

You have been sent the ASLRRA newsletter, *Views & News*, in HTML format. If your e-mail viewer will not accept this format, you can view *Views & News* online at: http://www.aslrra.org/news_publications/Views_News/

American Short Line and
Regional Railroad Association's

VIEWS & NEWS



VOLUME 78

NUMBER 18

September 11, 2009

Upcoming Events

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, 2010
Hilton Bonnet Creek
Orlando, FL

Click the link below to
visit the ASLRRA
Classified Ads



Make sure to forward
Views & News on to your
colleagues and staff!

[Click here to unsubscribe
from *Views & News*](#)

Currently, Railroad
Security Alert Level 2
is in Effect

IN THIS ISSUE

ASLRRA Welcomes More New Members

**Congressional Updates: Rep. Fleming Visits L&NW RR, House
And Senate Go Back To Work**

**Carver Security Training Scheduled For November In NY,
December in CA**

NARS Bridge Inspection Class Scheduled For October 12-16

ASLRRA's O'Neill Featured at RRB Conference

Radio Assistance Solicited For Special Tech Tracks Edition

AAR Relocates To New Offices

New Umler Now Online

AAR Releases Early Warning On Columbus Bolsters

CPR Adoption of DM&E, IC&E Updated

RRB Addresses Spousal Benefits: Part 1

Word On Safety: Gearing Up

Conferences Coming Up

Members In The News

Other Industry News

Class I Rail Traffic

RMI RailConnect Short Line Traffic Index

Helpful Links

ASLRRRA WELCOMES MORE NEW MEMBERS

ASLRRRA's Cheryl Huyck and Eileen Keane report on companies newly joining ASLRRRA:

We welcome the following new Railroad Member:

Cleveland Commercial Railroad LLC: Cleveland Commercial Railroad LLC operates 23 miles of track in Ohio and interchanges with Norfolk Southern and Wheeling & Lake Erie Railway. The railroad is located at 29930 Pettibone Rd, Cleveland, OH 44139. The main number for Cleveland Commercial Railroad LLC is (440) 746-0801 and their fax number is (440) 746-0803. Please contact Chief Financial Officer bill Brown at bbrown@cclrr.com.

And with equal pleasure, we welcome the following new Associate Members:

Ritron, Inc: Ritron, Inc. is a U.S. based, privately held, wireless technology company. The company's core competency is the design and manufacture of wireless voice and data communication products. Ritron employs a full complement of in-house engineering, manufacturing, and support services. Ritron, Inc. can be contacted at P.O. Box 1998, 505 West Carmel Drive, Carmel, IN 46032 and their main number is (317) 846-1201. Their website is www.ritron.com and their fax number is (317) 846-4978. Please contact Vice President of Key Accounts Devon Sherer at dsherer@ritron.com.

Goldberg Segalla, LLP: Goldberg Segalla, LLP is a Best Practices railroad litigation firm specializing in several areas, including Fatality, FELA, Trespasser, Grade Crossing, Freight/Cargo Claims, and many more. The firm is located at 665 Main Street, Suite 400, Buffalo, NY 14203 and their main number is (716) 566-5400. Goldberg Segalla's website is www.goldbergsegalla.com and their fax number is (716) 566-5401. Please contact Partner John J. Jablonski at jjablonski@goldbergsegalla.com.

JCF Bridge & Concrete, Inc.: JCF Bridge & Concrete, Inc. specializes in turnkey bridge and concrete structure construction. The company also repairs bridges, concrete retaining walls, and drainage structures. JCF Bridge & Concrete is located at 1300B East Gatlin Creek Road, Driftwood, TX 78619 and their main number is (512) 858-5668. Their website is www.jcf-bridge.com and their fax number is (512) 857-0099. Please contact President Jason Falk at j.falk@jcf-bridge.com.

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

CONGRESSIONAL UPDATES: REP. FLEMING VISITS L&NW RR, HOUSE AND SENATE GO BACK TO WORK

Rep. John Fleming (R-LA), who is a co-sponsor of H.R.1132 which proposes to extend and improve the short line tax credit, visited the Louisiana & North West Railroad at their Homer, LA offices on August 27.

Also in Congressional news, both the House and Senate reconvened on September 8 after their August recess. On September 9, they met in special joint session to hear President Obama's appeal for passage of health care reform. Additionally issues before Congress this term also include the short line tax credit, House Bill H.R.1132 and Senate Bill S.461. This legislation proposes to extend the tax credit for three years, covering tax years 2010, 2011, and 2012; allows eligibility for short line railroad created after January 1, 2005 and before January 1, 2009 to use the credit; and increases the per mile credit limitation from \$3,500 to \$4,500.

CARVER SECURITY TRAINING SCHEDULED FOR NOVEMBER IN N.Y., DECEMBER IN CA.

EWA Incorporated has announced the scheduling of two training sessions to teach use of the CARVER vulnerability assessment tool. The first session, scheduled for November 2-4, will be hosted by the New York & Atlantic Railroad in Glendale, NY. The second session, scheduled for December 1-3, 2009, will be hosted by Pacific Harbor Lines in San Pedro, CA. Personnel of other railroads may sign up, by sign up is limited to railroaders only.

During the sessions, which are entitled "Using CARVER for Railroad Target Analysis and Vulnerability Assessments Workshop," attendees will learn how to plan and conduct a vulnerability assessment using CARVER. The workshop reviews the basic elements of planning, executing, and reporting a risk and vulnerability assessment, and countermeasure development. The Department of Defense uses CARVER as an offensive target analysis tool and it has become a very effective defensive tool for Critical Infrastructure Protection.

The per person cost of these sessions is \$1,899 for those with ASLRRA member railroads. For more information or to register, email Laura Johnson at ljohnson@ewa.com or call EWA Incorporated's customer service office at (301) 257-7439. If you would like to reach an ASLRRA staffer about CARVER security training, contact Steve Sullivan at sullivan@aslrta.org or (202) 585-3432.

NARS BRIDGE INSPECTION CLASS SCHEDULED FOR OCTOBER 12-16

The National Academy of Railroad Sciences (NARS) has advised that it is offering a bridge inspection class October 12-16 at its state-of-the-art training facilities in Overland Park, KS. The class will include hands-on training.

The per person cost of the weeklong course will be \$500 for those with ASLRRA member railroads. Attendees will be responsible for travel, meals and lodging, although NARS has very reasonable rates at nearby hotels.

For further information about the course, including to register for it, contact John Irons at john.irons@bnsf.com or (913) 319-3966. If intent on registering to attend, please also remember to consult with John concerning what safety gear to bring.

ASLRRA'S O'NEILL FEATURED AT RRB CONFERENCE

ASLRRA Chief Financial Officer Eric O'Neill has returned from Chicago, Illinois, where he was a featured speaker at the National Rail Employer Training Seminar (NRETS). The seminar, which was organized by the Railroad Retirement Board, was held August 26 through 28 at the Wyndham Chicago hotel complex. 122 railroad personnel responsible for reporting data to the RRB attended the seminar.

Additional to Mr. O'Neill, who spoke on payroll and related matters of special concern to short line and regional railroads, speakers presented about topics that included audit and coverage issues; basic reporting issues; complex reporting issues; disability claims; the experience rating system; changes to field service; internet training video available through RRBVision; Internet services available to employees on the RRB website; Internet forms available on the Employer Reporting System (ERS) for filing service and compensation data and processing unemployed and sickness claims; Medicare legislation; tax and debt payments using Pay.gov; changes to the service and compensation reports; and upcoming changes at SSA and the IRS.

A copy of Mr. O'Neill's presentation has been put on the ASLRRA members-only website at members.aslrta.org. Mr. O'Neill may be contacted at oneill@aslrta.org or (202) 585-3433.

RADIO ASSISTANCE SOLICITED FOR SPECIAL TECH TRACKS EDITION

The ASLRRA Technology Committee will shortly release an extra edition of its specialty publication, "Tech Tracks." This special edition will be devoted to the industry initiative to narrowband radio transmissions to 12.5KHz, as required by the Federal Communications Commission by January 1, 2013 with a self-imposed industry deadline of being at least locomotive-equipped by July 1, 2010.

This special edition is prompted by the work of an associate member who has helpfully provided a checklist of what radios will and will not run narrowband. But we additionally would like to include mention of all associate members who can assist railroads with the narrowbanding effort by facilitating the acquisition, conversion and/or maintenance of railroad radios.

If your company can assist in the manner described, please send an email to ASLRRA's Dave Mears at dmears@aslrra.org, advising how so you can assist. He'll make sure it's included in this "Tech Track Extra."

AAR RELOCATES TO NEW OFFICES

The Association of American Railroads moved to new offices effective August 31. The previous weekend, AAR relocated from 50 F Street NW, where it had based since the late 1980s, to 425 3rd Street SW, Suite 1000, Washington, DC 20024. Although the mailing address of AAR employees change, their telephone numbers and email addresses continue unchanged.

The AAR's new location is nearest the L'Enfant Plaza and Federal Center stops of the Washington Metro subway system. From the Reagan National Airport stop, take the Yellow Line toward Fort Totten, getting off at L'Enfant. From the Union Station stop, take the Red Line toward Shady Grove, then transfer at Metro Center to the Green Line toward Branch Avenue or the Yellow Line toward Huntington, getting off at L'Enfant. From the Amtrak New Carrollton stop, take the Blue Line toward Franconia-Springfield or the Orange Line toward Vienna, getting off at Federal Center. Attendant with the relocation of its offices, and also the relocation of its print design and production facility, the AAR ended operation of its conference center.

NEW UMLER NOW ONLINE

New Umler, the new version of the longtime industry equipment data file, was successfully rolled out by Railinc August 31. According to a statement prepared and released following roll out, "The new Umler system technology is a major leap forward. Rail carriers, equipment owners and shippers will now have real-time access to more detailed equipment information, enhanced features and greater system functionality. The result is better communication and collaboration among rail partners for better asset management and improved rail safety."

In moving from the old to the New Umler, a Railinc spokesman has mentioned that more than 2 million file records were transferred and more than 800,000 lines of code were adapted. Railinc personnel reported minimal operational impact during the changeover.

More information about New Umler, including overviews, web demos, a user guide and data specifications manual, and an online "sandbox" where users can use the new system, link to www.railinc.com/umler.

AAR RELEASES EARLY WARNING ON COLUMBUS BOLSTERS

The Association of American Railroads recently issued an early warning circular, EW-5216-S2. The circular follows up on an earlier circular of the same designation that identifies a list of 87 CGTX and GATX cars having potentially suspect bolsters, manufactured by Columbus Steel Casting (CSC), to be removed from service due to multiple failures of a specific pattern.

The circular advises that, "Failures have all been brittle in nature and have been limited to 100-ton and 110-ton bolsters manufactured by CSC between November, 2003 and July, 2004. There is nothing to inspect on these bolsters to show an inclination for failure. However, because of the risk associated with cars in Toxic Inhalation and Poison Inhalation Hazard (TIH-PIH) service, the AAR's Coupling System & Truck Casting Committee, and the Technical Services Working Committee, have determined that CSC bolsters made in this timeframe shall be removed from TIH-PIH service by February 28, 2010."

For more information on this particular circular, contact Jon Hannafious, the manager for the Coupling Systems & Truck Castings Committee, at jon_hannafious@aar.com. Also, please know that AAR circulars can be subscribed to for an annual charge. For more information, please contact Jim Grady at jgrady@aar.org.

CPR ADOPTION OF DM&E, IC&E UPDATED

Canadian Pacific recently issued a revised adoption notice related to its absorption of the Dakota, Minnesota & Eastern Railway and its sister, the Iowa, Chicago & Eastern Railroad. The revised notice corrects some FSAC numbers and station location names.

The stations and interchanges listed in the revised adoption notice are scheduled for formal absorption into Canadian Pacific on or about October 11, 2009.

For a copy of the revised adoption notice, email ASLRRRA's Dave Mears at dmears@aslrro.org, and it will be sent you.

RRB ON SPOUSAL BENEFITS: PART 1

The Railroad Retirement Board recently provided ASLRRRA with an FAQ related to the spousal benefits of railroad retirees. This is the first of two parts:

In addition to the retirement annuities payable to employees, the Railroad Retirement Act, like the Social Security Act, also provides annuities for the spouses of retired employees.

Payment of a spouse annuity is made directly to the wife or husband of the employee. Divorced spouses may also qualify for benefits. The following questions and answers describe the benefits payable to spouses and the eligibility requirements.

1. How are railroad retirement spouse annuities computed?

Regular railroad retirement annuities are computed under a two-tier formula. The spouse annuity formula is based on certain percentages of the employee's tier I and tier II amounts.

The tier I portion of an employee's annuity is based on both Railroad Retirement credits and any Social Security credits that the employee also earned. Computed using Social Security benefit formulas, an employee's tier I benefit approximates the Social Security benefit that would be payable if all of the employee's work were performed under the Social Security Act.

The tier II portion of the employee's annuity is based on Railroad Retirement credits only and may be compared to the retirement benefits paid over and above Social Security benefits to workers in other industries.

The first tier of a spouse annuity, before any applicable reductions, is 50 percent of the railroad employee's unreduced tier I amount. The second-tier amount, before any reductions, is 45 percent of the employee's unreduced tier II amount.

2. How does a Railroad Retirement spouse annuity compare to a Social Security spouse benefit?

The average annuity awarded to spouses in fiscal year 2008, excluding divorced spouses, was \$933 a month, while the average monthly Social Security spouse benefit was about \$381.

Annuities awarded in fiscal year 2008 to the spouses of employees who were of full retirement age or over and who retired directly from the rail industry with at least 25 years of service averaged \$980 a month; and the average award to the spouses of employees retiring at age 60 or over with at least 30 years of service was \$1,230 a month.

3. What are the age requirements for a Railroad Retirement spouse annuity?

The age requirements for a spouse annuity depend on the employee's age and date of retirement and the employee's years of railroad service. The following requirements apply if the employee's annuity began **after** 1974.

- **If a retired employee with 30 or more years of service is age 60 and receiving an annuity**, the employee's spouse is also eligible for an annuity the first full month the spouse is age 60. Certain early retirement reductions are applied if the employee first became eligible for a 60/30 annuity July 1, 1984, or later and retired at ages 60 or 61 before 2002. If the employee was awarded a disability annuity, has attained age 60 and has 30 years of service, the spouse can receive an unreduced annuity the first full month she or he is age 60, regardless of whether the employee annuity began before or after 2002 as long as the spouse's annuity beginning date is after 2001.
- **If a retired employee with less than 30 years of service is age 62 and receiving an annuity**, the employee's spouse is also eligible for an annuity the first full month the spouse is age 62. Early retirement reductions are applied to the spouse annuity if the spouse retires prior to full retirement age. Full retirement age for a spouse is gradually rising to age 67, just as for an employee, depending on the year of birth. Reduced benefits are still payable at age 62, but the maximum reduction will be 35 percent rather than 25 percent by the year 2022. However, the tier II portion of a spouse annuity will not be reduced beyond 25 percent if the employee had any creditable railroad service before Aug. 12, 1983.

4. What if the spouse is caring for a child of the retired employee?

A spouse of an employee receiving an age and service annuity (or a spouse of a disability annuitant who is otherwise eligible for an age and service annuity) is eligible for a spouse annuity at any age if caring for the employee's unmarried child, and the child is under age 18 or the child became disabled before age 22.

5. What are some of the other general eligibility requirements?

The employee must have been married to the spouse for at least one year, unless the spouse is the natural parent of their child; the spouse was eligible or potentially eligible for a railroad retirement widow(er)'s, parent's or disabled child's annuity in the month before marrying the employee; or the spouse was previously married to the employee and received a spouse annuity. However, entitlement to a surviving divorced spouse, surviving divorced young mother (father), or remarried widow(er) annuity does not waive the one-year marriage requirement.

6. Are spouse annuities subject to offset for the receipt of other benefits?

The tier I portion of a spouse annuity is reduced for any Social Security entitlement, regardless of whether the Social Security benefit is based on the spouse's own earnings, the employee's earnings or the earnings of another person. This reduction follows principles of Social Security law which, in effect, limit payment to the higher of any two or more benefits payable to an individual at one time.

The tier I portion of a spouse annuity may also be reduced for receipt of any federal, state or local pension separately payable to the spouse based on the spouse's own earnings. The reduction generally does not apply if the employment on which the public-service pension is based was covered under the Social Security Act throughout the last 60 months of public employment. (*Note: There are some exceptions to this 60-month requirement.*) Most military-service pensions and payments from the Department of Veterans Affairs will not cause a reduction. For spouses subject to the public-service pension reduction, the tier I reduction is equal to two-thirds of the amount of the public-service pension.

In addition, if the employee was first eligible for a railroad retirement annuity and a federal, state or local government pension after 1985, there may be a reduction in the employee's tier I amount for receipt of a public pension based, in part or in whole, on employment not covered by Social Security or Railroad Retirement after 1956. If the employee's tier I benefit is offset for a noncovered service pension, the spouse tier I amount is 50 percent of the employee's tier I amount **after the offset**.

The spouse tier I portion may also be reduced if the employee is under age 65 and is receiving a disability annuity as well as worker's compensation or public disability benefits.

While these offsets can reduce or even completely wipe out the tier I benefit otherwise payable to a spouse, they do not affect the tier II benefit potentially payable to that spouse.

WORD ON SAFETY: GEARING UP

The following is excerpted from a recent Amtrak safety publication:

When you operate machinery and equipment, you need to make sure you're well protected against hazards like flying particles, noise, and falling objects. So think carefully about the personal protective equipment you might need. For example:

- Wear a hard hat to protect your head from bumps and falling objects.
- Wear safety glasses or goggles to protect your eyes from flying particles, sparks, and other eye hazards.
- Wear earplugs, canal caps, or earmuffs to protect your hearing from loud noises.
- Wear safety shoes with steel toes to protect your feet from falling materials.

What about protecting your hands? Should you wear gloves? The answer is no when you're operating machinery and equipment. Why? Because gloves can interfere with a precise grip or get caught in the machine's moving parts. So you're safer without gloves. But you still need to protect your hands by keeping them well away from a machine's point of operation and other dangerous areas. Also make sure that you know exactly where both your hands are every second you're operating hazardous machinery and equipment.

CONFERENCES COMING UP

CORRECTION: In our previous edition, we incorrectly reported the dates and location of the 2010 NRC Conference. It will be held January 6-9, 2010 at the Desert Springs JW Marriott Resort & Spa in Palm Desert, California. The NRC hotel block is now open. For more information about the hotel or the conference, including a draft program overview, go to the NRC 2010 conference link on the left side of the NRC home webpage at www.nrcma.org.

September 16-18, 2009, Global Railway Tech 2009: To be held at the Hilton Chicago & Towers Hotel, Chicago, IL. Sponsored by the Railway Supply Institute. For more information, link to www.rsiweb.org.

September 20-23, 2009, AREMA 2009 Annual Conference and Exposition: To be held at the Hilton Chicago, Chicago, IL. For more information, contact Desiree Knight at dknight@arema.org or (301) 459-3200.

September 23, 2009: Railroad Insurance Management Association (RIMA) Annual Meeting: To be held at the Marriott in Colorado Springs, CO. For more information, link to http://www.aar.org/NewsAndEvents/UpcomingEvents/2009-RIMA_AnnualMeeting.aspx.

October 11-13, 2009, ASLRRA Eastern Region Meeting: To be held at the Hyatt Regency Indianapolis, Indianapolis, IN. More details forthcoming, be sure to check back at www.aslrra.org.

October 19-20, 2009, Railway Age's 16th Annual Passenger Trains On Freight Railroads Conference: To be held at the Washington Marriott, Washington, DC. For more information, contact Jane Poterala at jpoterala@sbsub.com or (212) 620-7209.

November 2-6, 2009, Railroad Track Inspection & Safety Standards Training Workshop: To be held at the Center for Transportation Research, University of Tennessee, Knoxville, TN. For more information, contact Jenny Jones at gohjones@utk.edu or (865) 974-6549.

November 8-10, 2009, ASLRRA Southern Region Meeting: To be held at the Marriott Bay Point Resort, Panama City Beach, FL. More details forthcoming, be sure to check back at www.aslrra.org.

MEMBERS IN THE NEWS

The **Finger Lakes Railway** recently received \$349,680 through the Federal Railroad Administration's capital grants program. The funds will be used for an improvement project on FGLK's line in Watkins Glen, NY. Currently, there's only one turnaround location on the line, which leads to the two salt plants in the area. The project calls for relocating the existing track, including an existing 800-foot turnaround, and creating two 900-foot runarounds to enable trains to pull cars in both directions ... The **Livonia, Avon & Lakeville** Railroad was recently the subject of a feature story run by the Associated Press. The story profiled the LAL, noting how Barilla Pasta located a new \$100 million-plus plant on the railroad in 2007 ... The **New England Central Railroad** announced that it has partnered with the Vermont Agency of Transportation to seek \$52 million in federal funds to boost the speed of Amtrak's "Vermont" passenger train and increase NECR's capacity for heavier freight carloads. NECR is the host for Amtrak's "Vermont" for a 236-mile stretch between St. Albans, VT and Palmer, MA. If awarded the grant, NECR will contribute 10 percent of the project's cost ... A recent edition of the National Railway Historical Society News noted the **New York & Atlantic Railway's** role in the movement earlier this year of a restored Long Island Rail Road caboose. The NY&A transported the caboose in special train service from Riverhead, NY to the South Brooklyn Railroad, the freight division of the New York City subway system. The caboose was then moved onto a subway line for delivery to the New York Transit Museum in Brooklyn ... The **Providence & Worcester** Railway recently started serving a new biodiesel distribution facility at the Port of New Haven, CT. The facility is operated by Innovation Fuels, which receives the biodiesel by barge from a Newark, NJ production plant ... The **Wisconsin & Southern Railroad** is among the sponsors of "Wisconsin Freight Rail Day 2009." The event, themed "Growing Wisconsin Rail," is scheduled to be held Wednesday, October 21, 2009 at the Best Western Inn on the Park in Madison, WI.

OTHER INDUSTRY NEWS

August 24 marked the deadline for the initial round of state application for federal **high-speed rail development** funds. While July's first round of "pre-applications" saw over \$100 billion in proposed projects, the final application for "Tracks 1, 3 and 4" projects saw state transportation agencies announcing less than \$7 billion in high-speed rail projects. The National Association of Railroad Passengers reported that, "The precipitous decline demonstrates how much work the FRA has been doing to encourage state transportation agencies to submit only truly shovel-ready projects. States with more ambitious plans will likely resubmit these as 'Track 2' projects, designed for long-term development of corridors, the deadline for which is October 2" ...In a recent interview with the Journal of Commerce, **FRA Chief Administrator Joe Szabo** noted that passenger rail development efforts will likely also benefit freight railroads. "It is reasonable to assume that in many cases there is going to be the need for capacity enhancements [for freight railroads]," Mr. Szabo said ...Executives from **CSX** and **Norfolk Southern** recently took note of signs that the current recession may be bottoming out. In a speech before the Jacksonville Rotary Club on August 24, CSX Chief Commercial Officer Clarence Gooden noted the success of the recent federal "Cash for Clunkers" program, which reduced manufacturers' inventories from 77 days of available product to 44 days. "And today is the first day all auto plants are working in months. Some of them are only on a five-day schedule, but it's better than it was," said Mr. Gooden. At NS, Chief Operating Officer Mark Manion noted that about 9,500 of the 35,000 freight cars stored by NS have been brought back into service over the past six weeks, as have about 200 of the 700 stored locomotives. NS still has about a quarter of its freight car fleet and about 14 percent of its locomotive fleet in storage ...**Canadian Pacific** announced that they had suspended 19 land condemnation lawsuits in Wyoming, land sought by the Dakota, Minnesota & Eastern Railroad, recently acquired by CPR, for a new rail line accessing the Wyoming's Powder River Basin coal fields. A CPR spokesman announced that it would now pursue negotiations with Wyoming landowners outside the court system. The spokesman added that it represented only a "change of tactics" and not an abandonment of want to access the Powder River Basin ...**Union Pacific** recently announced ShipCarsNow.com, a subsidiary of Insight Network Logistics and part of UP. The new website is designed to enable auto traders and remarketers to ship used cars seamlessly using rail and/or trucks, depending on which mode best suits their price and timing requirements. Also this date, Union Pacific announced that it will hold groundbreaking ceremonies on September 3 for its new 785-acre intermodal facility in Joliet, IL. The new facility, to be part of the CenterPoint Industrial and Logistics Park, is expected to open late next year.

CLASS I RAIL TRAFFIC

For the week ending August 29, 2009, U.S. rail volume grand totaled 309.5 billion ton-miles, down 15.5 percent from the comparable week last year. Although U.S. carload rail volume was down 16.2 percent from that comparable week, carloadings totaled 285,580, the highest weekly number since the week ending December 13, 2008. Carload commodity declines ranged from non-grain farm products down 8.7 percent to metals and metal products down 42.1 percent. Also for the week, U.S. intermodal rail traffic was down 15.6 percent, Canadian carload rail traffic was down 17.9 percent, Canadian intermodal rail traffic was down 17.2 percent, Mexican carload rail traffic was down 18.2 percent, and Mexican intermodal rail traffic was down 11.0 percent.

For the period January 1 through August 29, 2009, U.S. rail volume grand totaled 958.1 billion ton-miles, down 17.8 percent from the comparable period last year. Also for this period, U.S. carload rail traffic was down 18.7 percent, U.S. intermodal rail traffic was down 17.1 percent, Canadian carload rail traffic was down 23.4 percent, Canadian intermodal rail was down 16.5 percent, Mexican carload rail traffic was down 14.1 percent, and Mexican intermodal rail traffic was down 19.8 percent.

(NOTE: Canadian traffic totals include those of the U.S. operations of Canadian Pacific Railway and Canadian National.)

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 August 22, 2009**, the 33rd full week of this year. Special thanks to RMI's Cheri Denton for this valuable statistical information.

	Week Ending August 22			Year-To-Date		
	2009	2008	% Change	2009	2008	% Change
CARLOADS HANDLED						
Coal	13,435	16,133	-16.72%	433,720	503,025	-13.78%
Grain	14,382	17,212	-16.44%	412,998	496,267	-16.78%
Farm & Food (Exc. Grain)	5,407	5,622	-3.82%	171,296	188,724	-9.23%
Ores	2,417	2,992	-19.22%	54,144	94,464	-42.68%
Stone, Clay, Aggregates	10,593	14,574	-27.32%	339,581	420,018	-19.15%
Lumber/Forest Prods.	3,760	5,452	-31.03%	117,208	163,810	-28.45%
Paper Products	5,532	7,575	-26.97%	188,026	250,608	-24.97%
Waste & Scrap Materials	5,338	7,014	-23.90%	144,700	216,708	-33.23%
Chemicals	15,916	18,352	-13.27%	499,203	575,356	-13.24%
Petroleum & Coke	3,615	5,852	-38.23%	116,712	192,494	-39.37%
Metals & Products	4,988	10,985	-54.59%	186,459	369,335	-49.51%
Motor Vehicles & Equip.	1,141	1,762	-35.24%	31,930	65,553	-51.29%
Intermodal	6,080	11,918	-48.98%	214,144	417,092	-48.66%
All Other	1,310	3,402	-61.49%	46,142	101,505	-54.54%
Total	93,914	128,845	-27.11%	2,956,263	4,054,959	-27.10%

HELPFUL LINKS

To use the Railinc Embargo & Permit System, including open & prepay station (OPSL) notes, link to <https://aarembargo.railinc.com/epdb/public.do>

Members wanting to review ASLRRRA recommended emergency preparations may link to <http://members.aslrra.org>, enter email and password, click on the word "Documents" at the top of the page, then click on "ASLRRRA Emergency Plans" on the left side. Contact ASLRRRA's Dave Whorton at dwhorton@aslrra.org, P: (202) 585-3430 if you need further assistance.

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

And speaking of helpful links, have you checked out the 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.

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

For More Information on the ASLRRRA's benefits and services, please visit our website at:

www.aslrra.org
[Click here to unsubscribe from Views & News](#)