



REMSA MAINLINE

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Busy Times in Nation's Capitol, With a Few Encouraging Signs for Railroads

By Tom Simpson, Railway Supply Institute

With a summer full of political conventions and the fall election looming, Congress has little time to complete its work. There are encouraging signs, however, that legislation beneficial to the railroad industry may be enacted this summer.

TEA-21 reauthorization has passed both the House and Senate but efforts to reconcile the different versions had been stalled until recently over funding levels (the White House has promised to veto anything costing more than \$256 billion) and a Senate dispute over naming conferees who will negotiate with their House counterparts. That Senate dispute has been resolved and Senate conferees have been named. Negotiations over the final version of the bill should begin in June.

TEA-21 reauthorization is the vehicle used to fund federal highway and transit projects. We expect an increase in the Section 130 grade crossing safety program and may see funding for CREATE, the Chicago rail infrastructure project. Other issues the legislation could address include repeal of the 4.3-cent deficit reduction fuel tax paid by railroads, truck sizes and weights, and high speed rail funding. Final passage later this summer depends on whether Congress and the White House can agree on funding levels.

The Senate has approved legislation (S.1637) in response to a World Trade Organization ruling that has turned into a broad-based tax bill that includes several transportation-related provisions. Rail provisions in the bill include repeal of the 4.3-cent deficit reduction fuel tax; a short line tax credit that provides \$500 million in federal tax credits for FY 2005-2008 for track maintenance; and a \$165 million per year tax credit for railroad

revitalization and security investment projects for passenger railroads. The short line tax credit is equal to 30 percent of qualified costs and is capped at \$3,500 per mile. The security tax credit includes a one-time \$200 million tax credit for New York City. The House has indicated it will also consider a similar tax bill in June and rail interests are pushing the House to include the Senate rail provisions.

Amtrak funding for FY 2005 awaits decisions by the House and Senate appropriation committees. Amtrak president David Gunn has asked for \$1.8 billion for next year to continue to operate a nationwide intercity passenger rail network and continued investment in infrastructure and rolling stock. Expect a final decision on Amtrak spending levels in September.

Finally, the Senate has approved some long-pending nominations. Among those of interest to rail interests are Frank Mulvey, Democratic staff to the House Rail Subcommittee, to the Surface Transportation Board and Debbie Hersman, Democratic staff to the Senate Commerce Committee, to the National Transportation Safety Board. 🌐

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REMSA Headquarters Relocates



To provide a more efficient layout from which to serve the membership, on June 1, the REMSA office moved.

The new office is only a few blocks from where it has been for the past 13 years. REMSA staff and officers look forward to providing the same high level of service from the new location. 🌐

the new address:

417 West Broad Street,
Suite 203
Falls Church, VA 22046

the following remains the same:

703-241-8514
703-241-8589
home@remsa.org
www.remsa.org

REMSA Member Simmons-Boardman Offering Global Marketing Assistance

Over the years, REMSA has responded to members' requests to help them get more involved in the global market. Activities have ranged from providing expertise and assistance to hosting an association booth filled with member company information and photos at international gatherings.

In the spirit of promoting global marketing, Simmons-Boardman Publishing, which produces *Railway Age*, *Railway Track & Structures* and *International Railway Journal*, has scheduled the International Railway Supplier's Forum in Chicago following the RSI technical exhibit in September.

"At the Simmons-Boardman Rail Group, we like to say that we can bring you the world," said Robert P. DeMarco, publisher. "As the world's largest source of railway information, we take this quite seriously. Following the Railway Supply Institute trade exposition in Chicago, we're putting together a special, two-day conference tailor-made for North American railway suppliers who would like to take advantage of the enormous potential of the global railway marketplace."

Simmons-Boardman will be working closely with Bob McIntire of The McIntire Group, industry consultant and export guru, to bring the key players directly to the forum.

The forum will feature presentations by railway professionals from China, Russia, Europe, South America, Australia, South Africa and Mexico.

China, for example, is now one of the world's largest markets for railway equipment and services. China's Ministry of Railways recently updated its development

plan for the national railway system, which was approved by the State Council.

"The objective is to eliminate many of the rail transportation bottlenecks, which continue to hinder China's economic development," said Bob McIntire. "The MOR will invest \$240 billion-plus in new track systems, rolling stock, locomotives and communication and control systems by 2020. A key part of this spending will be used to expand the system from about 43,000 miles to more than 60,000.

"To meet growing demand in the freight sector, the MOR is increasing the axle load on many new freight cars from 21 to 25 metric tons. Also, on key rail lines, speed will increase to 75 mph from 50-55 mph. These changes have been made possible, in part, by new products and technologies," said McIntire.

North American suppliers have an opportunity to participate in the Chinese market as well as other growing markets. At the forum, suppliers will be able to learn about these rail systems' needs, how to help and what it takes to do business in those areas of the world. The forum also provides an opportunity to establish relationships and lay the groundwork for expanding business overseas.

"I couldn't possibly begin to conduct business overseas. How do I get started? What do I need to know? Who are the key people? How do I meet them? What are they looking for?" These are the kinds of questions this conference will be able to answer.

Details are still being worked out. Send inquiries to conferences@sbpub.com. 🌐

Helen Pape Retiring After 13 Years of Service to REMSA

After serving REMSA since 1991, Helen Pape is calling it a career May 31. Helen came on-board full-time in November 1991 after a four-month part-time stint. Prior to joining REMSA, she spent most of her working years in academia. She was on the staff of the National Association of College Admissions Counselors, where she served as Associate Executive Director and Director of Professional Development. She was also Director of Admissions at the New York State College of Human Ecology, Cornell University, a Counselor at the National Service and Scholarship Fund for Negro Students and a member of the admissions staff at her alma mater, Long Island University.

"Helen has been instrumental in many facets of the association's work," said Judi Meyerhoeffer, executive director. "Using her background in college admissions, she handled most aspects of REMSA's yearly scholarship competition, working directly with the committee that administered the program. She managed many of the day-to-day administrative duties of the association as well as the administrative areas of our tradeshows, which is no easy task given that the show is so large and our staff so small," said



Meyerhoeffer. "Together we learned many new things to improve REMSA, and I have appreciated her guidance these past 13 years. Given that I spent more waking hours with her than I did my family, I shall miss Helen and wish her the very best in her retirement."

"I've gained a great perspective on an interesting business during my years at REMSA," Helen said. "I'll miss the activity and the many people I've met and worked with over the years, but it's time to take it easy and enjoy life at a slower pace. Farewell and goodbye to everyone." 🌐

Board Revamps Rules on Director's Service

REMSA's Board of Directors revamped the rules for service by directors at its March meeting. The new rules take effect in 2005.

Beginning in 2005, directors' terms will be for two years instead of the present three, but with an option to extend the term for another two years. This will allow all directors to be considered for election as an officer of the board. Since the terms of the Board's officers are for two years, some director's terms ended in years when there was no officer election. This meant they could not be nominated and elected as an officer.

Directors will have to decide whether to extend or not extend their terms after about 18 months in office to accommodate the nomination and election cycle.

Terms of the current Board's directors will not be extended, but will end at the time they were originally scheduled to end.

Gene Parker of the Holland Co., past president of REMSA, headed the committee that drafted the new rules. The committee included Walter Barry, HiRAIL; Tony Chambers, Burke-Parsons-Bowlby; Rich Jarosinski, Portec Rail Products; Steve Wiedenfeld, NORDCO; and Paul Wilson, Loram Maintenance of Way.

"This new bylaw makes things much simpler for everyone," said President Dennis Wilcox of Pandrol. "I commend Gene Parker and his committee for their efforts and the simple but effective result." 🌐

Mission Statement:

To provide global business development opportunities to members.

To transfer knowledge about markets, products & the industry to members & their customers.

To support government initiatives that advance the North American railroad industry.

REMSA Member Profile:

Loram Maintenance of Way, Inc.

Loram Maintenance of Way is proud to be celebrating its 50th anniversary in business in 2004. Loram was founded in 1954 as Mannix International. It began as a very small operation focused on track rehabilitation using two very effective products, the Mannix Sled and the Mannix Plow. These two machines were the starting point for a product line that now includes a wide array of equipment for track maintenance work.

During the 1950s and 1960s, Mannix International improved its undertrack equipment and began manufacturing other types of machines. By 1974, when the company was renamed Loram Maintenance of Way, the product line had been expanded to include shoulder ballast cleaners, tie inserting machines, crib skeletonizers and several new undertrack machines. In the early 1980s, Loram emerged as the North American leader in the technology for both shoulder ballast cleaning and rail grinding.

Loram currently operates in markets throughout the world with major operations in North America, Europe and Australia. The company has historically

designed, manufactured and operated its own equipment, but it is also currently operating ballast undercutters and yard cleaners under an arrangement with Progress Rail/Kershaw Manufacturing. Rail grinding accounts for the majority of Loram's current business. Shoulder ballast cleaning, ditch cleaning and specialty excavating with Railvac, along with undercutting and yard cleaning, comprise the balance.

"At Loram we are focused on providing services for our customers that increase the life or otherwise enhance the value of their assets," said Paul Wilson, President and CEO. "As such, we are continually investing in new technology, methods and equipment to provide our customers with the maximum return on their investment. This, of course, also includes an investment in our people where Loram is an industry leader in providing operating and safety training for its personnel.

"Loram is a strong advocate of supporting industry organizations and events with a long history of participation and involvement," he said. "Loram has been a member of REMSA since 1965 and has been active in the product



exhibitions and on the REMSA board. We believe that an active REMSA organization is necessary for the supply industry to remain strong. REMSA is the premier showcase for new products and services for the maintenance of way industry and is an important voice for the supplier." 🌐

Edward T. Stuhl

Retired Loram Maintenance of Way Inc., good friend, and long time railroader died suddenly on June 9, 2004. Ed was a devoted husband and best friend for 54 years to Joan, devoted father and grandfather. Services were held at the St. Jerome Church, 8100 Colfax St., Philadelphia, PA., on June 16, 2004.

Printed Mainline Goes the Way of the Steam Locomotive

The printed version of the REMSA *Mainline*, like the venerable steam locomotive, has chugged its way into history. Starting with this issue, this newsletter is being sent exclusively via e-mail.

The REMSA Board voted to eliminate printed copies to save money for the organization and to ease the paper burden of the members.

Mainline will still be full of information and stories about the maintenance-of-way supply industry, both supplier companies and their railroad customers.

If you're reading this on line, then REMSA headquarters has your correct e-mail address. If you know someone who's wondering why the REMSA newsletter no longer shows up in their mail box, then do that person and the association a favor and remind them to update the e-mail address on file with REMSA.

Comments and criticisms of the electronic form of the newsletter are always welcome. 🌐

HAL Research Committee Checks Progress at April Meeting

The Heavy Axle Load Research Committee held a meeting in Chicago on April 7 to review current and future FAST/HAL experiments.

Several revenue service monitoring tests are currently under way, including:

Rail Wear—Union Pacific

- Testing of the most modern premium rail steels
- Quantify rail wear rates
- Determine rail surface performance
- Correlate data with results from FAST testing
- Engineered ties to control track modulus on bridges

Tie Filler Products—Norfolk Southern

- Evaluate performance of synthetic filler materials

Superelevation Effects—CSX Transportation

- Determine the effect superelevation has on track strength

In addition, the Transportation Technology Center, Inc., is carrying out several tests at FAST. Among the tests are rail performance evaluations; rail weld evaluations; mechanical component test; special track work improved performance designs and materials; steel bridge test; concrete bridge test; rail profile grinding tests; and crosstie and fastener test.

Two mega sites have been selected for future revenue service testing. The idea is to consolidate and initiate revenue testing at these two mega sites, beginning in 2004. The sites are on the UP (South Morrill, NE, coal line) and NS (near Bluefield, WV)

The budget for FAST in 2005 is the same as 2004, but TTCI is hoping for twice as much money in 2005 for revenue-service testing.

Attendees at the session included Bill Wimmer and David Connell, UP; Bill Van Hook, BNSF; Len Allen, FRA; Ray Zenisek, CSXT (by phone); Robert Blank, NS; John Unsworth, CPR; Nigel Peters, CN; and Ron Olds, REMSA. TTCI representatives included Semih Kalay, David Davis, Joseph LoPresti, Richard Reiff, Rafael Jimenez, Duane Otter, Joseph Kristan and Jim Robeda. 🌐



Photos courtesy of Loram Maintenance of Way, Inc.



Events to Note

July 2004

- 11-13** American Association of Railroad Superintendents 108th Annual Meeting. Marriott. Napa, CA. Contact: Pat Weissmann. Phone: 708-342-0210. Website: www.supt.org.
- 20-22** Timber and Steel Railroad Bridge Inspection, Maintenance and Safety. University of Tennessee. Knoxville, TN. Phone: 865-974-5255. Fax: 865-974-3889.
- 25-27** Tie Grading Seminar: Grading, Inspection, Manufacturing, Treating. Railway Tie Association. Holiday Inn Convention Center. Alexandria, LA. Phone: 770-460-5553. Fax: 770-460-5573. E-Mail: ties@rta.org.

August 2004

- 9-11** APTA Intermodal Operations Planning Workshop. The Fairmont Hotel Vancouver. Vancouver, British Columbia, Canada. Contact Betty Travers. Phone: 202-496-4839.
- 16-18** AREMA Committee 1-Roadway & Ballast. Reno, NV. 301-459-3200.
- 10-13** Seventh Annual Texas Transportation Summit. Omni Mandalay Hotel at Las Colinas. Irving, TX. Contact: Jane Card or Stan Lynch. Phone: 972-721-4978 or 214-750-0123. Website: www.texas-transportationsummit.org.
- 23-24** AREMA Committee 7-Timber Structures. Chicago, IL. 301-459-3200.
- 31-Sept. 1** AREMA Committee 4-Rail. Winnipeg, Manitoba, Canada. 301-459-3200.

September 2004

- 13-16** Railway Tie Association 85th Annual Convention. Beaver Creek, CO. Phone: 770-460-5553. Website: www.rta.org.
- 18-22** 2004 Rail-Volution. Los Angeles, CA. Website: www.railvolution.com

- 19-22** AREMA 2004 Annual Conference & Exposition. Nashville, TN. Website: www.arena.org.
- 21-24** InnoTrans 2004. The International Trade Fair for Transport Technology. Berlin, Germany. Website: www.innotrans.de.
- 29-30** International Railway Suppliers' Forum, Union League Club, Chicago, IL. E-mail: conferences@sbpub.com.
- Fall** AREMA Committee 2-Track Measuring Systems, TBA. 301-459-3200.
- Fall** AREMA Committee 34-Scales. TBA 301-459-3200.

October 2004

- 5-8** 1st Libyan International Transport and Logistics Exhibition. Tripoli International Fair Ground, Tripoli, Libya. Contact: J. Kazija. Phone: +44 207 596 5215. E-mail: josko.kazija@ite-exhibitions.com.
- 10-13** APTA 2004 Annual Meeting. American Public Transportation Association. Atlanta Marriot Marquis. Atlanta, GA. Contact: Cara Reeve. Phone: 202-496-4874. Website: www.apta.com.
- 12-14** Railroad Environmental Conference 2004. University of Illinois at Urbana-Champaign. Contact: Kimberley Hagemann. Phone: 217-244-0841. Fax: 217-333-1924. E-mail: rrec@cee.uiuc.edu.
- 19-21** Seventh International Symposium on Railroad-Highway Grade Crossing Research & Safety. Knoxville, TN. Contact: Kathleen Ramsey. Phone: 865-974-5255. Website: ctr.utk.edu.
- 26** Connections Seminar Rail Transit '04. Baltimore, MD. Contact: Bob Tuzik or Gordon Bachinsky. E-mail: btuzik@interfacejournal.com or armgsb@aol.com.
- 26-28** Business on Rails. ITM Expo. Sao Paulo, Brazil. Website: www.revistaferroviaria.com.br.

November 2004

- 2-4** RAILTEX 04. Birmingham, England. E-mail: railtex@macbrooks.co.uk. Website: www.railtex.co.uk.



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