



REMSA MAINLINE

Vol. 8 No. 2 • Official publication of the Railway Engineering-Maintenance Suppliers Association • SUMMER 2005

PRESIDENT

Thomas E. Dickey
ESCO Equipment Service Co.
St. Louis, MO

VICE PRESIDENT

Jonathan D. Reilly
Harsco Track Technologies
West Columbia, SC

SECRETARY/TREASURER

Ronald C. Olds
Plasser American Corp
Chesapeake, VA

PAST PRESIDENT

Dennis C. Wilcox
Pandrol USA, LP
Bridgeport, NJ

DIRECTORS

Robert Andrews 2005
Rocla Concrete Tie, Inc.
Bel Air, MD

Tony B. Chambers 2005
The Burke-Parsons-Bowlby Corp.
Ripley, WV

Paul V. Wilson 2005
Loram Maintenance of Way, Inc.
Hamel, MN

Walter Barry 2006
HIRAIL Corporation
Lisbon, IA

Thomas P. Smithberger 2006
HDR Engineering, Inc.
Alexandria, VA

Scott Brace 2006
RailWorks Track Systems, Inc.
Lakeville, MN

Joseph Carlin 2006
Balfour Beatty Rail, Inc.
Canonsburg, PA

Dwayne Lambing 2006
NORDCO
Kennesaw, GA

EXECUTIVE DIRECTOR


Judi Meyerhoeffer

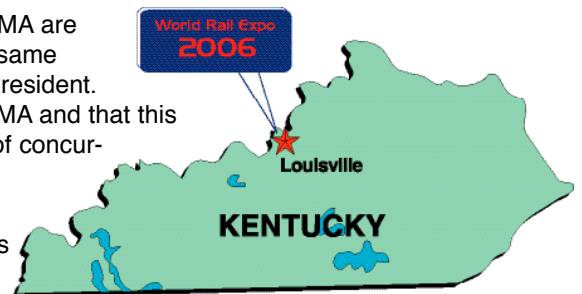
Join REMSA, AREMA in Louisville in 2006

The capitol of the MOW world will shift to Louisville, Kentucky, September 17-19, 2006, as REMSA stages World Rail Expo 2006 at the Kentucky International Convention Center and CSX Transportation's Osborn Yard. At the same time, AREMA will hold its 2006 Annual Conference.

"We at REMSA and our counterparts at AREMA are teaming up to offer concurrent events in the same place," said Tom Dickey of ESCO, REMSA President. "We're excited to be back together with AREMA and that this exhibit marks the return to a two-year cycle of concurrent REMSA/AREMA events.

"This event will be the equivalent of the Kentucky Derby for our industry," he said. "As any horse racing fan knows, getting a good start can be the most important factor in a winning finish. I strongly urge all REMSA member companies to begin preparing for next year's World Rail Expo. When you receive the show's prospectus this Fall, be sure to check it out. It includes applications for indoor and outdoor space, floor and track plans, rate sheets and other important information to help you plan and budget your exhibit. The prospectus will also be on line at www.remsa.org. Space will be assigned on a first-come/first-served basis, so don't put off making your reservations once you have the prospectus in hand to ensure the best possible position. Remember, you can Win if you Place your exhibit at the 2006 REMSA Show."

"The staff at AREMA has been planning and coordinating activities with REMSA on next year's co-located conference and supplier exposition to be held in Louisville," said Amtrak's Walt Heide, this year's AREMA President. "We are excited about getting back together with REMSA to provide an excellent opportunity for people in the railway industry to participate in an AREMA technical presentation conference and a REMSA hands-on/demonstration of products show." 



INSIDE THIS ISSUE

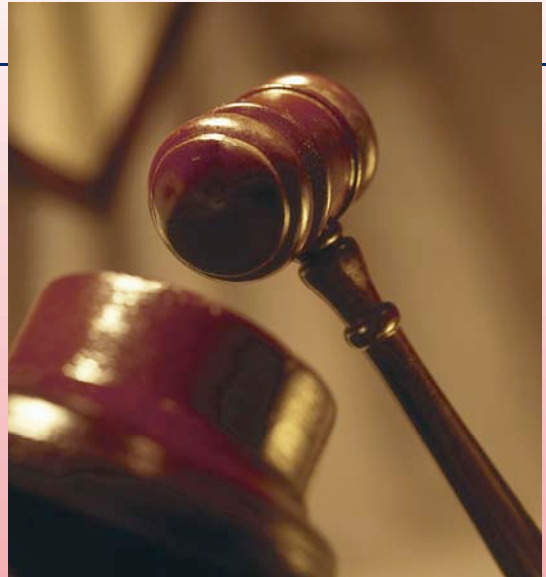
- **Join REMSA, AREMA in Louisville in 2006**
- **REMSA Board Updates Association Bylaws**
- **Correction**
- **REMSA Members Efforts Support War in Iraq**
- **REMSA Member Profile: UNIT Rail Anchor Company**
- **DOT Secretary Mineta unveils National Rail Safety Action Plan**


REMSA Board Updates Association Bylaws

To keep up with changes made over the years, REMSA's Board of Directors revised the association's Bylaws at its April meeting, the first amendments since 1998. The changes bring the Bylaws into compliance with decisions made by the Board over the years and with how the association operates in today's environment. Most, but not all, changes were of a clerical nature, and there were no sweeping changes.

The most important change involved the terms of directors serving on the Board. Directors now serve two-year terms instead of the historical three. In addition, a director may extend his or her term for a second two years, or a total of four years.

Another important change is that the association executive director has been formally charged with being the assistant secretary and assistant treasurer. While the executive director has always acted in this capacity, the Board wanted to formalize the responsibility.



Copies of the most recently revised Bylaws are available to all REMSA members. To obtain a copy, contact the association's offices, 703-241-8514, or via email at home@remsa.org. 

REMSA Members Efforts Support War in Iraq

In addition to prayers and hopes, REMSA member companies are supporting the troops in Iraq and the Iraqi people struggling to get their battered country back on its feet in more concrete ways. REMSA recently surveyed member companies to find out who was doing what to support the efforts in the strife-torn Middle East.


Security is a vital issue in this conflict, so the companies will remain anonymous. One prominent REMSA member company is providing flash-butt welding service. Another company, because of its experience with hydraulically driven air conditioners on MOW equipment, was selected to provide hydraulically driven air-conditioners for heavy-duty Air Force loading/unloading equipment. Still another responder to the survey mentioned working in Iraq as a sales agent for several railroad-related manufacturers.

We salute all REMSA members for their efforts in Iraq, just as we salute the men and women in uniform bravely serving their country in an extremely difficult and dangerous situation.



Correction



In our spring issue, we inadvertently listed Bob Whalen's retirement date as 1958. It should have read 1998. We apologize for the error and regret any confusion we might have caused. 

REMSA Member Profile: UNIT Rail Anchor Company



UNIT Building

The history of the UNIT Rail Anchor Company began with the formation of Hubbard and Company in 1843, with John Hubbard as owner and founder. Hubbard and Company manufactured hand tools for early railroad, mining and industrial use.

In 1925, the Creepcheck Company was started by Ray Dinklage, inventor and patentee of the UNIT spring anchor. Hubbard and Company manufactured UNIT rail anchors, while the Creepcheck Company handled sales and marketing. The anchors were manufactured and sold under the brand name of Unit Anti-Creeper.

In the 1930s, Hubbard and Company purchased the manufacturing and sales rights of UNIT Rail Anchor from the Creepcheck Company. In the 1940s, Hubbard and Company recognized the increasing demand for rail anchors and created a separate division known as the UNIT Rail Anchor Company. In 1954, Charles Dyson purchased Hubbard and Company, including the UNIT Rail Anchor Company division. The company was spun off from Hubbard in 1960 and, later in the decade, Hubbard and Company was dissolved.

In 1969, the Dyson-Kissner Corporation formed Varlen Corporation. The UNIT Rail Anchor Company was sold to Varlen as its first acquisition to form the core of the Corporation.

In the early years of UNIT Rail Anchor Company, manufacturing was located in Pittsburgh. In 1974, the manufacturing facilities were moved to their present location in Atchison, Kansas. Executive and sales offices moved from Hillside, Illinois, to Atchison in 1992.

In 1999, Amsted Industries acquired Varlen Corporation. UNIT, along with Griffin Wheel, Brenco and ASF, is part of Amsted's Rail Products businesses.

In 2002, UNIT purchased the rail anchor business known as True Temper from Chemetron Railway


Products, a subsidiary of Progress Rail. Following the acquisition, rail anchor production was consolidated at Unit's manufacturing facility in Atchison.

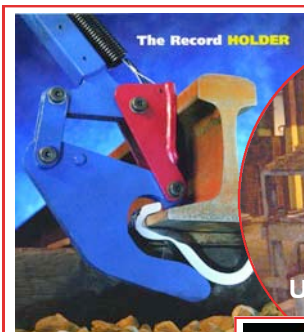
"Mr. Dinklage's original design has evolved into today's UNIT spring anchor, which remains the best choice for unsurpassed retained holding power," said Richard Carlson, president. "In 1978, the UNIT IV, a drive-on anchor, was designed primarily to accommodate the needs of the western railroad market. This development allowed UNIT to become a full-line rail anchor supplier.

"In 1994, the UNIT IV anchor was improved, then replaced with the current UNIT 5 anchor design," he said. "The UNIT 5 anchor improved on the UNIT IV by making hand application easier and providing better performance in frozen-ballast conditions. The UNIT 5 anchor also demonstrated better sliding performance during mechanized tie replacements. Today, the UNIT 5 anchor is the most popular rail anchor in use in North America."

He continued: "Over the past 10 years, UNIT has invested heavily in improved production methods, machinery and computerization of key manufacturing processes. This investment has allowed UNIT to produce a consistent quality product at the lowest cost, which meets the performance demands of customers. UNIT is an ISO 9001 Certified manufacturer and leading producer of rail anchors in North America."

Unit Rail Anchor Company has been a member of REMSA since 1965 and has served the railroad industry exclusively for 80 years.

"We believe our participation in REMSA has helped advance the railroad industry and its suppliers," said Carlson. 



Spring Anchor



UNIT 5 Anchor

DOT Secretary Mineta unveils National Rail Safety Action Plan

By Tom Simpson

Railway Supply Institute

In the aftermath of several high profile accidents and a series of critical articles in the *New York Times* and other publications, DOT Secretary Norman Mineta unveiled a national rail safety action plan that will help prevent accidents caused by human error, improve the safety of hazardous materials transportation, address crew fatigue, deploy state-of-the-art technology to detect track defects and focus federal inspectors on safety trouble spots.

The new national inspection plan would deploy inspectors and resources to safety hot spots. In addition, the FRA is investing in special track inspection cars. Focusing on the movement of hazardous materials by rail, the Secretary has asked the railroad industry to provide emergency responders a ranked list of the top 25 hazardous materials transported through their communities. To help alleviate risk in dark territory, DOT is investigating new devices to detect if switches are in the correct position and in low-cost circuits to detect broken rail.

New FRA Administrator to take office June 1

To help the Secretary implement the new safety action plan, Joe Boardman, previously the head of the New York State Department of Transportation, will be sworn into office on June 1 replacing the acting administrator Robert Jamison. Boardman had been approved by the Senate in late April.


Senate Passes Transportation Bill

The Senate has passed its version of TEA-21 reauthorization that will fund highway and transit programs for the next several years. The \$295 billion package includes increases in funding levels for the Section 130 grade crossing safety program as well as increases in the federal transit program. It did not include changes in federal truck size and weight restrictions now in place. The House of Representatives had passed a \$284 billion transportation reauthorization package in March. The differences between the House and Senate versions of the legislation now must be reconciled in a Senate-House conference, passed again by both Houses and then sent to the president. President Bush has threatened to veto any legislation that exceeds \$284 billion in total spending. The current extension of TEA-21 reauthorization expires at the end of May.

Amtrak Saga Continues

With the Acela brake problem reportedly costing Amtrak \$1 million in lost revenue per week, the future of intercity passenger rail in this country is very much up in the air. The Administration continues to insist that reforms must be enacted by

Congress before it will agree to funding levels. Despite being pushed by Senate Democrats to come up with a number, the Administration has steadfastly refused to do so. The Amtrak Board of Directors has proposed its own reauthorization plan and has asked for a \$1.82 billion federal grant for FY 2006.

While Senator Trent Lott (R-MS) has said that Amtrak reauthorization is one of his top priorities, the chances of reform legislation passing Congress by September 30, 2005, seem remote. Thus the debate over the future of Amtrak rests with the appropriations process again. The House and Senate transportation appropriation subcommittees have held hearings on Amtrak and appear to be ready to support a nationwide system. The issue is whether Amtrak can survive the revenue shortfall the Acela problem has brought to the railroad and whether the appropriators can provide enough money for FY 2006 for the railroad to continue operating. 



Events to Note

June

14-16 8th International Heavy Haul Conference. Rio de Janeiro, Brazil. Phone: +55 21 2512 0666. Fax: +55 21 2511 2085. E-mail: ihhc2005@metodoeventosrio.com.br. Website: www.ihhc2005.com.br.

28 AREMA Committee 9-Seismic Design for Railway Structures. St. Louis, MO. 301-459-3200,

July

11 Trackwork 101. Track Guy Consultants. Charlotte, NC. Contact: John Zuspan. Phone: 724-229-1300. E-mail: trackguy@aol.com.

17-19 American Association of Railroad Superintendents 109th Annual Meeting. Red Lion Hotel, Seattle, WA. Phone: 708-342-0210. Fax: 708-342-0257. Website: www.supt.org.

17-19 (Note change). Tie Grading Seminar. Railway Tie Association. DuBois, Pa. Phone: 770-460-5553. Fax: 770-460-5573. E-mail: ties@rta.org. Website: www.rta.org.

18-22 Geotechnical and Foundation Engineering: Principles and Practices for Civil Engineers and Others. Madison, WI. Contact: C. Allen Wortley. Phone: 608-262-0577. E-mail: wortley@engr.wisc.edu. Website: <http://epdweb.engr.wisc.edu/webG914>.

August

15-17 AREMA Committee 1-Roadway & Ballast, Boston, MA. 301-459-3200.

September

5-8 Railway Tie Association 87th Annual Convention. Hotel Omni Mont-Royal, Montreal, Quebec, Canada. Phone: 770-460-5553. Fax: 770-460-5573. E-mail: ties@rta.org. Website: www.rta.org.

21-23 AREMA Committee 36-Highway-Rail Grade Crossing Warning Systems. Milwaukee, WI. 301-459-3200

25-28 AREMA 2005 Annual Conference and Exhibition. Palmer House Hilton Hotel, Chicago, IL. 301-459-3200. Website: www.arena.org.

25-29 American Public Transportation Association Annual Meeting & Expo. Dallas Convention Center, Dallas TX. 202-496-4888.

October

10-11 Design of Railway Track Systems, Philadelphia, PA. Contact: C. Allen Wortley. Phone: 608-262-0577. Website: <http://epdweb.engr.wisc.edu/webG783>.

November

7-9 EurailSpeed 2005, the Fifth World Congress on High Speed Rail. Milan Italy. +33030-6933 489.

30-Dec. 2 International Rail Forum 2005. Barcelona, Spain. Website: www.railforum.net.

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.