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American Short Line and
Regional Railroad Association's

VIEWS & NEWS



VOLUME 79

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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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IN THIS ISSUE

[ASLRRRA Welcomes More New Members](#)
[Bridge Final Rule Released](#)
[Future Of Extenders Bill Uncertain But Still Hopeful](#)
[EPA Proposes Tougher Emission Rules For Power Plants; AAR
Supports New Carbon Capture Legislation](#)
[SLIIC Committee Begins 2010 Work](#)
[Industry-Best Drug & Alcohol DVD Now On Sale](#)
[One Last Look At Short Line Marketing Initiatives: Part 5 of 5](#)
[Reminder About New Hire Tax Breaks](#)
[RRB Updates: Statements Of Service, Check Phaseout,
Anniversary Luncheon](#)
[Security Awareness Stressed](#)
[Summer Means Taking Extra Care On The Job](#)
[Meetings And Conferences Now Scheduled](#)
[Members In The News](#)
[Class I Rail Traffic](#)
[Railinc Short Line Traffic Index Through June 30](#)
[RMI RailConnect Short Line Traffic Index](#)
[Forward Us Your Press Release](#)
[Be Sure To Check Out ASLRRRA Hot Tracks](#)
[ASLRRRA On Facebook And Twitter](#)
[Helpful Links](#)

ASLRRA WELCOMES MORE NEW MEMBERS

We welcome the following associate member:

Professional Locomotive Services, Inc. (PLS): PLS offers on-site locomotive repair and maintenance service 24/7. The company is located at 4949 Huish Drive East Chicago, Indiana 46312. Their main telephone number is (219) 398-9123. Their website is: www.e-pls.com and their fax number is (219) 398-4727. Please contact President Adela Ortega at adela.ortega@e-pls.com.

And we also welcome the following associate railroad member:

Progress Rail Switching Services, LLC: Progress Rail Switching Services, LLC is a provider of railcar repair and switching services. A new operation consisting of two miles of track in Wyoming and connecting with the UP is located at 411 Dines Way, Rock Springs, WY 82901 and their main number is (307) 382-3839. Their website is www.progressrail.com and their fax number is (307) 362-9148. Please contact Manager Sam Pauli at spauli@progressrail.com

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

[back to top](#)

BRIDGE FINAL RULE RELEASED

The Federal Railroad Administration (FRA) has now released its final rule governing railway bridges. The rule, which is called for in Section 417 of the Railway Safety Improvement Act of 2008 (RSIA), finalizes preliminary bridge regulations put out by the FRA for comment earlier this year. Release of the final rule was announced by U.S. Secretary of Transportation Ray LaHood, who said, "This final rule will help ensure that the [approximately] 100,000 railroad bridges in the United States are maintained and inspected to the standards accepted by sound engineering practices...The structural integrity of bridges that carry railroad tracks is vitally important to the safety of railroad employees and to the public."

The final rule requires track owners to implement bridge management programs that include at least annual inspections of railroad bridges, know the safe capacity load of bridges, and conduct special inspections if the weather or other conditions warrant such inspections. In addition, it requires an inventory of all railroad bridges, the audit of the bridge management programs, and inspections by the FRA. It also requires railroads to maintain the design documents of each bridge and to document all repairs, modifications, and inspections of each bridge subject to FRA review. Finally, the Final Rule allows FRA to levy fines of up to \$100,000 for rule violations.

A copy of the final rule may be viewed by linking to <http://www.fra.dot.gov/downloads/safety/bridgefinalsafetyrule2010.pdf>. ASLRRA will in the near future provide more information about these new regulations and how best to implement them, including through its Bridge Committee.

[back to top](#)

FUTURE OF EXTENDERS BILL UNCERTAIN, BUT STILL HOPEFUL

Adam Nordstrom of ASLRRRA's allied firm, Chambers, Conlon & Hartwell, has provided this update – as of last week – concerning the Tax Extenders bill that aims to retroactively renew and extend the Short Line Tax Credit. In the final paragraph of his report, he provides advice on how to continue efforts that may lead to the bill's eventual passage:

A quick refresher: A one-year (tax year 2010) extension of 45G is included in H.R. 4213, the 'Extenders Bill,' which has 'ping-ponged' between the House and Senate for eight months. The ball is currently in the Senate's court. On the last day of June the Senate failed in its fourth attempt to secure 60 votes in favor of a "cloture" motion, which came up one vote short. Because of this holdup, the Senate failed to pass a single bill by recorded vote in the month of June. The Senate will likely await the appointment of Sen. Byrd's successor by West Virginia Governor Joe Manchin (D) before attempting to revisit the issue.

On July 12 Congress returned from its 'July 4th District Work Period'. As of Monday morning, the staff for Senate Majority Leader Harry Reid (D-NV) expected to proceed next to a small business lending bill, renew consideration of the "Wall Street Reform" package, and attempt another vote to extend unemployment insurance benefits. After addressing those issues ("possibly this week"), Sen. Reid intends to revisit the Extenders Bill.

Congress will be in session until July 30. The House has extended its 'August District Work Period' (a.k.a. 'recess') to include the entire month of August and the opening weeks of September. This leaves the next two weeks to finish H.R. 4213 before a long hiatus at the end of summer. The upcoming elections will create conflicting pressures: Almost all Republicans will hold fast in opposition; some Democrats will feel constituent pressure to finish the bill. Notably, at no point in the last seven years has Congress finished work on a comparable tax bill before October.

To advance the bill it is important that you continue to reinforce your message with your Senators. A compromise will eventually be struck that will allow some Republicans to vote for the bill. When your Senators hear from you about the importance of this legislation, it makes it more likely for the vote for passage should a compromise be reached. The two outreach initiatives posted at http://www.aslrra.org/legislative/Action_Alert/ remain valid and helpful. Please contact Jeff Van Schaick at (202) 715-2915 or jeff.vanschaick@cch-llc.com if you have any questions.

[back to top](#)

EPA PROPOSES TOUGHER EMISSION RULES FOR POWER PLANTS; AAR SUPPORTS NEW CARBON CAPTURE LEGISLATION

On July 6, the U.S. Environmental Protection Agency proposed new rules to control emissions from power plants. The EPA's proposals would require 31 states in the Eastern U.S. to reduce total power plant emissions of sulfur dioxide by 71 percent and emissions of nitrogen oxides by 52 percent by 2014. The proposals include provisions that would encourage market forces to help cut emissions, such as by allowing power plants that install scrubbers or other pollution-reduction equipment and to sell reduction credits to other emitters in cap and trade markets. The EPA proposals and related information from the agency may be viewed by linking to the EPA website at <http://www.epa.gov/airtransport/>. EPA will take public comment on the proposed new rules for 60 days starting this month.

In a related story – and recalling coal as the second highest volume commodity carried by rail after intermodal – the Association of American Railroads recently declared their support for the Carbon Capture and Storage Deployment of Act of 2010, S. 3591, which has been proposed by Sens. Jay Rockefeller (D-WV) and George Voinovich (R-OH). The proposed legislation aims to promote the deployment of carbon capture and storage technology (CCS), including making federal loans and tax credits available to utility companies to implement CCS. In announcing their support, AAR President Ed Hamberger commented "Domestic coal is abundant, affordable and if this bill is passed will be even cleaner...Support for measures like this, which ensure the future use of coal, also supports the health of America's railroads and their vital link for business all across the country to the global marketplace."

And speaking of coal, the hot weather and resulting demand for electricity for air conditioning has caused the cost of coal to rise. Coal traded at \$63.30 a ton on the New York Mercantile Exchange on July 13 and is expected to climb to \$68 a ton, which would be an eighteen-month high. Demand for electricity has already trimmed coal stockpiles such that utilities had about 158.4 millions ton on hand for the week ended July 12, down 12 percent from stockpiles on hand at that time last year.

[back to top](#)

SLIIC COMMITTEE BEGINS 2010 WORK

The Short Line Information Improvement Committee (SLIIC) has now launched its 2010 work. A mission statement for the committee has been constructed and adopted, and key persons familiar with short line and regional railroad information systems and business processes have been recruited onto its membership.

The SLIIC Committee roots from an earlier industry task force, the former Short Line Improvement Team (SLIT), which was headed with excellence at mid-decade by Farmrail Controller Judy Petry for the purpose of improving the quantity and quality of event reporting. Reckoned as having achieved success, that task force was later sunset. However, ASLRRRA President Rich Timmons, and later the Association of American Railroads, suggested the worth of continuing efforts to prosper the further development and use of information systems, files and data by short line and regional railroads; SLIIC was the ultimate result.

Formalized as a joint AAR-ASLRRRA committee, SLIIC held its inaugural meeting last fall at the Railinc offices in Cary, NC. It there adopted the following mission statement:

To develop ways and means of promoting increased and improved use of industry information systems, files and data by short line and regional railroads; to provide comment about these systems, files and data on behalf of short line and regional railroads; and to work with all appropriate industry partners to fulfill this mission.

Additional to executives from AAR, ASLRRRA and Railinc, the committee's membership at present includes key persons from third party information systems providers serving serving short lines and regionals, as well as representatives from those railroads that operate and maintain their own transportation and billing systems. The committee is also working to add representatives from Class I railroads, especially those involved with industry reference files (IRFs), in preparation for one of its initial tasks: devising ways and means of increasing the population and use of IRFs by short lines and regionals. In order to continue its formative progress, the committee is scheduling to meet by conference call at least monthly.

[back to top](#)

INDUSTRY-BEST DRUG & ALCOHOL DVD NOW ON SALE

ASLRRRA continues to make available to its member railroads its **Reasonable Suspicion Drug & Alcohol DVD**.

This DVD provides guidance on drug and alcohol testing guidelines. Specifically, you will learn how to recognize possible impairment, what substances to test for, how to conduct a proper test, and steps to take in case of a positive test, among many other components.

To order your copy of this DVD, download the order form by [clicking here](#) and then either fax the completed form to (202) 628-6430 or email it to Dave Whorton at dwhorton@aslrra.org.

[back to top](#)

ONE LAST LOOK AT SHORT LINE MARKETING INITIATIVES: PART 5 OF 5

Here is the fifth and final segment of our ongoing series of reports detailing the achievements of the nominees of the 2010 ASLRRRA 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 ASLRRRA Annual Convention last May 4:

Quebec-Gatineau Railway: The Quebec-Gatineau Railway (QGR) worked with Marmen, a manufacturer of wind towers, to secure funding from the province of Quebec and build a 2000-foot siding at Marmen's Cap de la Madeleine facility. This enabled Marmen to ship wind towers to big markets in the U.S. Midwest and South via the QGR and the Canadian Pacific. Marmen had previously shipped the wind towers by truck primarily within a 220-mile radius of Trois Rivieres, Quebec. The first unit train of 46 wind tower segments was shipped on December 23, 2009. Nine unit trains were expected between December 2009 and March 2010.

St. Lawrence & Atlantic Railroad: The St. Lawrence & Atlantic Railroad (SLQ) and trucking company, Bessette & Boudreau, have continued to expand their transloading business at Windsor, Quebec. Beginning with a handful of plastic resins cars in 2002, the railroad has built its cement, plastic resins, and plastic pellets traffic to some 400 carloads annually by 2009. In late 2009, the SLQ added a third track to handle 20 to 35 weekly carloads of pulp logs for Domtar Paper and Irving Forest Products. Shipments are closely coordinated and tracked for these companies.

Tennessee Southern Railroad: The Tennessee Southern Railroad (TSRR) takes pride on being a true transportation company. Not just a short line, the railroad operates and serves as stevedore at the Port of Florence, Alabama. TSRR unloads barges, railcars, and trucks of aluminum for storage and delivery via truck to Wise Alloys, an aluminum can stock producer in Sheffield, Alabama. The TSRR has also helped Performance Feeds to engineer and rehabilitate a dormant facility in Lawrenceburg, Tennessee. Thanks to Tennessee Southern's help, Performance acquired the facility and put it into operation before the projected completion date.

Toledo, Peoria & Western Railway: The Toledo, Peoria & Western Railway (TPW) expertly handles wind turbine components through its Hoosier Lift Facility in Remington, Indiana. Components are purchased for the rapidly developing wind farms in Illinois and Indiana. However, this facility was unsuitable for shipments destined for a wind farm in Northwest Illinois. To capture the business, the TPW used a portion of its East Peoria Yard to switch the unit trains and store components and cranes. Two companies have already transloaded 395 carloads of wind turbine components at this yard.

[back to top](#)

REMINDER ABOUT NEW HIRE TAX BREAKS

A reminder that the federal tax incentive to hire new rail employees remains in effect.

The Hiring Incentives to Restore Employment (HIRE) Act, which was signed into law by President Obama on March 18 to encourage hiring as part of the economic recovery, provides tax breaks for companies hiring jobless workers in 2010. Specifically, between February 3, 2010 and December 31, 2010, if a private sector employer hires a new employee who has been unemployed for at least 60 days, the employee will receive an exemption from Social Security payroll taxes for a certain period of time.

For railroads paying into Railroad Retirement, the Railroad Retirement Board has confirmed that there is a provision in the HIRE Act for a like exemption from the Tier I Railroad Retirement Tax, which for railroads is the base equivalent of the Social Security Tax. However, railroads would still be liable for the Tier II component.

An individual is considered “unemployed” under the act if he or she has not been employed for more than 40 hours during the 60 days immediately preceding the new employment. In addition, the new worker cannot replace another employee unless that employee ended employment voluntarily or was terminated for cause. The HIRE Act also allows employers to elect not to take advantage of this tax exemption. Also, and in an effort to encourage continued employment of newly hired workers, the HIRE Act provides up to an additional \$1,000 tax credit on the employer’s 2011 income return if the employer retains the employee for 52 weeks.

[back to top](#)

RRB UPDATES: STATEMENTS OF SERVICE, CHECK PHASEOUT, ANNIVERSARY LUNCHEON

The Railroad Retirement Board (RRB) has begun issuing its annual statements of “Certificate of Service Months and compensation,” RRB Form BA-6. The statements, which provide a personal record of Railroad Retirement service and compensation, are mailed to every railroad employee who received creditable railroad compensation in the previous calendar year. The RRB asks that “employees review their Form BA-6 to see whether their own records of service months and creditable compensation agree with the figures shown on the form” and advise the RRB of any discrepancies.

Also, the RRB recently announced that, by 2013, it would phase out mailing paper checks in favor of electronic bank deposits. It notes that electronic direct deposit of benefits is already the choice of 90 percent of Railroad Retirement beneficiaries, that it is secure and hastens the availability of funds to the recipient. For beneficiaries without a bank account, the RRB will utilize the U.S. Treasury Department’s Direct Express debit card. The amount of benefits will be loaded onto the card for the recipient’s spending.

Finally, the RRB is holding a luncheon in Chicago, IL to commemorate its 75 years of existence. This RRB 75th anniversary luncheon will be held Friday, August 27 at the Drake Hotel, 140 East Walton Place, Chicago. The noontime luncheon, which will be preceded by a cash bar starting at 11AM, costs \$50 per person. For more information about the luncheon and to make reservations, link to https://secure.rrb.gov/rrb_75th/reservation/default.asp. For more information on the RRB’s first 75 years of service to the rail industry, link to <http://www.rrb.gov/opa/pr/pr1002.asp>.

[back to top](#)

SECURITY AWARENESS STRESSED

ASLRRRA’s Steve Sullivan, who looks after security concerns on behalf of our member railroads, has reviewed and endorsed the following article, “Today An Imposter. Tomorrow A Terrorist?” Authored by the United Transportation Union’s Rail Safety Task Force, Steve notes the article’s good advice related to situational awareness on the worksite:

The UTU's Rail Safety Task Force strongly encourages all railroaders to remain vigilant in our effort to recognize potential threats.

That message was hammered home at a recent FRA hazardous materials seminar in Hot Springs, AR. The hazardous materials specialist told a chilling story of a recent routine inspection of a rail yard.

The FRA specialist was approached by a conductor and asked, "Are you back again? We were just inspected a few days ago."

The FRA specialist enquired about the suspicious individual's description and what happened. Immediately, he realized that the FRA had no one in the region that fit the description.

The facts became more chilling.

When the possible terrorist was asked by a crew member as to who he was, the individual flipped out a badge and quickly closed it without giving the crew member an opportunity to inspect it. The suspicious individual went as far as to enquire about the chemicals vinyl chloride and ammonia nitrate -- if there were any cars in the yard with those chemicals, and the frequency they were there.

With rail crews subjected to physical abuse, robberies and threats from public trespassers, the potential for a breach in security seems to be trending in the wrong direction.

The UTU Rail Safety Task Force recommends the following:

- **KNOW YOUR WORKSITE:** Know your area co-workers, FRA and TSA inspectors -- if not personally, at least by name or face.
- If a person or vehicle looks out of place, and you are unsure of who an individual is, or if suspicions arise for any reason, follow your railroad's guidelines to ensure that person remains off the property. In many cases this may involve contacting the proper authority to handle the threat.
- All federal agents are required to present proper identification upon request. In cases of trespassers, caution should always be taken and it may be best to let those authorized to handle such situations handle them.
- **MAINTAIN SITUATIONAL AWARENESS:** Be aware of suspicious individuals and items. We generally travel and work the same areas. If something looks out of place, report it immediately. Do not leave a potential threat for others to handle.
- Be aware of high risk locations, such as fuel facilities, hazardous materials cars, radio towers, and dimly lit areas. Make sure to inspect safety appliances and use them if they are required.
- Inspect all locks, gates, doors and derails that are used as safety devices, and report those that are found to be damaged or missing to the proper authority.
- As always, our first line of defense is ensuring that any issues that may impair our personal safety are properly handled in an expedient manner. Those on the ballast see or hear it first, and it is those on the ballast who are most in harm's way.

For more information on the UTU Rail Safety Task Force, click below:

www.utu.org/worksite/rail_safety_taskforce/safety_taskforce_home.htm

[back to top](#)

SUMMER MEANS TAKING EXTRA CARE ON THE JOB

The following was recently issued by the FRA's Switching Operations Fatality Analysis (SOFA) Working Group, a joint government-management-labor team that is conducting a multi-year review of rail switching fatalities. The SOFA Group expects to release its findings late this year or early next, and then work further with the rail industry to assimilate those findings into safer switching practices:

During the summer months, rail workers in switching operations face a higher likelihood of serious and fatal injury.

Fifty railroaders have lost their lives in switching accidents during June, July and August since such data collection began in 1992. The number of career ending injuries during these months is considerably higher.

Every worker's primary objective should be to return home from the job in one piece. During the summer, the challenge is greater because enjoyment of the outdoors and thoughts of vacation too often cause that momentary lapse in situational awareness that proves fatal or imposes a career-ending injury.

Take heed that the victims are not necessarily new hires.

Almost as many injuries and deaths involve employees with many years of seniority as those with little experience, so don't take anything for granted, even if you've previously done some job a thousand times.

By following the lifesaving tips of the Switching Operations Fatalities Analysis (SOFA) working group -- comprised of FRA, union and carrier representatives -- rail employees engaged in switching operations stand a far higher probability of returning home safely to their families.

The SOFA Group cautions to be alert to the following special switching hazards that can take limbs and lives:

- * Close clearances;
- * Shoving movements;
- * Unsecured cars;
- * Free rolling rail cars;
- * Exposure to mainline trains;
- * Tripping, slipping or falling;
- * Unexpected movement of cars;
- * Adverse environmental conditions;
- * Equipment defects;
- * Motor vehicles or loading devices;
- * Drugs and alcohol.

The SOFA Group also offers five life-saving tips:

- * Secure equipment before action is taken;
- * Protect against moving equipment;
- * Discuss safety at the beginning of the job and when the work changes;
- * Communicate before action is taken;
- * Coach less experienced employees to perform service safely.

Two of the SOFA life-saving tips are particularly significant in preventing fatalities: safety briefings before switching operations begin, or when the nature of work changes; and the mentoring of less-experienced employees.

Situational awareness is crucial to staying safe -- and is the best insurance of a summer season worth remembering.

[back to top](#)

MEETINGS AND CONFERENCES COMING UP

ASLRRA 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!

August 27: Railroad Retirement Board 75th Anniversary Luncheon: To be held at the Drake Hotel in Chicago, IL. Cost is \$50 per person. For more information, link to https://secure.rrb.gov/rrb_75th/reservation/default.asp.

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

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

October 11-15: Railroad Track Inspection and Safety Standards Workshop: To be held at the California State Railroad Museum in Sacramento, CA. Presented by the Center for Transportation Research of the University of Tennessee. For more information, call Jenny Jones at (865) 974-6549 or email gohjones@utk.edu.

November 1-5: Railroad Track Inspection and Safety Standards Workshop: To be held at the Tennessee Valley Railroad Museum in Chattanooga, TN. Presented by the Center for Transportation Research of the University of Tennessee. For more information, call Jenny Jones at (865) 974-6549 or email gohjones@utk.edu.

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

[back to top](#)

MEMBERS IN THE NEWS

Gladstone Management recently announced that it sold its equity investment in **A. Stucki** to Quad-C Management and also several members of A. Stucki's management. A. Stucki manufactures and reconditions freight car components, including side bearings, hydraulic stabilizers, brake beams and draft gears.....**CIT Group** has named Lisa Zonino its EVP and global head of human resources. Ms. Zonino recently led the global risk practice for Egon Zehnder International.....**Cummins** recently announced plans to expand its High-Horsepower Technical Center and high-horsepower engine product line at its plant in Seymour, IN. The expansion will enable the company to produce high-horsepower, clean diesel and natural gas engines.....**GATX**, the rail car management and repair firm, recently received the Responsible Care Partner of the Year award from the American Chemistry Council (ACC). The Responsible Care program is designed to bring chemical producers and their suppliers together to demonstrate a common commitment to improve industry safety, sustainability and overall performance, according to the ACC.....**Genesee & Wyoming's Buffalo & Pittsburgh Railroad** recently took delivery of a new, ultra-low-emission, GenSet locomotive. The new GenSet locomotives use two-smaller, computer-controlled diesel engines in place of a single, large diesel engine in a typical railroad locomotive. By starting the second diesel engine only when needed, fuel consumption and exhaust emissions are significantly reduced.....**Harsco Corporation** has announced that its Chairman and CEO Salvatore Fazzolari will also serve as President, its SVP and CFO Stephen Schnoor will also serve as Treasurer, and its VP-Business Transformation Richard Sullivan will also serve as its chief supply chain officer. Harsco has also appointed Galdino Claro as EVP and Group CEO of its Harsco Metals and Harsco

Minerals Groups; Ivor Harrington as VP and Group CEO of its Global Infrastructure Business Group; and Scott Jacoby as VP and Group President of its Harsco Rail Business Group.....**Indiana Rail Road** recently moved an enormous dragline bucket to Bear Run Mine, IN. The bucket, which is used in surface mining, was moved by special INRD train on July 3. Pictures of the special move may be viewed by linking to <http://www.rrpicturearchives.net/archiveThumbs.aspx?id=58223>. Todd Hunter, the Director of Marketing of the North Shore Railroads who relayed word of the pictures being online, has commented that they are indeed proof of the extraordinary capability of short line and regional railroads to move just about anything.....The **Nebraska Central Railroad** is continuing work to rebuild its bridge into Norfolk, NE. The bridge was washed away when the Elkhorn River flooded on June 16. Railroad officials have said that they will probably be able to use the two remaining bridge spans, but that the pier system that undergirds them will likely have to be replaced. They project that the bridge will be rebuilt and the line into Norfolk back in service on or about August 7.....Reflecting what they note is “increasing organization demand associated with current business levels and, also, the retirement of Richard and Miriam Robey,” **North Shore Railroads** has announced the following personnel changes: Gary Shields to President and CEO; Jeb Stotter as Director-Administration & Customer Service; Tom Avery as Director-Operations; Diana Williams as Treasurer and Controller; Nate Blanchard as Customer Service Manager; and Shane Smith as Superintendent-Rules Examiner. Mr. Smith succeeds Abe Burnett, who retired June 30 and was well-known for his knowledge of railroad history and its operating rules.....**Rail Sciences** and RSI Materials Engineering were recently acquired by the German firm TUV Rheinland. Rail Sciences and RSI specialize in train and vehicle dynamic studies, computer simulations, derailment investigations, track inspections, rail grinding programs, operational analysis and risk assessment.....**RailAmerica** recently announced their acquisition of Atlas Railroad Construction Company for \$21.5 million in cash plus closing adjustments for working capital estimated to total \$2.5 million. Founded in 1954, Atlas is a railroad engineering, construction, maintenance and repair firm that provides various railroad construction services to public transit agencies, regionals, short lines and industrial customers.....**Wisconsin & Southern Railroad** recently marked its 30th anniversary. A notable short line success story, the WSOR initially operated 147 miles of former Milwaukee Road line when it started in 1980, serving 139 customers and moving approximately 3,000 carloads annually. Today it operates 700 miles of line, serves nearly 200 customers and moves approximately 50,000 carloads annually

[back to top](#)

CLASS I RAIL TRAFFIC

For the week ending July 10, 2010 – which for this week this year included the actual and observed July 4 holiday, but in the comparable week last year did not – the Association of American Railroads has reported that U.S. carload rail traffic was down 3.5 percent, down 5.7 percent in the East and down 2.3 percent in the West. Notable traffic increases included metallic ores up 72.8 percent and metals and metal products up 42.4 percent. Also for the week, U.S. intermodal rail traffic was up 9.1 percent, Canadian carload rail traffic was up 18.5 percent, Canadian intermodal rail traffic was up 24.3 percent, Mexican carload rail traffic was down 1.9 percent, and Mexican intermodal rail traffic was up 2.8 percent.

For the period January 1 through July 10, 2010, U.S. carload rail traffic was up 7.4 percent, U.S. intermodal rail traffic was up 12.8 percent, Canadian carload rail traffic was up 21.3 percent, Canadian intermodal rail traffic was up 14.2 percent, Mexican carload rail traffic was up 22.0 percent, and Mexican intermodal rail traffic was up 35.7 percent.

(Note: Canadian traffic totals include that traffic on U.S. operations of the Canadian National and Canadian Pacific Railways.)

[back to top](#)

RAILINC SHORT LINE TRAFFIC INDEX THROUGH JUNE 30

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 June 30, 2010, and compares with January through June, 2009.** Special thanks to Railinc's Phillip Johnson 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	221,967	225,184	-1.4%	293,187	250,818	16.9%	515,154	476,002	8.2%
Coal	115,157	116,715	-1.3%	271,491	346,191	-21.6%	386,648	462,906	-16.5%
Crushed Stone, Sand, Gravel	108,521	96,489	12.5%	78,304	67,285	16.4%	186,825	163,774	14.1%
Food & Kindred Products	72,289	83,395	-13.3%	73,793	72,253	2.1%	146,082	155,648	-6.1%
Grain	142,464	143,081	-0.4%	163,877	133,836	22.4%	306,341	276,917	10.6%
Grain Mill Products	44,163	46,510	-5.0%	74,089	68,841	7.6%	118,252	115,351	2.5%
Lumber & Wood Products	41,152	38,610	6.6%	36,646	33,229	10.3%	77,798	71,839	8.3%
Metallic Ores	26,860	16,268	65.1%	62,410	39,344	58.6%	89,270	55,612	60.5%
Metals & Metal Products	128,197	101,877	25.8%	84,900	62,728	35.3%	213,097	164,605	29.5%
Motor Vehicles & Equipment	42,699	33,373	27.9%	49,793	37,109	34.2%	92,492	70,482	31.2%
Nonmetallic Minerals	11,818	13,286	-11.0%	12,857	13,812	-6.9%	24,675	27,098	-8.9%
Petroleum Products	10,792	9,809	10.0%	12,708	11,085	14.6%	23,500	20,894	12.5%
Pulp, Paper & Allied Products	104,390	104,632	-0.2%	72,028	71,195	1.2%	176,418	175,827	0.3%
Stone, Clay & Glass Products	66,443	69,017	-3.7%	51,574	55,466	-7.0%	118,017	124,483	-5.2%
Trailer or Container	186,628	183,114	1.9%	170,356	155,153	9.8%	356,984	338,267	5.5%
Waste & Scrap Materials	60,574	55,059	10.0%	78,512	67,048	17.1%	139,086	122,107	13.9%
All Other Carloads	448,766	473,239	-5.2%	458,934	455,147	0.8%	907,700	928,386	-2.2%
Total	1,832,830	1,809,658	1.3%	2,045,159	1,940,540	5.4%	3,878,339	3,750,198	3.4%

[back to top](#)

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 341 such railroads. This index is calculated weekly. **The below data is as of the week ending July 10, 2010**, the 27th week of 2010. Special thanks to RMI's Cheri Denton for this valuable statistical information.

CARLOADS HANDLED	Week Ending July 10			Year-To-Date		
	2010	2009	% Change	2010	2009	% Change
Coal	10,242	11,365	-9.88%	298,032	349,871	-14.82%
Grain	10,281	12,260	-16.14%	335,669	295,019	13.78%
Farm & Food (Exc. Grain)	4,157	4,656	-10.72%	123,392	130,286	-5.29%
Ores	2,651	1,560	69.94%	88,086	41,028	114.70%
Stone, Clay, Aggregates	10,432	10,275	1.53%	281,712	246,963	14.07%
Lumber/Forest Prods.	3,376	3,620	-6.74%	98,794	93,433	5.74%
Paper Products	6,743	6,088	10.76%	164,239	162,077	1.33%
Waste & Scrap Materials	3,934	4,434	-11.28%	137,496	113,069	21.60%

Chemicals	14,070	14,248	-1.25%	415,668	393,555	5.62%
Petroleum & Coke	4,731	4,264	10.95%	130,780	112,080	16.68%
Metals & Products	6,924	4,582	51.11%	218,309	160,999	35.60%
Motor Vehicles & Equip.	820	670	22.39%	29,264	24,112	21.37%
Intermodal	6,876	5,553	23.82%	170,201	189,694	-10.28%
All Other	1,480	1,322	11.95%	58,085	37,201	56.14%
Total	86,717	84,897	2.14%	2,549,727	2,349,386	8.53%

[back to top](#)

FORWARD US YOUR PRESS RELEASES

Don't forget to send us your press releases! We will either post them in the Hot Tracks section of our website, www.aslrra.org, or include them in the "Members In The News" section of the next edition of Views & News – or both! Please make sure to add the ASLRRRA to your press release distribution list, sending them to Cara Lione at clione@aslrra.org. The press release should include a link back to the news listing on your company's website.

[back to top](#)

BE SURE TO CHECK OUT ASLRRRA HOT TRACKS

As mentioned above, we are pleased to include member press releases and other late-breaking news on the Hot Tracks section of the ASLRRRA website, www.aslrra.org. Each week, the ASLRRRA staff selects several matters of notable interest for posting to Hot Tracks – so be sure to check it once a week for matters of importance to short line and regional railroads.

[back to top](#)

FOLLOW ASLRRRA ON FACEBOOK AND TWITTER

ASLRRRA and its predecessor organizations have been around for nearly one hundred years now – but that doesn't mean we can't be on the cutting edge of communications! In fact, the Association has both Facebook and Twitter pages, which anyone can follow to keep up with our latest news and events.

To reach our Facebook page, log into www.facebook.com, signing up if you are a first-time Facebook user, then search on "American Short Line and Regional Railroad Association." For further information, contact ASLRRRA's Jenny McKinney at jmckinney@aslrra.org.

ASLRRRA also uses Twitter to tell – as do more than 50 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.

[back to top](#)

HELPFUL LINKS

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/dcsp/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 ASLRRA's Steve Sullivan at sullivan@aslrro.org as soon as possible.**

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

To reach the ASLRRA 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/rjjobs.asp>.

[back to top](#)

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