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American Short Line and  
Regional Railroad Association's

# VIEWS & NEWS



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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](#)

[2011 Railroad Day On  
Capitol Hill and  
Legislative Dinner  
March 24, 2011  
Washington, DC](#)

[2011 ASLRRRA Annual  
Convention  
April 30-May 3, 2011  
San Antonio, TX](#)

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Security Alert Level 2  
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## ASLRRRA WELCOMES MORE NEW MEMBERS

We welcome the following new associate member:

**Bartlett & West:** Bartlett & West offers a wide range of professional services throughout the central United States- from engineering, landscape architecture, GIS and information management, and field services to sustainable development. The company is located at 1207 SW Executive Dr. Topeka, KS 66106 and their main number is (888) 200-6464. Their website is [www.bartwest.com](http://www.bartwest.com) and their fax number is (785) 272-6904. Please contact GIS Project Manager Allan Pickering at [allan.pickering@bartwest.com](mailto:allan.pickering@bartwest.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@aslrta.org](mailto:chuyck@aslrta.org) or phone her at (202) 585-3431.**

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## HOUSE RESOLUTION CHAMPIONS FREIGHT RAIL

The U.S. House of Representatives recently recognized the importance of our nation's freight rail industry. On July 27, it unanimously passed House Resolution 1366, honoring the U.S. freight railroads and their employees.

The resolution was sponsored by Rep. Phil Hare (D-IL) and was supported by 28 co-sponsors from both political parties. Quoting from its text, the resolution noted that, "Freight rail has played a critical role in the economic development of the United States and has helped to build cities and strengthen infrastructure throughout this great nation.

The complete text of the resolution may be found on the Library of Congress's website, [www.thomas.gov](http://www.thomas.gov), querying for bill number "H.Res.1366". Video of the July 27 debate and subsequent approval vote for the resolution may be viewed at [www.youtube.com/watch?v=NCODy0EN44Q](http://www.youtube.com/watch?v=NCODy0EN44Q).

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## SHORT LINE TAX CREDIT UPDATE

*Jeff Van Schaick of ASLRRRA's allied firm, Chambers, Conlon & Hartwell, reports on the latest efforts to pass the retroactive and further continuation of the Short Line Tax Credit:*

As the Senate leaves this week for their month long August recess, a vehicle for the extension of the 45G short line railroad tax credit has still not been secured.

Since December 2009, Congress has tried numerous times to extend the short line railroad tax credit with a larger package of expiring tax provisions in a group called the tax extenders. Various versions of this bill have passed both the House and Senate, but never in identical form. Most recently, the Senate tried four times in June and July to pass the most recent House-passed bill which would extend the short line credit through 2010. Each time, the Senate failed to get the 60 votes necessary to proceed.

Active efforts from Congressmen to get this bill attached to other moving pieces of legislation remain constant. However, with the House already gone for the month and the Senate tied up with voting to confirm Supreme Court nominee Elena Kagan and disputing amendments to small business legislation, it will likely be until after Labor Day before the Senate is able to consider new or pending legislation.

Although it is getting late in the year, it is important to note that the last four comparable tax bills that included language on 45G did not pass both chambers in identical form before October.

We remain in good position to make our case to Congress (261 House co-sponsors and 53 Senate co-sponsors), but still urge you to contact your Senators and ask them to pass the short line railroad tax credit. For more information on how you can help, please contact Jeff Van Schaick, [jeff.vanschaick@cch-llc.com](mailto:jeff.vanschaick@cch-llc.com).

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## **ILLINOIS, MICHIGAN ENACT NEW RAIL STATUTES**

The governors of Illinois and Michigan recently signed into law legislation that further regulates railroads operating in those states.

In Michigan, legislation was enacted to require whistle posts to indicate to a locomotive engineer to blow the horn when approaching a rail-highway grade crossing. A 2005 change to federal regulation eliminated the federal requirement for whistle posts and their maintenance. The Michigan law requires that, "A railroad shall erect and maintain a whistle post in advance of a public crossing or multiple consecutive crossings to notify the engineer of an approaching public crossing."

And in Illinois, the governor signed three rail-related bills into law, as follows:

**Public Act No. 1132** concerning malicious damage to railroad property: Provides that a person is guilty of an offense ranging from a Class I misdemeanor to a Class 4 felony, depending on property damages, if found to have willfully placed upon an active railroad track or railroad right-of-way any object or objects that would adversely affect safe railroad operations.

**Public Act No. 1133** concerning railroad police: Provides that whenever a shipment of firearms, explosives or other weapons is reported as stolen or missing to the railroad police force, that force shall report all information regarding the incident to all state and local law enforcement.

**Public Act No. 1244** concerning railroad track equipment: Provides that railroad track equipment includes all vehicles operating on rails for the purpose of the maintenance of railroads including, but not limited to, all hi-rail vehicles and on-track roadway maintenance machines. Also provides for warning signals and crossing protection, and that all approaching railroad track equipment shall be treated the same as approaching trains.

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## **STATES WITH MOST CROSSING ACCIDENTS TO DEVELOP ACTION PLANS TO REDUCE THEM**

The Federal Railroad Administration has directed that the ten states with the most grade crossing accidents on average for 2006 through 2008 develop action plans to reduce the number of such accidents. This direction on FRA's part is called for by the Railway Safety Improvement Act of 2008.

The ten states that must prepare plans are, in alphabetical order: Alabama, California, Florida, Georgia, Illinois, Indiana, Iowa, Louisiana, Ohio, and Texas. In making their announcement, the FRA noted that, despite their being the "top ten," each of these states has seen a continuing reduction in the number of such accidents during the last several years.

Each state has until August 27, 2011 to develop an action plan and submit it to the FRA for consideration for approval. The plan should cover a period of five years, which the FRA said was "appropriate because the remedial actions that may be included in these plans (e.g., closures and grade separations) may take up to five years to implement."

A copy of the FRA final rule governing this plan was published in the Federal Register on July 28. It may be viewed at [www.regulations.gov](http://www.regulations.gov), Docket No. FRA-2009-0032, Notice No. 5, "State Highway-Rail Grade Crossing Action Plans."

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### **FRA ISSUES FURTHER LOCOMOTIVE ENGINEER CERTIFICATION GUIDANCE**

The Federal Railroad Administration has now provided additional guidance related to 49 CFR Part 240, "Qualifications and Certifications of Locomotive Engineers." As noted in a letter from Ed Pritchard, FRA's Director of Safety Assurance and Compliance, these changes address the unanticipated consequences arising from reclassifications (i.e., reducing a certified engineer to student status or a more restrictive classification); clarify the grounds upon which a railroad may revoke an engineer's certification; make the regulation consistent with other FRA regulations and guidance; update sections of the regulation; and correct longstanding typographical errors that existed in the rule text.

To assist short line and regional railroads in adapting their certification programs per these changes, the FRA has prepared a "revised standard short line engineer certification" document. This document is now on the ASLRRA website and may be linked to at [http://www.aslrra.org/images/news\\_file/CFR\\_Part\\_240\\_Locomotive\\_Engineers\\_Doc.pdf](http://www.aslrra.org/images/news_file/CFR_Part_240_Locomotive_Engineers_Doc.pdf). Also on the website is a copy of the Federal Register notice concerning these changes, at [http://www.aslrra.org/images/news\\_file/CFR\\_Part\\_240\\_Federal\\_Register\\_Notice.pdf](http://www.aslrra.org/images/news_file/CFR_Part_240_Federal_Register_Notice.pdf), and a copy of Mr. Pritchard's July 27 letter, at [http://www.aslrra.org/images/news\\_file/CFR\\_Part\\_240\\_Signed\\_Memo.pdf](http://www.aslrra.org/images/news_file/CFR_Part_240_Signed_Memo.pdf). The FRA advises that further information and guidance concerning this matter may be gained from John Conklin, FRA Railroad Safety Specialist, who may be contacted at [john.conklin@dot.gov](mailto:john.conklin@dot.gov) and (202) 493-6318.

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### **STB SETS NEW FEE SCHEDULE**

The Surface Transportation Board recently updated its lists of user fees for the specially-requested services it provides.

The new fees, which become effective August 27, 2010, range from \$1,489,900 for making application "to enter upon a particular financial transaction or joint arrangement," such as for a sizeable rail merger, down to \$25 for providing an informational package about the Surface Transportation Board's Practitioners' Exam. In announcing the new fees, the STB said that it was updating them to "reflect a combination of the increased wage costs plus changes to various Board overhead costs."

For a completing listing of the fee schedule, go to the STB website at [www.stb.dot.gov](http://www.stb.dot.gov), then select "E-Library," and then "Decisions & Notices" for July 28.

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### **FRA TO UPDATE SAFETY APPLIANCE REGULATIONS**

The Federal Railroad Administration has announced its intention to amend the regulations related to safety appliance arrangements on rail equipment. In a notice of proposed rulemaking (NRPM) issued July 2, the FRA states that the intent of this rulemaking is to "promote the safest placement and securement of safety appliances on modern rail equipment by establishing a process for the review and approval of existing industry standard."

The NPRM further states that, “It is anticipated that the proposed special approval process will further railroad safety. It will allow FRA to consider technological advancements and ergonomic design standards for new car construction and ensure that modern rail equipment complies with the applicable statutory and safety-critical regulatory requirements related to safety appliances while providing the flexibility to efficiently address safety appliance requirements on new designs in the future for railroad cars locomotives...or similar vehicles.”

As mentioned above, this NPRM was published in the Federal Register on July 2. It may be viewed at [www.regulations.gov](http://www.regulations.gov), Docket No. FRA-2008-0116, “Railroad Safety Appliance Standards, Miscellaneous Revisions.” FRA has advised that they will accept comment about this NPRM through August 31, 2010.

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### **COOS BAY SEEKS LINE OPERATOR**

The Port of Coos Bay, Oregon has issued a Request For Qualifications (RFQ) for a freight rail operator for the Coos Bay rail line between Eugene and Coquille, OR.

The port acquired 111 miles of the Coos Bay rail line in July, 2008. Rehabilitation of the line is underway, some of which has been funded by the American Recovery and Reinvestment Act (ARRA), and resumption of freight rail service is hoped for by Spring, 2011. The port is in the process of acquiring the remaining 23 miles of the line in Coos County from the Union Pacific Railroad.

The RFQ is available for viewing and download on the Port of Coos Bay website, [www.portofcoosbay.com](http://www.portofcoosbay.com), under “RFQ-Coos Bay Rail Link.” The deadline for responding to the RFQ is September 17, 2010.

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### **NS AGAIN OFFERING TUITION-FREE BRIDGE INSPECTION TRAINING FOR ITS SHORT LINE PARTNERS**

For the third year in a row, Norfolk Southern is helpfully offering tuition-free bridge inspection training. Classes through the end of the year will be held as follows:

- **August 9 through 12:** Division Office Building, 8111 Nelson Rd., Fort Wayne, IN
- **September 13 through 16:** Division Office Building, 4600 Deer Path Rd., Harrisburg, PA
- **October 4 through 7:** Roadway Material Yard, Conference Room, Roanoke, VA
- **October 18 through 21:** Division Office Building, Princeton Ave., Bluefield, WV
- **November 15 through 18:** Wingate Inn, 100 North Creek Blvd., Macon, GA

Attendees should be from short line and regional railroads that connect with NS whose duties involve bridge inspection and related responsibilities. While there is no charge for these classes, attendees will need to cover their own travel, meal and lodging expenses, and should bring with them their own personal protective equipment (PPE). Those interested should contact James Carter, NS’s engineer for bridges and structures, at [james.carterjr@nscorp.com](mailto:james.carterjr@nscorp.com).

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## **BNSF CHANGES FUEL SURCHARGE, ASKS FOR CONCURRENCE**

BNSF has announced that they will change their carload fuel surcharge program for BNSF joint line rates starting January 1, 2011. Effective that date, BNSF's "strike price," meaning the highway diesel fuel price at which BNSF assesses a fuel surcharge, will be reset from \$1.25 per gallon to \$2.50 per gallon.

The change applies to BNSF's mileage-based and percent-of-revenue fuel surcharge programs for agricultural products, industrial products, coal and automotive shipments. Intermodal shipments are not affected. In their announcement, BNSF noted that "this change reflects current fuel pricing trends which, on a sustained basis, have averaged above \$2.50 since 2005."

BNSF is asking the concurrence of its interline partners to this change. BNSF's asks for this concurrence by August 10, 2010, after which, if concurrence is not received, it will be presumed. To advise concurrence or for any other questions or concerns, please contact BNSF's Tom Jacobowski at [Thomas.Jacobowski@bnsf.com](mailto:Thomas.Jacobowski@bnsf.com) or BNSF's Debra Edmon at (817) 593-1142.

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## **MEMBERS-ONLY WEBSITE UPDATES: CHECK OUT THE CONSTITUTION, AND MORE**

The ASLRRRA Constitution was recently modified, reviewed, and approved at the Association's Annual Membership Meeting held in conjunction with the Annual Convention in Orlando, Florida. ASLRRRA Members may view the Constitution online on the Members only website (<http://members.aslrra.org>) in the Documents Section, ASLRRRA Constitution folder. Call the ASLRRRA if you need assistance with your log-in info at (202) 628-4500.

And while you are on the Members' Only Website, why not double check and update your member contact information, change your password, check the list of newsletters that you are currently subscribed to and add any new mailings that you'd like to receive. You will not be able to change company info – contact Kathy Cassidy ([kcassidy@aslrra.org](mailto:kcassidy@aslrra.org)) or Cheryl Huyck ([chuyck@aslrra.org](mailto:chuyck@aslrra.org)) to do that – but you can change the job title, address, phone numbers and other contact info in your own record. But whatever you do, please don't delete your email address because this is our live data base and how we stay in contact with you! Additionally, if you're stumped and can't remember the name of the gentleman that you met at that last ASLRRRA meeting, check out the Organization Directory or the Individual Directory sections on the site. This is the ASLRRRA's extensive data base of member companies and their contacts. This valuable tool is designed to help you to keep in touch with other members and just one more way that Members get it ALL!

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## **RIWG TO FORM CAR SUPPLY COMMITTEE**

*Mike Ogborn, who additional to serving as ASLRRRA board chair also represents the short line holding company OmniTRAX on the STB-chartered Railway Industry Working Group (RIWG), here notes the formation by the RIWG of a subordinate committee to examine car supply matters:*

At the Rail Industry Working Group ("RIWG") meeting held recently, the Group determined that was time to reconvene the Car Supply Committee that was originally formed when the Rail Industry Agreement was executed. The Committee was to be composed of representatives from the Class I's and short lines.

The last time the Committee met was in 2002 and few if any of the members of the Committee are still around. Under the RIA, the issues for the Committee to possibly consider included policies and programs that might be of benefit to the industry such as TTX ownership and operation of general service cars, regional pools of specific car types, joint ownership of cars by large and small railroads, underwriting of ownership of cars by small railroads by the large railroads, and numerous other topics. As the RIA also noted, this is all obviously to be done consistent with the antitrust laws.

While car supply is not necessarily an issue today, the Class I and short line railroad representatives at the RIWG meeting recognized that when the economic climate and rail traffic volumes improve, car supply may become an area of interest. The RIWG believes that it would be best to employ a proactive approach that would allow the railroads to explore potential solutions before any issues may arise.

We are asking any regional or short line carrier that may have an interest in participating on this committee to contact ASLRRRA's Keith Borman at [kborman@aslrra.org](mailto:kborman@aslrra.org) to express your company's interest in this, who from your company you would want to represent it, and also what car supply issue you believe it should address. We will not be able to appoint everyone who expresses an interest so please reply soon with your expression of interest.

Thank you for your attention to this important matter.

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### **TECHNOLOGY COMMITTEE MEETS, ADOPTS POCO GUIDELINES**

The ASLRRRA Technology Committee held its third meeting of 2010, a conference call, on Tuesday, July 27. Among those matters reviewed and acted on, the committee moved to accept the most recent version of the ASLRRRA Principles of Committee Organization (POCO). The committee will use them for a planned update to the committee's bylaws, which will be worked on in time for its next face-to-face meeting (further details of that meeting are below.)

As background, the POCO guidelines were proposed by ASLRRRA President Rich Timmons last fall. They have been updated several times since then to incorporate comments and suggestions received from several ASLRRRA committees and their chairs.

The guidelines detail best practices for ASLRRRA committees to follow related to their meeting activities and organizational structure. They include that each committee should issue an agenda prior to their meeting, that they should record and distribute meeting minutes, and so on. The guidelines include descriptive latitude aimed at accommodating unique characteristics of various ASLRRRA committees; for example, although they recommend a preferred ratio of railroad-and-public-sector members to associate members, they further recommend that this be waived for committees that cover matters done primarily by associate members, such as is the case with the General Counsel Committee. The guidelines are considered a living document and will continue to be changed and updated as further helpful feedback is received.

The Technology Committee will next meet on the occasion of the ASLRRRA Eastern Region meeting, which will be held in Baltimore, MD on September 12 through 14. ASLRRRA members who are interested in attending this meeting as observers are welcome to do so; it is presently scheduled for the afternoon of Tuesday, September 14, starting at 1PM ET.

A further article about the Technology Committee and its work will be forthcoming in an upcoming edition of Views & News.

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## VIEWS & NEWS TO FEATURE LINE AND STATION EMBARGOES

If you've jumped ahead in your reading, you may have already noticed that this edition of Views & News includes a test listing of all embargoes currently in effect on the North American rail system. A total of 62 embargoes are currently in effect and the basic information for each is listed. Further details about any of these embargoes may be gained by linking to the Railinc's AAR Embargo/OPSL Notes & Permit System at [aarembargo.railinc.com](http://aarembargo.railinc.com).

This listing has been included as part of an ongoing effort to increase knowledge about specific embargoes. Recently, Union Pacific noted to ASLRRRA that, despite the recent embargo put into effect to cover the temporary closure of the KCSM-Laredo Gateway due to damage to KCSM lines in Mexico, 92 carloads were nevertheless billed from short line and regional railroads via this gateway and had to be held by UP until the embargo could be lifted. Further efforts to improve short line and regional processes related to embargoes in force are now being reviewed by the joint AAR-ASLRRRA Short Line Information Improvement Committee (SLIIC) and recommendations out of that review will be reported in a future *Views & News*.

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## A CORRECTION...AND AN ACHIEVEMENT

In our last edition, specifically, in the Members In The News section, we noted that "...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 of a typical railroad locomotive. By starting the second diesel engine only when needed, fuel consumption and exhaust emissions are significantly reduced."

But correcting, the locomotive wasn't delivered – it was homebuilt! G&W's Kim Smith called us to advise that an existing locomotive was completely rebuilt as a GenSet by Buffalo & Pittsburgh personnel at their Brookeville, PA shops. She added that the GenSet has been assigned to serve the B&P in and around the Butler, PA area.

We apologize for having overlooked this, thank Ms. Smith for calling it to our attention, and commend both G&W and their Buffalo & Pittsburgh Railroad on this very notable achievement.

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## NEW (AND CHANGING) RAILROADS

**A new railroad is the Border Transload & Transfer.** Assigned Reporting Mark BT and AAR Rule 260 Number 197, this railroad will operate approximately one mile of line in and around Gardendale, TX and interchange with the Union Pacific at Gardendale. It was scheduled to begin operating on or about July 26. Its contact information is as follows: Ms. Carolyn Dellamano, Controller, Border Transload & Transfer Inc., 102 Willow Drive, P.O. Box 99, O'Fallon, IL 62269, P: (618) 632-4400 x107, F: (618) 632-4562, E: [carolyn@ironhorseresources.com](mailto:carolyn@ironhorseresources.com).

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## MEETINGS AND CONFERENCES NOW SCHEDULED

ASLRRRA 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](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](https://secure.rrb.gov/rrb_75th/reservation/default.asp).

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

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

**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](mailto: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](mailto:gohjones@utk.edu).

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

**January 5-8, 2011: National Railroad Construction & Maintenance Association (NRCMA) 33rd Annual Conference:** To be held at the Marriott Harbor Beach Resort & Spa in Fort Lauderdale, FL. For more information about the 2011 NRC Conference, link to <http://www.nrcma.org/ps.nrcconference.cfm?ID=165>.

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## MEMBERS IN THE NEWS

The **Aberdeen Carolina & Western Railway** ([www.acwr.com](http://www.acwr.com)) recently converted an about-to-be-retired locomotive into a slug unit. The slug, which has no diesel engine, is semi-permanently coupled to a “mother” locomotive, which provides electric power for the slug’s traction motors. The slug adds tractive effort without increasing fuel consumption.....**Arkansas & Missouri Railroad** ([www.amrailroad.com](http://www.amrailroad.com)) recently announced the following appointments: Jim Seratt as GM-Marketing and Transload Services, Mark Bonnell as Director of Transload Sales, Randy Campbell as Superintendent of Railroad Operations, Michael Estep as Manager-Fort smith Terminal; and Larry Rouse as Superintendent of Track.....**Bay Coast Railroad** ([www.varail.com](http://www.varail.com)) was the recipient of a Norfolk Southern General Managers’ Award at NS’s recent Short Line Meeting in Roanoke, VA. The award was presented for operating achievement based on a several factors, including performance by the Bay Coast’s train crew while operating on NS tracks.....**Dallas, Garland & Northeastern Railroad** ([www.railamerica.com](http://www.railamerica.com)) will shortly see a portion of their line relocated in Garland, TX. The DG&NO’s line will be relocated about a half-mile near the city’s Rainbow Estate neighborhood to clear the way for a new street. The project is being designed and constructed by the Dallas Area Rapid Transit Authority.....**GATX** ([www.gatx.com](http://www.gatx.com)) and **Wabtec** ([www.wabtec.com](http://www.wabtec.com)) recently announced the delivery of an “ultra low-emissions” GenSet switcher to GATX’s rail car repair facility in Colton, CA. The locomotive was manufactured by Wabtec subsidiary MotivePower and is expected to “significantly lower emissions and provide cost savings from reduced fuel usage”.....**Koppers** ([www.koppers.com](http://www.koppers.com)) has appointed Leroy Ball is VP and CFO. Mr. Ball succeeds Brian McCurrie , who was recently named Kopper’s VP of Global Carbon Materials and

Chemicals.....**Columbia Basin Railroad** ([www.cbr.com](http://www.cbr.com)) noted that federal funding for the Northern Columbia Basin Railroad Project has been included in the Fiscal Year 2011 Transportation Housing and Urban Development appropriations bill that recently passed the U.S. House of Representatives. When fully funded, the project will construct a new rail segment serving the industrial area of the Port of Moses Lake, WA. Washington State has already provided \$2 million in state funding toward the project.....**Northern Plains Railroad** ([www.nprail.com](http://www.nprail.com)) recently hosted the North American Railcar Operators Association (NARCOA.) NARCOA operated a “train” of 54 former maintenance-of-way motorcars, also known as “speeders,” that are owned by that organization’s members. The motorcars were run over the railroad from Fordville, ND to Devils Lake and return, a 110-mile roundtrip.....The U.S. Surface Transportation Board recently issued a Draft Environmental Impact Statement (EIS) for **R.J. Corman-Pennsylvania Lines**’s proposed reactivation and operation of the 20-mile line between Wallacetown and Gordon, PA. The Draft EIS analyzes environmental impacts that might occur if RJCP were to construct and operate the line. The Draft EIS may be viewed and downloaded from the STB website, [www.stb.dot.gov](http://www.stb.dot.gov), under “E-Library”.....**RailComm** ([www.railcomm.com](http://www.railcomm.com)) announced that it has provided a Track Warrant Control System (TWC) for the Wisconsin & Southern Railroad. The TWC is RailComm’s Domain Operations Controller train control system, which is accessed through a web-based delivery model.....**Railinc** ([www.railinc.com](http://www.railinc.com)) announced that Yates Parker was recently named 2010 CFO of the Year by North Carolina’s Triangle Business Journal. Mr. Parker is Railinc’s AVP-Finance. The award is presented to individuals “who exemplify excellence as corporate financial stewards”.....**Short Line Data Systems** ([www.sdsrocs.com](http://www.sdsrocs.com)) reports that they are now working to incorporate the new Umler system into their ROCS system. They also report that they have started work in preparation for the changeover to the new EDI 6020 standard, which SDS CEO Steve Friedland advises will be the “upcoming mandatory standard of the industry.” Read more from Mr. Friedland in his column on the Rail Resource website at [www.railresource.com](http://www.railresource.com).....**Transportation Certification Services** ([www.tcsrailservices.com](http://www.tcsrailservices.com)) recently conducted training for locomotive engineers, service engineers, locomotive inspectors, commuter coach inspectors, and equipment operators. Clients have included Kawasaki Rail Car, Erskin Grain Terminal, Northstar Commuter Rail and GO Transit.....**Wabtec** ([www.wabtec.com](http://www.wabtec.com)) recently announced their acquisition of G&B Specialties and Bach-Simpson from Global Railway Industries for approximately \$45 million. G&B Specialties manufactures railroad track and signaling products and Bach-Simpson designs and builds electronic instrumentation devices for rail and transit markets.

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### EMBARGOES CURRENTLY IN EFFECT

The below is a complete list of embargoes currently in effect for the North American rail system. For further details about a specific embargo, including affected stations and a point of contact for further information, link to the Railinc AAR Embargo/OPSL Notes & Permit System at <https://aarembargo.railinc.com>. Once there, select the “Embargoes” tab, then “Search Embargoes,” and then enter the embargo number.

Issuing Road	Embargo No	Amendment No	Effective Date	Expiration Date	Allow Permits	Status	Last Amended Date	Op Station Notice	Cause
ABL	<a href="#">ABL000210</a>	0	04/01/2010	04/01/2011	NO	Effective		NO	Track Conditions
AF	<a href="#">AF000110</a>	0	06/11/2010	06/11/2011	NO	Effective		NO	Track Conditions
AOK	<a href="#">AOK000109</a>	1	11/04/2009	11/04/2010	NO	Effective	11/04/2009	NO	Track Conditions
ARZC	<a href="#">ARZC000309</a>	1	12/23/2009	12/22/2010	NO	Effective	12/14/2009	NO	Track Conditions
BCR	<a href="#">BCR000109</a>	0	05/13/2010	05/13/2011	NO	Effective		NO	Other – specify
BNSF	<a href="#">BNSF000410</a>	0	06/18/2010	06/18/2011	YES	Effective		NO	Congestions/Accumulation
BNSF	<a href="#">BNSF001609</a>	0	12/11/2009	12/11/2010	NO	Effective		NO	Track Conditions
BSDA	<a href="#">BSDA000109</a>	4	08/03/2009	08/03/2010	NO	Effective	08/04/2009	NO	Other - specify
CEMR	<a href="#">CEMR000209</a>	0	08/31/2009	08/31/2010	YES	Effective		NO	Work Stoppage
CN	<a href="#">CN000410</a>	0	07/31/2010	07/31/2011	NO	Effective		NO	Other - specify
CN	<a href="#">CN000310</a>	0	07/19/2010	07/19/2011	NO	Effective		NO	Track Conditions
CN	<a href="#">CN000210</a>	0	04/23/2010	04/23/2011	NO	Effective		NO	Track Conditions
CN	<a href="#">CN001609</a>	0	09/28/2009	09/28/2010	NO	Effective		YES	Other - specify
CPRS	<a href="#">CPRS001410</a>	2	06/02/2010	06/02/2011	NO	Effective	07/22/2010	NO	Track Conditions
CPRS	<a href="#">CPRS001110</a>	0	05/10/2010	05/10/2011	NO	Effective		NO	Track Conditions
CPRS	<a href="#">CPRS001210</a>	0	05/10/2010	05/10/2011	NO	Effective		NO	Weather Conditions - specify

CPRS	CPRS000310	1	03/17/2010	03/17/2011	NO	Effective	03/17/2010	NO	Track Conditions
CPRS	CPRS003109	0	12/18/2009	12/18/2010	NO	Effective		NO	Prevent Congestion/Accumulation
CPRS	CPRS003009	0	10/13/2009	10/13/2010	NO	Effective		NO	Other - specify
CPRS	CPRS002809	0	10/11/2009	10/11/2010	NO	Effective		NO	Other - specify
CPRS	CPRS002909	0	10/11/2009	10/11/2010	NO	Effective		NO	Congestions/Accumulation
CPRS	CPRS002409	1	09/28/2009	09/28/2010	YES	Effective	09/28/2009	NO	Other - specify
CPRS	CPRS002509	1	09/28/2009	09/28/2010	YES	Effective	09/28/2009	NO	Other - specify
CPRS	CPRS002309	0	08/26/2009	08/26/2010	NO	Effective		NO	Other - specify
CPRS	CPRS002209	1	08/14/2009	08/14/2010	YES	Effective	08/14/2009	NO	Prevent Congestion/Accumulation
CSXT	CSXT000810	5	03/17/2010	03/17/2011	YES	Effective	06/07/2010	NO	Track Conditions
CSXT	CSXT000710	0	02/25/2010	02/24/2011	NO	Effective		NO	Other - specify
CSXT	CSXT000510	0	02/18/2010	02/17/2011	YES	Effective		NO	Other - specify
CZRY	CZRY000110	1	04/01/2010	03/31/2011	NO	Effective	03/18/2010	NO	Other - specify
DN	DN000210	1	02/23/2010	02/23/2011	NO	Effective	02/16/2010	NO	Bridge out of service
GRYR	GRYR000110	0	04/28/2010	04/28/2011	NO	Effective		NO	Track Conditions
GSWR	GSWR000209	2	12/09/2009	12/09/2010	NO	Effective	12/09/2009	NO	Track Conditions
GTR	GTR000109	0	10/09/2009	10/08/2010	NO	Effective		NO	Track Conditions
GWR	GWR000309	1	11/10/2009	11/10/2010	NO	Effective	11/10/2009	NO	Track Conditions
IAIS	IAIS000110	0	01/20/2010	01/20/2011	NO	Effective		NO	Weather Conditions - specify
LS	LS000109	0	11/16/2009	11/15/2010	NO	Effective		NO	Bridge out of service
MMA	MMA000310	3	05/25/2010	05/25/2011	YES	Effective	06/04/2010	NO	Congestions/Accumulation
MNNR	MNNR000110	0	01/07/2010	01/07/2011	NO	Effective		NO	Other - specify
MRL	MRL000110	1	04/07/2010	04/07/2011	NO	Effective	04/07/2010	NO	Track Conditions
MRL	MRL000109	0	11/30/2009	11/30/2010	NO	Effective		NO	Track Conditions
NCRC	NCRC000710	3	06/30/2010	06/30/2011	NO	Effective	07/02/2010	NO	Bridge out of service
NCRC	NCRC000410	35	06/15/2010	06/15/2011	NO	Effective	06/30/2010	NO	Bridge out of service
NS	NS000609	1	11/17/2009	11/16/2010	NO	Effective	11/09/2009	NO	Bridge out of service
NYLE	NYLE000210	0	02/18/2010	02/17/2011	NO	Effective		NO	Track Conditions
NYNJ	NYNJ000110	0	03/24/2010	03/23/2011	NO	Effective		NO	Other - specify
NYNJ	NYNJ000309	2	11/06/2009	11/06/2010	NO	Effective	11/09/2009	NO	Other - specify
PAS	PAS000109	0	12/23/2009	12/23/2010	NO	Effective		NO	Bridge out of service
PNWR	PNWR000109	0	06/03/2010	06/03/2011	NO	Effective		NO	Track Conditions
PSAP	PSAP000110	1	03/01/2010	02/28/2011	NO	Effective	02/26/2010	NO	Track Conditions
RSR	RSR000110	0	04/16/2010	04/16/2011	YES	Effective		NO	Bridge out of service
SSR	SSR000109	1	12/04/2009	12/04/2010	NO	Effective	12/04/2009	NO	Track Conditions
ST	ST000110	0	05/19/2010	05/19/2011	NO	Effective		NO	Other - specify
UP	UP000810	2	06/18/2010	06/18/2011	NO	Effective	06/24/2010	NO	Bridge out of service
UP	UP000710	0	06/11/2010	06/11/2011	YES	Effective		NO	Congestions/Accumulation
USRP	USRP000109	0	09/08/2009	11/30/2010	NO	Effective		NO	Bridge out of service
WE	WE000210	0	07/16/2010	07/16/2011	NO	Effective		NO	Bridge out of service
WE	WE000110	0	05/10/2010	05/10/2011	NO	Effective		NO	Track Conditions
WE	WE000109	1	12/23/2009	12/23/2010	YES	Effective	12/23/2009	NO	Track Conditions
WMI	WMI000110	0	04/28/2010	04/28/2011	NO	Effective		NO	Track Conditions
WSOR	WSOR000109	0	05/06/2010	05/06/2011	NO	Effective		NO	Track Conditions
WSOR	WSOR000309	0	08/18/2009	08/18/2010	NO	Effective		NO	Track Conditions
WTJR	WTJR000110	1	02/03/2010	02/03/2011	NO	Effective	02/03/2010	NO	Bridge out of service

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### CLASS I RAIL TRAFFIC: WEEK ENDING JULY 24

**For the week ending July 24, 2010**, the Association of American Railroads reports that U.S. carload rail traffic totaled 286,854 carloads, up 4.7 percent from the comparable week last year. This traffic was up 4.3 percent in the East and up 4.9 percent in the West. Notable increases included metallic ores up 56.3 percent, metals and metal products up 31.2 percent, motor vehicles and equipment up 29 percent, and non-grain farm products up 25.8 percent. Also for the week, U.S. intermodal rail traffic was up 19.2 percent, Canadian carload rail traffic was up 18.9 percent, Canadian intermodal rail traffic was up 9.7 percent, Mexican carload rail traffic was up 12.9 percent, and Mexican intermodal rail traffic was up 7.9 percent.

**For the period January 1 through July 24, 2010**, U.S. carload rail traffic totaled 8,160,979 carloads, up 7.2 percent from the comparable period last year. Also for this period, U.S. intermodal rail traffic was up 13.3 percent, Canadian carload rail traffic was up 21.2 percent, Canadian intermodal rail traffic was up 14.4 percent, Mexican carload rail traffic was up 20.8 percent, and Mexican intermodal rail traffic was up 33.2 percent.

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

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### **RMI RAILCONNECT SHORT LINE TRAFFIC INDEX: WEEK ENDING JULY 24**

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 24, 2010**, the 29th week of 2010. Special thanks to RMI's Cheri Denton for this valuable statistical information.

<b>CARLOADS HANDLED</b>	<b>Week Ending July 24</b>			<b>Year-To-Date</b>		
	<b>2010</b>	<b>2009</b>	<b>% Change</b>	<b>2010</b>	<b>2009</b>	<b>% Change</b>
Coal	10,568	11,531	-8.35%	318,812	373,880	-14.73%
Grain	11,984	10,839	10.56%	359,039	316,895	13.30%
Farm & Food (Exc. Grain)	4,881	4,997	-2.32%	132,906	140,244	-5.23%
Ores	2,568	2,473	3.84%	93,044	45,724	103.49%
Stone, Clay, Aggregates	11,994	10,505	14.17%	305,460	268,259	13.87%
Lumber/Forest Prods.	3,846	3,733	3.03%	106,661	100,754	5.86%
Paper Products	6,399	6,051	5.75%	177,655	174,151	2.01%
Waste & Scrap Materials	4,536	4,840	-6.28%	146,462	122,848	19.22%
Chemicals	15,851	14,720	7.68%	447,783	423,044	5.85%
Petroleum & Coke	4,807	3,942	21.94%	140,292	120,186	16.73%
Metals & Products	7,925	5,888	34.60%	233,549	171,976	35.80%
Motor Vehicles & Equip.	1,084	856	26.64%	31,420	25,789	21.83%
Intermodal	7,177	5,923	21.17%	184,476	201,473	-8.44%
All Other	1,805	1,229	46.87%	61,782	39,515	56.35%
<b>Total</b>	<b>95,425</b>	<b>87,527</b>	<b>9.02%</b>	<b>2,739,341</b>	<b>2,524,738</b>	<b>8.50%</b>

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### **FORWARD 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](http://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 ASLRRRA to your press release distribution list, sending them to Cara Lione at [clione@aslrra.org](mailto:clione@aslrra.org). The press release should include a link back to the news listing on your company's website.

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## **BE SURE TO CHECK OUT 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](http://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 each week for matters of importance to short line and regional railroads.

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## **TWITTER SIMPLIFIES FOLLOWING ASLRRRA NEWS**

Did you know that, to receive ASLRRRA news and information sent out via Twitter, you don't need to be a Twitter subscriber? Or in fact, that you don't need computer access at all?

Twitter dispatches, known as "tweets," may be received by any mobile device that has the capability to send and receive text messages, including cell phones. To receive ASLRRRA tweets, simply send a text message to 40404 (this is the address you should type in the "To" line), then type "follow aslrra" (no quotes) as your text message, and then press send. You will then receive ASLRRRA tweets anytime they are sent. You will also receive abridged versions of news and information that we post to Facebook, which has been set up to relay over to the ASLRRRA Twitter page anything that is posted on the ASLRRRA Facebook page. If at some point you want to stop receiving ASLRRRA tweets, simply send a text message to 40404 and then type "leave aslrra" (again, no quotes) as your text message.

If you are on the Internet and want to view the ASLRRRA Twitter page directly, link to [www.twitter.com/aslrra](http://www.twitter.com/aslrra). To view the ASLRRRA Facebook page, log into [www.facebook.com](http://www.facebook.com) – signing up first if you are a first-time user – and then search on "short line railroad," which will then connect you to the ASLRRRA page.

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## **HELPFUL LINKS**

For the ASLRRRA public website, link to [www.aslrra.org](http://www.aslrra.org). For the members-only website, link to [members.aslrra.org](http://members.aslrra.org).

For the Railinc website, link to [www.railinc.com](http://www.railinc.com). To use the Railinc AAR Embargo/OPSL Notes & Permit System, which includes both embargoes and open & prepay station (OPSL) notes, link to [aarembargo.railinc.com](http://aarembargo.railinc.com).

For the Railroad Retirement Board website, link to [www.rrb.gov](http://www.rrb.gov). To check the Railroad Retirement Board's Railroad Jobs Vacancies page, link to <http://www.rrb.gov/PandS/Jobs/rjjobs.asp>.

The U.S. Department of Labor website has 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 [www.dol.gov/ebsa/healthreform](http://www.dol.gov/ebsa/healthreform).

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