity thanks to the efforts of NSHR and its economic development partners. Enterprises at work included a scrap metal operation that preps yard-long pieces of old rail for shipment to steel furnaces, a transfer operation that builds truckloads of coal into 10,000-ton unit trains, and a soon-to-open transload operation with Bulkmatic.

Returning via the Lycoming Valley Railroad, the train paused spectacularly on the bridge over the Muncy River to honor longtime NS Director-Short Line Marketing Bob Gentzel, who recently retired. Arriving back at Northumberland very nearly "on the advertised," passengers were greeted as they detrained by Todd Hunter, Jeff Pontius, Gary Shields, and others of the NSHR family, who thanked them for being aboard.

This writer was pleased to accept NSHR's invitation to ride the train and represent ASLRRRA. The railroad demonstrated once again that not only are those running short line and regional railroads among the nation's best and most innovative railroaders, they are also among the most hospitable.

### **A LOOK AT SHORT LINE MARKETING INITIATIVES: PART 3**

This is the third in a series of articles 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:

**Indiana Rail Road:** The Indiana Rail Road worked with CSX and a mutual customer, Heritage Environmental Services, to notably improve the terminal car cycle time for cars at Indianapolis, IN. By relocating lift operations to the Senate Avenue Terminal, Heritage was able to receive and release cars via an overnight transfer run to and from CSX's Big Four Yard at Avon. Cars previously had to make transfer moves at two other yards, which added between two to three days to each end of the car cycle. Loads and empties can now be swapped in 24 hours. Heritage is purchasing 20 additional cars to accommodate increased business.

**Kansas & Oklahoma Railroad, South Kansas & Oklahoma Railroad, Stillwater Central Railroad, and Yellowstone Valley Railroad:** In part because of pipeline congestion, Watco Companies developed crude oil shipments from the Bakken Oil Formation in North Dakota to these four short lines of its railroad family, as well as to and from stations on BNSF. This initiative has benefited from the ability to transload crude oil for shipping via rail or truck. For a five-month period beginning in August, 2008, Watco secured 1,586 carloads of Bakken crude shipments.

**St. Lawrence & Atlantic Railroad:** After engaging in extensive market research and numerous customer visits, the St. Lawrence & Atlantic Railroad (SLQ) developed a strategy for taking over the ethanol and biodiesel truck market in New Hampshire, Maine and Vermont. Working with Canadian National, Safe Handling Co. (the receiver and transloader), and the Maine Department of Transportation, the SLQ received \$800,000 in funds from the state's Industrial Rail Access Program. Because the program funds 50 percent in matching grants for projects that take long-distance trucks off the road, Maine DOT paid for half the total amount. CN provided further assistance by providing Safe Handling with \$250,000 to purchase an ethanol transloading pump. Shipments from suppliers, including Verasun and Cargil, move in 10-car blocks from the Midwest via CN and are delivered to Safe Handling's terminal in Auburn, ME; these multi-car blocks have been preferable as they offer greater flexibility than do unit trains. Traffic is now averaging approximately 60 cars of ethanol per month, with an additional 30 to 40 cars per month of heavy oil and biodiesel.

## **THIRD QUARTER TRACK PUBLICATIONS OUT STARTING NEXT WEEK**

Next week, ASLRRRA will start release of its acclaimed “Track” series of specialty publications. These will be the editions for the third quarter of this year, which starts July 1.

Additional to “**Legal Tracks**” covering legal and regulatory topics, “**Secure Tracks**” covering police and security topics, and “**Tech Tracks**” covering technology topics, two new “Tracks” will be debuted:

- “**Bridge Tracks**”: The first edition will discuss an essential element of an effective short line bridge management program. Future editions will discuss other topical bridge matters and will be authored by an expert in the railroad bridge management field.
- “**Passenger Tracks**”: The first edition will present an overview of the surprisingly extensive interface between short line and regional railroads and passenger rail services. Future editions will look at specific issues of importance in achieving effective and mutually beneficial relationships with passenger rail providers.

A reminder that current as well as past issues of the “Track” series are provided to ASLRRRA members as a valued member benefits. ASLRRRA members may sign up to receive these publications by logging into their member record at <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. It’s just one more way that **Members Get It All!**

## **STAY FOCUSED AS HOLIDAY AND VACATIONS APPROACH**

*(The following is excerpted from a safety and wellness advisory recently issued by BNSF Railway.)*

Summer brings vacations, Independence Day gatherings - and the potential for personal distractions that can increase risk on the job.

Railroad employees are always encouraged to be careful and to adhere to the rules. But it is especially important to pay attention near a holiday period, such as Independence Day, when activities can cause distractions.

Take the following steps to be safe during the summer season:

- Stay hydrated - drink plenty of water.
- Stay focused on the task at hand.
- Conduct frequent job safety briefings, at the beginning of every task and every time conditions change.
- Always be aware of your surroundings.
- Look for hazards that could cause you to slip, trip or fall.
- Watch out for your co-workers.
- Respond positively to a co-worker who is looking out for you.
- Get plenty of rest.

## CONFERENCES COMING UP

**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](mailto: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](mailto: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](mailto: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 113<sup>th</sup> annual meeting of this organization. For further information, link to the AARS website at [www.railroadsuperintendents.org](http://www.railroadsuperintendents.org).

**August 2-4, 2009, 23rd Annual RTA Tie Grading Seminar:** To be held in Roanoke, VA, with fieldwork taking place at the Koppers Corporation plant in Salem, VA. The seminar will include three full days of instructions, centering on the practical aspects of tie grading. RTA has reserved a block of rooms for attendees at the Holiday Inn Tanglewood in Roanoke; attendees should call (540) 774-4400 to reserve rooms from this block by July 1. For further seminar details, contact Debbie Corallo of RTA at [dcorallo@rta.org](mailto:dcorallo@rta.org) or (770) 460-5553. A complete meeting agenda is available on the RTA website at [www.rta.org](http://www.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.

**August 26-28, 2009, National Rail Employer Training Seminar:** To be held at the Wyndham Chicago, 633 North St. Claire St., Chicago, IL. This seminar is sponsored by the Railroad Retirement Board and is designed for those persons who work in, or manage, the subject areas of service, compensation, and contributions reported to the RRB, and related areas. A special guest speaker will be Eric O'Neill, ASLRRA's Chief Financial Officer, who will discuss payroll and related changes affecting short line and regional railroads, including new payroll accounting and reporting opportunities now available. Register for this seminar by July 27. For more information, link to <http://www.rrb.gov/AandT/pl/pl0904.asp>.

## NEW RAILROADS

A new railroad is the **Boundary Trail Railway**. It operates approximately 24 miles of line in Canada, between Morden, MB and Binney, and interchanges with CPR at Morden. It has been assigned Reporting Mark BTR and AAR Rule 260 Code 140. Contact information is as follows: Mr. Travis Long, GM, Boundary Trail Railway Company, P.O. Box 676, Manitoba, MB R0G 1G0, Canada, (204) 242-4201, [bttrc@live.ca](mailto:bttrc@live.ca). (Note: AAR Rule 260 Code 140 was previously assigned to/coupled with Reporting Mark NWPY).

## MEMBERS IN THE NEWS

The state-owned **Alaska Railroad** was recently granted \$25.8 million in American Recovery and Reinvestment Act (ARRA) funds. A railroad spokesman said that the funds would be used for a number of capital improvements, including installation of a positive train control system and a construction of a second set of tracks at the railroad's Fairbanks intermodal facility ...The Surface Transportation Board recently approved **Arizona Eastern Railway's** application to construct a 12-mile line in and near Safford, AZ. When constructed, the line will serve the Dos Pobres Mine in Safford ...**Cattron** announced that it had recently established a service department in China. The company also noted that it was nearing 65 years' involvement in radio frequency and, more recently, industrial remote control businesses ...**Genesee & Wyoming** announced that it was discontinuing operations of the Huron Central Railway, noting that the HCRY's traffic has declined substantially over the last 12 months. The HCRY will cease operations between McKerrow and Sault Ste. Marie on August 15, and will continue operation of the eastern segment of the railroad from Sudbury to McKerrow and Espanola until October 31 ...The Faribault County [MN] Register recently reported on events marking the 100th anniversary of Fairmount Railway Motors, a predecessor of **Harsco Rail**. Events included operation of a number of restored Fairmount rail motor cars over the Canadian Pacific Railway's former Dakota, Minnesota & Eastern line between Fairmount, MN and Albert Lea ...**HDR** has announced the appointment of Tim Dougherty P.E. as national director of design-build for its transportation business group. Mr. Dougherty will be based in Salt Lake City and was most recently a VP of Parsons Brinckerhoff ...Proving that high winds are not exclusively on the high plains, twelve empty cars blew off the tracks of the **Indiana Southern Rail Road** on June 18. The cars were located in Worthington, IN, near where the National Weather Service reported wind gusts of up to 50 mph that morning ...The Mason City [IA] Globe Gazette recently reported on a special train operated by **Iowa Interstate Railroad** for Iowa Governor Chet Culver. The train, which ran between Des Moines and Council Bluffs on June 24, included five "whistle stops" along the route, where the governor discussed efforts to bring passenger rail service to more of Iowa ...**John Heffner** will be the featured speaker at the July 8 meeting of the Transportation Research Forum in Washington, DC. Mr. Heffner will speak on "Reregulation, Deregulation, and Better, More Effective Regulation." Further information is available by emailing [jack.ventura@stb.dot.gov](mailto:jack.ventura@stb.dot.gov) ...The Billings [MT] Gazette recently reported on **Montana Rail Link's** \$18 million project to rehabilitate its Mullan Tunnel. The tunnel, which was built in 1883 and totals approximately 4,000 feet in length, locates near Blossburg, MT, where MRL's line crosses the Continental Divide ...**NRC** recently announced its new high-speed rail page on its website. The new webpage includes information about FRA guidelines, descriptions, links, and news about the national HSR initiative. Link to it by visiting the NRC homepage at [www.nrcma.org](http://www.nrcma.org) and then selecting "Legislation & Industry News" ...The **Providence & Worcester Railroad** was the subject of a recent profile in the Providence Journal newspaper. The paper noted that the railroad handles approximately 35,000 rail freight carloads annually and that it was founded in 1844 ...In response to ASLRRA's recent announcement of a special production run of component boards to correct Motorola Astro-Spectra railroad radios so that they correctly display narrowband radio channels (see our June 17 edition), **Railcom** has advised that "they will be happy to install the boards for anyone who may ask". Contact Railcom at [railcom@aol.com](mailto:railcom@aol.com) ...**RailComm** (with two "m"s) has announced that Christopher Smith has been appointed a business development manager. Mr. Smith has worked in the electrical engineering field for the last 30 years ...**Short Line Data Systems** has rolled out a new product called Hours of Service System (HOSS). SDS CEO Steve Friedland notes that HOSS "is designed to work with whatever system, paper or electronic, you use to keep track of the hours that your operating and signal personnel work." He added that HOSS will also "keep track of days worked, operating, limbo, and total hours, and warn you of any limits that may be in danger of being exceeded." For complete details, visit the SDS website at [www.sdsrocs.com](http://www.sdsrocs.com) ...The Sun-Gazette newspaper recently reported that the **Tioga Central Railroad** had began its seasonal tourist train operation on May 31. Billed as "Pennsylvania's Most Scenic Excursion Railroad," trains will operated from Wellsboro, PA to Lawrenceville and return Thursdays through Sundays through October. For more information, link to [www.tiogacentral.com](http://www.tiogacentral.com).

## MORE INDUSTRY NEWS

**U.S. Secretary of Transportation Ray LaHood** recently gave an in-depth interview to U.S. News and World Report Magazine. Referring to the large number of federal transportation initiatives underway or planned, Mr. LaHood spoke of the present as a “transformational time” for U.S. transportation. He went on to discuss a proposed national infrastructure bank. “You would allow the states – and you could even do it at the federal level – to sell bonds. Then you could [set aside money for] projects of a state or national significance.....It’s been tried in some states, and it works, and you can generate a lot of money.” ...**BNSF CEO Matt Rose** recently commented that an economic recovery may soon be at hand, but will likely be a slow one. “It appears that we’ve seen a leveling out,” said Mr. Rose. “We’re looking for recovery now, but everybody believes it’s going to be a longer climb.” In testimony before the Senate Commerce Committee on June 18, Mr. Rose suggested a national transportation policy “roadmap” that would include a national vision for freight transportation, balanced economic regulation, increased public-private partnerships, and performance-based transportation funds ...Canada recently amended its “**Transportation of Dangerous Goods Act.**” The amendment requires railroads and other modes to develop and maintain approved emergency response assistance plans for hazardous material shipments. The amendment also mandates security plans and training, and requires that “dangerous goods” be tracked during transport ...**Canadian National** asked the Canadian Government on June 19 to appoint a “conciliator” to help it reach agreement with 1,700 CN locomotive engineers working in Canada. The Teamsters Canada Rail Conference’s previous contract with CN expired on December 31, 2009 ...Illinois’s **Knox College** recently announced that it had launched “Railroads in the Midwest,” an online digital collective of early railroad documents and images. The collection, organized and digitized by the College’s Seymour Library, includes high-quality scans of 19th Century photographs and PDFs of railroad annual reports. The collection may be accessed at [http://collections.carli.illinois.edu/cdm4/index\\_knx\\_rail.php?CISOROOT=/knx\\_rail](http://collections.carli.illinois.edu/cdm4/index_knx_rail.php?CISOROOT=/knx_rail) or by typing “Railroads in the Midwest Knox collection” into Google.

## CLASS I RAIL TRAFFIC

The Association of American Railroads (AAR) reports that, for the week ending June 13, 2009, U.S. rail volume grand totaled 27.7 billion ton-miles, down 17.8 percent from the comparable week last year. U.S. carload rail traffic was up 0.6 percent from the previous week this year, but down 19.0 percent from the comparable week last year, and U.S. intermodal rail traffic was up 0.4 percent from the previous week this year, but down 17.0 percent from the comparable week last year. Also for the week, Canadian carload rail traffic was down 26.6 percent, Canadian intermodal rail traffic was down 18.8 percent, Mexican carload rail traffic was down 14.4 percent, and Mexican intermodal rail traffic was down 29.0 percent.

For the period January 1 through June 13, 2009, U.S. rail volume grand totaled 643.3 billion ton-miles, down 16.9 percent from the comparable period last year. Also for this period, U.S. carload rail traffic was down 19.5 percent, U.S. intermodal rail traffic was down 16.9 percent, Canadian carload rail traffic was down 24.1 percent, Canadian intermodal rail traffic was down 15.2 percent, Mexican carload rail traffic as down 14.5 percent, and Mexican intermodal rail traffic was down 21.0 percent.

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

## 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 1 through May 31, 2009.** Special thanks to Railinc's Shawn Petway 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	187,514	216,653	-13.45%	248,140	293,109	-15.34%	435,654	509,762	-14.54%
Coal	100,081	112,241	-10.83%	284,048	302,551	-6.12%	384,129	414,792	-7.39%
Crushed Stone, Sand & Gravel	78,388	94,937	-17.43%	94,077	114,362	-17.74%	172,465	209,299	-17.60%
Food & Kindred Products	69,617	71,614	-2.79%	59,302	65,033	-8.81%	128,919	136,647	-5.66%
Grain	120,049	151,488	-20.75%	103,250	133,022	-22.38%	223,299	284,510	-21.51%
Grain Mill Products	38,728	43,709	-11.40%	64,741	76,318	-15.17%	103,469	120,027	-13.80%
Lumber & Wood Products	31,623	53,595	-41.00%	32,583	44,490	-26.76%	64,206	98,095	-34.54%
Metallic Ores	13,337	21,716	-38.58%	30,359	55,581	-45.38%	43,696	77,297	-43.47%
Metals & Metal Products	87,318	153,291	-43.04%	51,947	98,963	-47.51%	139,265	252,254	-44.79%
Motor Vehicles & Equipment	26,296	46,234	-43.12%	33,394	61,331	-45.55%	59,690	107,565	-44.51%
Nonmetallic Minerals	11,135	14,696	-24.23%	14,954	22,817	-34.46%	26,089	37,513	-30.45%
Petroleum Products	8,282	10,728	-22.80%	9,187	12,693	-27.62%	17,469	23,421	-25.41%
Pulp, Paper & Allied Products	87,198	118,740	-26.56%	49,282	65,602	-24.88%	136,480	184,342	-25.96%
Stone, Clay & Glass Products	55,752	74,305	-24.97%	46,394	59,829	-22.46%	102,146	134,134	-23.85%
Trailer or Container	152,678	198,606	-23.13%	113,470	135,430	-16.22%	266,148	334,036	-20.32%
Waste & Scrap Materials	44,826	66,575	-32.67%	69,831	97,858	-28.64%	114,657	164,433	-30.27%
All Other Carloads	388,729	454,592	-14.49%	304,197	355,756	-14.49%	692,926	810,348	-14.49%
<b>Total</b>	<b>1,501,551</b>	<b>1,903,720</b>	<b>-21.13%</b>	<b>1,609,156</b>	<b>1,994,745</b>	<b>-19.33%</b>	<b>3,110,707</b>	<b>3,898,465</b>	<b>-20.21%</b>

## 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 June 20, 2009**, the 24th full week of this year. Special thanks to RMI's Cheri Denton for this valuable statistical information.

	Week Ending June 20			Year-To-Date		
	2009	2008	% Change	2009	2008	% Change
<b>CARLOADS HANDLED</b>						
Coal	14,063	11,179	25.80%	321,854	358,139	-10.13%
Grain	12,433	13,366	-6.98%	296,685	366,140	-18.97%
Farm & Food (Exc. Grain)	5,254	5,519	-4.80%	124,915	138,621	-9.89%
Ores	1,482	3,051	-51.43%	35,550	68,941	-48.43%
Stone, Clay, Aggregates	11,576	14,515	-20.25%	243,241	298,956	-18.64%
Lumber/Forest Prods.	3,828	5,449	-29.75%	84,233	116,353	-27.61%
Paper Products	5,593	7,741	-27.75%	137,556	183,089	-24.87%
Waste & Scrap Materials	4,561	6,995	-34.80%	103,802	156,313	-33.59%
Chemicals	15,207	16,564	-8.19%	365,710	422,547	-13.45%
Petroleum & Coke	3,357	5,973	-43.80%	86,272	139,729	-38.26%
Metals & Products	4,871	10,823	-54.99%	140,252	269,092	-47.88%
Motor Vehicles & Equip.	1,077	2,414	-55.39%	23,257	48,447	-51.99%
Intermodal	6,604	11,324	-41.68%	160,168	310,051	-48.34%
All Other	1,229	2,946	-58.28%	35,148	73,866	-52.42%
<b>Total</b>	<b>91,135</b>	<b>117,859</b>	<b>-22.67%</b>	<b>2,158,643</b>	<b>2,950,284</b>	<b>-26.83%</b>

### 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](mailto:dwhorton@aslrra.org), P: (202) 585-3430 if you need further assistance.

To reach the Railinc homepage, link to [www.railinc.com](http://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](http://www.aslrra.org).

*Views & News is published by...*  
 American Short Line and Regional Railroad Association  
 50 F Street, N.W., Suite 7020, Washington, DC 20001  
 (202) 628-4500 FAX (202) 628-6430 [aslrra@aslrra.org](mailto:aslrra@aslrra.org)

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