



# REMSA MAINLINE

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## Meet the new REMSA President: Tom Dickey, ESCO Equipment Service Co.

For any president of REMSA, one of the goals is to maintain our membership level and to look for areas where we might gain new members. We have a shrinking railroad supply market, so it's very important to grow that membership within our supply group and to look outside the U.S. and pull in companies, perhaps from Europe. We should also look more aggressively in Canada for companies that would find value in membership in REMSA.

**"Mainline asked Tom Dickey about his goals for his 2005-06 term of office."**

REMSA depends on exhibits to sustain our financial stability, so another one of my goals is to make sure that our exhibits are successful. In my two-year term, we will have two exhibits over which I'll preside. The first, of course, is our new joint venture with NRC in January 2005. NRC will conduct the conference and REMSA will produce the exhibit. We are working very hard to ensure that we make this exhibit meaningful to our membership and to the rail industry. This joint venture with NRC is a new opportunity for us and I believe it provides a new interaction between our membership and the contractors, who are focusing on transit and other rail projects. Exhibitors have an opportunity to line up specific products with specific job requirements for contractors working in transit and other areas. In the future, I want to expand REMSA's horizons, look at different railroad industry groups for inclusion in the association and see if REMSA can provide marketing opportunities to our members in new areas.

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happy holiday

On behalf of REMSA's board of directors, REMSA's staff and myself, I wish all of you a joyous Christmas and a happy, healthy and prosperous new year. Also, I wish all our young men and women serving overseas a safe holiday and a swift return home to your loved ones.

Tom Dickey  
President 2005-2006

We also have three technical papers to be delivered at NRC from REMSA members. This is the first time we've done this and we're excited about it. We hope it will be received positively. If so, we'll probably continue offering our membership a chance to present papers. Perhaps we'll expand and ask AREMA if we could possibly present papers at their conferences in the future.

That's my main goal, to make sure these two exhibits—the REMSA/AREMA event in Louisville in 2006 and the NRC—are successful.


I look forward to working with Walt Heide of Amtrak, the new AREMA president. Dennis Wilcox, our past president, worked hard to establish and maintain a strong partnership with AREMA during his two years as president. I definitely plan to follow his lead in maintaining and growing our partnership with AREMA. The board of directors and I are very excited about being with AREMA every other year. I believe we're now scheduled to meet together through 2010.

Planning is already under way for the 2006 AREMA conference and REMSA exhibit. New goals for that show include continuing to provide an on-line registration and payment system. We are working hard to streamline the forms for that show to make it less complicated, so people understand what the requirements are for equipment as well as the cost. We definitely are working on a simpler move-in/move-out plan out for the outdoor exhibit.

We are trying to erase any past problems in the planning stage. Also, we are looking at ways to cut the costs for the basic exhibitor that are incurred during a regular show setup. We hope that will save our membership additional funds and make this event even more worthwhile to them.

Our scholarship program is one of REMSA's important membership benefits. I plan to work hard to strengthen that and make sure all our members are getting a chance to participate and that everybody has information and an understanding of what the program provides. REMSA has always had a good program with good participation, but I'd like to see even more participation in the future. I feel the scholarship program is really important for our membership.

With the REMSA board, I'm always looking to offer more value to our membership. That's definitely one of my goals, to keep looking for ways we can show our membership more value and strengthen our membership through that. I want to show their dues are going for good causes and we as a board are looking for ways and ideas to help them market their products to the railroad industry. That's our overall basic goal.

My term will be kind of unique in that there will be two shows in two years. If NRC is successful, we'll be looking in the future to do more shows with NRC or other groups in the off years when we're not with AREMA. 

## Rails celebrate legislative victories and look to next year

By Tom Simpson, Railway Supply Institute

Prior to recessing for the election, Congress passed a broad-based corporate tax bill that created a tax credit for short line railroads and repealed the 4.3-cent deficit reduction fuel tax paid by all railroads.

The railroad tax maintenance credit is available to any Class II or Class III railroad, as well as any person who transports property using Class II or III rail facilities. The credit is limited to 50 percent of the amount of qualified railroad maintenance expenditures and is capped by the total of \$3,500 times the number of miles owned or leased by the railroad. Qualifying expenditures include such things as roadbed, bridges, related track structures and signaling.

The 4.3-cent deficit reduction fuel tax

paid by railroads will be phased out over two years, with a one-cent reduction effective January 1, 2005, two cents by July 1, 2005, and the remainder on January 1, 2007. Freight railroads have paid \$2.3 billion in deficit reduction fuel taxes since 1990 and \$174 million in 2003.

Still unfinished and to be dealt with in a lame duck session of Congress beginning on November 15, 2004, is FY 2005 funding for Amtrak. The House of Representatives passed a FY 2005 DOT appropriations bill with funding for Amtrak removed over a point of order that Amtrak authorization legislation had expired. Amtrak was not alone as several other transportation appropriation-funded programs that had not been reauthorized were

not funded as well.

Congress generally sets spending limits and passes transportation policy in authorization legislation and then funds those programs through the appropriations process. Still to be determined is the Senate's funding level for Amtrak and then, in a Senate-House conference, a final funding level for the passenger railroad. Amtrak had asked for \$1.8 billion for FY 2005 and the House was debating a \$900 million figure. Amtrak has said that \$900 million is not acceptable.

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# REMSA, NRC to open the New Year with exhibit, conference in sunny Florida

For the first time in history, REMSA and the National Railroad Construction and Maintenance Association (NRC) are pooling their expertise and talents for a joint exhibit and conference in Miami January 5-9, 2005.

Even though this is a first, preliminary indicators are all highly positive.

"It's always a bit challenging to try something new," said Judi Meyerhoeffer, REMSA executive director. "You constantly wonder if you've plugged all the holes and looked at every angle, three times. And when you have, you move forward. That's what REMSA did when evaluating whether to seek becoming a partner in the tradeshow portion of NRC's annual conference. To date, results are fairly impressive: There are well over 200 registrants and the exhibits have overflowed into the ballroom foyer. The problem is that NRC's room block at the Sheraton Bal Harbour is sold out on several nights, so NRC blocked additional rooms at the nearby Beach House Bal Harbour hotel especially for attendees."

## Among the sessions that should be of particular interest to REMSA members are:

- Breakthrough Innovations in Rail Construction
- New Rail Projects of National Significance
- Transit Construction – DBOM
- Freight Railroad Contracting
- Railroad Safety – New FRA Equipment Rules
- Rail Infrastructure Legislation
- Positive Train Control.

## The list of impressive speakers and presenters includes:

- Richard Timmons, ASLRRRA
- Mort Downey, PB Consulting
- Dale Ophardt, CSX
- Ed Hamberger, AAR
- John Samuels, Norfolk Southern
- Ken Koff, RailAmerica.



Call the hotel at **305-535-8600** or  
e-mail them at [reservations@thebeachhousehotel.com](mailto:reservations@thebeachhousehotel.com) to make  
a guest room reservation. Rates are \$189 per night.  
Be sure to mention NRC when making your reservation to obtain  
the special rate.

The conference will run **January 5-9, 2005**, at the Sheraton Bal Harbour in Bal Harbour, Florida. The tradeshow will be open January 5-7. Visit the REMSA website at [www.remsa.org](http://www.remsa.org) for additional information, or telephone REMSA headquarters, **(703) 241-8514**.

## REMSA Member Profile:

# ESCO Equipment Service Co.

Jim Dickey, Tom Gehr and Tom Kennedy established ESCO Equipment Service Co. in 1962. They started with two offices, one in Chicago and the other in St. Louis. The purpose of this company was to utilize their 30 years experience and knowledge of the railroad industry to provide sales and marketing services to railroad equipment manufacturers.

The three men quickly attracted companies to represent, including Sperry Rail Services, Matisa, Racine Railroad Products and Boutet Thermite Welding. In less than 10 years, ESCO became one of the largest manufacturers' representative companies selling products to the railroad industry.

In 1975, Tom Dickey and Tom Gehr, Jr., joined the company.


Over the years, the company added more offices and a warehouse. ESCO became a company that represented companies nationwide and not only sold products, but also serviced these products after the sale. ESCO helped companies such as Racine Railroad Products and were part owners for many years.

ESCO worked with Holland Co. to help establish its rail welding business as well as its mechanical products in the 1970s and 1980s. With Matweld Inc., in the early 1980s, ESCO became a leader in developing hydraulic hand tools. Before this time, hydraulic tools held little interest in the railroad markets.

For more than 30 years, ESCO has worked with the Boutet welding process owned by Railtech, and is recognized as a leader in the thermite and electric rail welding market. One of ESCO's first products, Ultrasonic Rail Flaw Testing, continues today as the company represents Herzog Rail Services.

ESCO has also developed its own products and holds several patents, as well as representing

Swingmaster cranes and Rosenqvist equipment.

Today, the company is managed by Tom Dickey and Tom Gehr, Jr., with offices and warehouses in Chicago and St. Louis, and six sales and service locations serving the rail industry nationwide. ESCO continues to work with manufacturers looking for new technologies that will advance the railroad industry and to provide field service, training and product demonstrations for these products. 



Have you visited the new REMSA website lately? Thanks to some enhancements to the website ([www.remsa.org](http://www.remsa.org)), members can now renew their memberships, pay dues and update their membership profile online.

Members who want to pay their 2005 dues online can use MasterCard, Visa or American Express. Click on the My Account tab at the top of the homepage and then on the Renew Membership link to bring up a form that should be completed online. There's no need to download and print it out.

Please note a \$20.00 handling charge will be added for all credit card purchases.

In addition, members can now update their online Member Directory and Buyer's Guide information by clicking on the My Account tab, then on the Update Your Listing link and entering a password. From there, updates can be made to all the information that appears on the screen.

Marie Cirillo, REMSA office manager, says that members should keep in mind that buyers use the Member Directory and Buyer's Guide to search for the products, services and equipment that members sell.

"Members should make sure to fully market themselves by writing accurate descriptions of various products and services their companies offer. It's a great advertising tool," says Ms. Cirillo. "We are here to serve our membership, and they should not hesitate to let us know what we can do for them," she said.

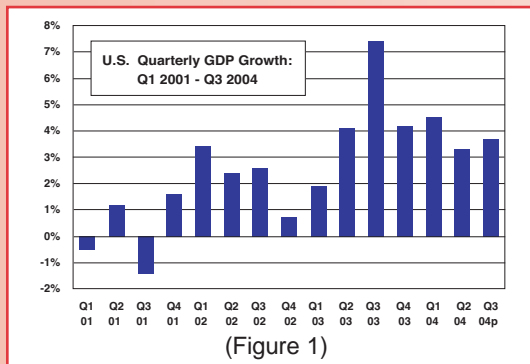
She also hopes that visitors will notice that the website has a slightly new design.

**Pay dues  
online!**

**REMSA's new  
user-friendly website  
does it all**

# Railroads Making Tracks Moving the Economy

Railroads are a classic "derived demand" industry: they can only move traffic that is tendered to them, and that in turn is greatly influenced by the state of the economy. In early 2001—the last time we spoke with Craig F. Rockey, vice president of policy and economics at the Association of American Railroads—the U.S. economy was entering a downturn after a decade of growth. At the time, it was unclear how deep or long the downturn would be. As it turns out, the recession was relatively mild, and the U.S. economy has since enjoyed 12 straight quarters of positive growth (Figure 1). We thought it would be useful to Mainline readers to get back together with Rockey to get his



(Figure 1)

views on where the rail industry has been and where it is going. "The 2001 recession officially ended somewhere around November 2001, but the subsequent recovery was somewhat sluggish: GDP growth averaged just 2.3 percent in 2002. U.S. rail traffic was lackluster too, with intermodal traffic rising 4.6 percent in 2002, but carload traffic falling 0.7 percent," Rockey noted. "The first half of 2003 was nothing special either: intermodal rose 4.3 percent, but carload traffic fell 0.2 percent." "It's been a very different story since

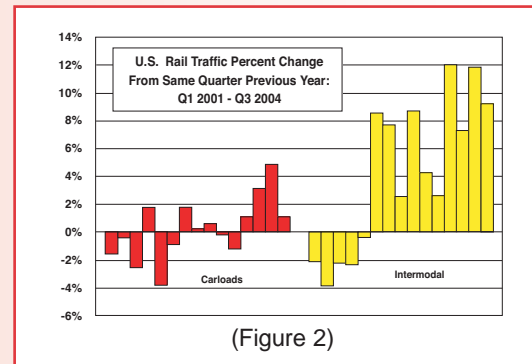
then. From the third quarter of 2003 through the third quarter of 2004, average quarterly economic growth doubled to 4.6 percent." The result? Today, U.S. freight railroads are moving more traffic than ever before.

Railroad traffic data bear this out. "In the 12 months from the fourth quarter of 2003 through the third quarter of 2004, U.S. rail carload traffic growth averaged 2.5 percent (Figure 2). That's up from an average of -0.2 percent in the 12 months prior to that," Rockey noted.

Carload traffic is still the bread and butter for U.S. railroads, accounting for approximately 80 percent of all rail revenue. But intermodal has been the fastest growing segment of rail traffic over the past decade, and in 2003 intermodal actually overtook coal as the top single source of rail revenue for major U.S. railroads. Judging by current trends, intermodal is here to stay.

"We're running out of superlatives to describe intermodal," said Rockey. "The top 20 highest volume intermodal weeks in history have all occurred since April 2004. Everyone benefits from intermodal—shippers and consumers (who gain from intermodal's efficiency and cost-effectiveness), motorists (who gain from reduced highway congestion and emissions, and enhanced safety), and, of course, the railroads themselves. Nearly all the cargo that moves via rail intermodal could instead be moved entirely by truck if rail rates were too high or service unsatisfactory, so intermodal is among the most competitive of all rail markets. Its spec-

ular growth is a testament to the remarkable efforts of rail labor and management to create a product that works."



(Figure 2)

Some might say that the product works too well, as railroads' robust traffic growth in recent months has led in some areas to capacity crunches and service issues. The easy response to these problems is to blame railroads for rationalizing too much track, or not having enough workers, or in some other way not being prepared for the surge in traffic they've seen. Rockey doesn't buy it. "That kind of response is way too simplistic. In hindsight, could railroads have done better? Of course. But to contend that railroads can afford, or that shippers would be willing to pay for, lots of spare capacity (in terms of infrastructure or labor) to have on hand 'just in case' is totally unrealistic. Broadly speaking, railroads try to build and staff for the traffic at hand or soon to be at hand. The traffic railroads are seeing now has been dramatically greater than that expected by both railroads and rail customers. That said, railroads have been working extremely hard, and spending an awful lot of money, to add locomotives, hire and train new employees, build new track and sidings, improve signalization, and take other meas-

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ures necessary to add capacity and ensure a smooth traffic flow. We think the industry has turned a corner and the most significant service issues are behind us."

REMSA members know well that railroading requires vast levels of spending. Rockey reports that from 1980 to 2003, U.S. Class I freight railroad capital spending was \$108 billion. In addition, railroads spend \$10-\$12 billion per year on repairs and maintenance of track and equipment. After depreciation, U.S.

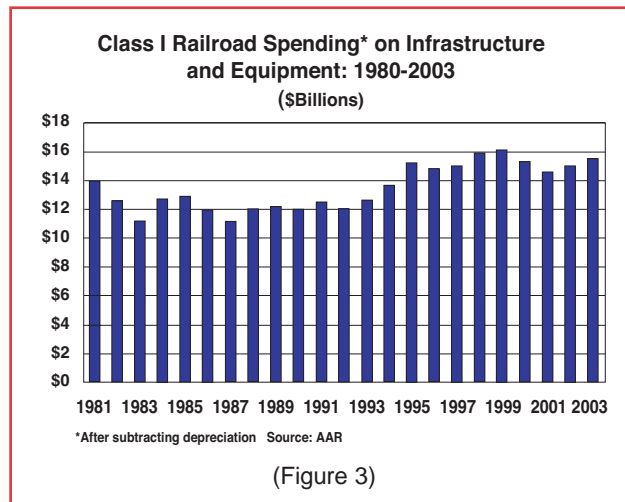
Class I railroads typically invest \$15 billion or more each year—equal, on average, to around 45 percent of their operating revenue—to provide the high quality assets they need to operate safely and efficiently (Figure 3). Short line and regional railroads spend heavily as well.

Rockey notes that "freight railroads are at or near the top among all industries in terms of capital intensity. For example, from 1998 through 2002, U.S. freight railroads spent an average of 17 percent of revenue on capital investment. The comparable figure for U.S. manufacturing as a whole was 3.8 percent. Similarly, net investment in plant and equipment per employee is far higher for railroads than for other industries. The rail figure for 2003—\$569,000 per employee—is more than seven times the average for all U.S. manufacturing (\$78,000)."

U.S. freight railroads are overwhelmingly privately owned and operated. Unlike trucks and barges, they receive little government financial assistance for infrastructure construction and maintenance. Consequently, they must finance their investment needs through their own earnings and from outside capital providers.

However, the fact that railroads con-

sistently fail to earn their cost of capital limits their ability to invest in infrastructure-enhancing projects. As a result, Rockey explains, "Railroads have become increasingly constrained in how much funding they



can devote to infrastructure spending, forcing them to focus on projects that promise a direct, superior economic benefit to the railroads' owners. This financing discipline is necessary and appropriate in a market economy, but it discourages investments that would yield significant public benefits—such as reduced congestion, cleaner air, improved safety, and enhanced mobility—but provide only limited direct financial benefits to the railroad."

Rockey believes this major problem can be partially mitigated through a more pronounced use of public-private financing partnerships for rail infrastructure improvement projects, especially in cases where the fundamental purpose of the project is to provide public benefits or meet public needs.

"Public-private partnerships are not 'subsidies' to railroads," Rockey notes. "Rather, they are a mechanism by which private entities pay for private benefits and public entities pay for public benefits."

The best known existing public-private partnership is the Alameda Corridor, a \$2-billion, 20-mile rail expressway that began operations in

April 2002 connecting the Ports of Los Angeles and Long Beach with rail yards near downtown Los Angeles. According to Rockey, railroads hope that an ambitious \$1.5 billion overhaul of Chicago's rail transportation network, announced in June 2003, will be the next big rail-related public-private partnership. Dubbed CREATE (the Chicago Region Environmental and Transportation Efficiency program), the project is a joint effort between the City of Chicago, the State of Illinois, and freight and passenger railroads. The project's improvements will include the construction of 25 highway-rail crossing separations; six passenger/freight rail flyovers; 50 miles of new track along existing right-of-way; 364 new switches, and 14 automated interlockings. Years of study went into the plan, which is designed to overcome bottlenecks that have slowed passenger and freight trains in the region for years.

"Chicago is a critical transportation gateway, with one-quarter to one-third of all U.S. freight rail traffic moving to, from or through Chicago. Over the next 20 years, freight rail volume in Chicago is expected to increase by roughly 80 percent. Meanwhile, Amtrak serves more than 2 million intercity passengers traveling to or from Chicago annually, and Metra, the local commuter rail system, carries nearly 73 million local passenger trips. CREATE will help us prepare for freight and passenger rail growth, and, at the same time, enhance highway traffic flows in the immediate and regional area," says Rockey. Railroads have pledged several hundred million dollars to CREATE, enough to cover the direct benefits they expect from the project. Work is under way to secure funding corresponding to the public benefits of the project.

We also asked Rockey to briefly review the Washington legislative and regulatory scene.

"Obviously, there is an awful lot that governments at various levels can do


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to help or hinder railroads. The industry's most important recent legislative accomplishment is the elimination of the discriminatory 4.3-cent per gallon federal 'deficit reduction' fuel tax that only railroads and barges paid. Thanks to legislation Congress passed a few weeks ago, this tax, which cost railroads nearly \$180 million per year and some \$2.5 billion in aggregate since it was first established in 1990, will be phased out beginning January 1, 2005. The same legislation also instituted a program of tax credits for short line railroads that will be of enormous help to them as they improve their physical plant to better handle the heavier rail cars that have become the industry standard."

In addition to highlighting the importance of public-private partnerships like CREATE to solve critical transportation problems, Rockey reports that railroads must also continue to fight off attempts to give government regulators control over crucial areas of rail management.

"Reregulation would be ruinous to railroads and to our economy because it would again take away from railroads the opportunity to earn enough to sustain their operations and attract the capital they need to fund their massive spend-

ing requirements. Railroads would be forced to disinvest in their networks and reduce their service offerings. We don't think that's in the best interest of our nation." Rockey also cited security, hazmat routing restrictions and efforts to expand passenger rail in ways that do not detract from freight railroading as among many other issues that will warrant attention in coming months.

"Railroads are absolutely indispensable to our nation," Rockey concluded. "Together with our Canadian and Mexican counterparts, we have a freight rail system that every other country and region in the world can only dream of. But we know we have more to do. We think fairly rapid economic growth is likely to continue, and traffic levels will remain high. We must continue to keep a lid on costs and improve our earnings to the point of earning our cost of capital; invest heavily in plant and equipment; attract and retain skilled employees; get the word out to policymakers and the public about the crucial role that freight railroads play in our lives; and keep our focus on meeting the needs of our customers as efficiently and reliably as possible." 

## In memoriam:


# James M. Williams



James M. Williams, a familiar face in railroad engineering circles, passed away on October 27, 2004. He had more than 30 years of railroad experience with the Elgin, Joliet & Eastern and Illinois Central.


After his retirement from the EJ&E, Williams worked as an independent consultant and suppliers rep for a highway-rail grade crossing manufacturer. In 1997, he joined Niemyer & Associates, P.C. and provided structural engineering services. Williams joined AREMA in 1954 and was elected a life member in 1986. He was a "Member Emeritus" of Committee 8 and Past Committee Chairman of Committee 9. He was an honorary member of the American Railway Bridge and Building Association, where he became a member in 1963 and served in various officer positions, including president of the association in 1984-85. Williams provided construction management for N&A on bridge projects on the Union Pacific and inspected bridges for Indiana Harbor Belt Railroad. He supplied safety training to contractor personnel and observed construction services on fiber projects for UP, Illinois Central and Canadian National.

Williams was a volunteer fireman and EMT for more than 30 years in Park Forest South, IL, and Croton Township, MI. He and his wife participated in missionary work through their church, Bailey Church of Christ in Michigan, traveling to Mexico and Honduras.

He is survived by Margaret, his wife of 54 years; three children, Christine Nordin, Mark Williams and Marianne Schmidt; and five grandchildren. 

## Continued from page 2.

### Rails celebrate legislative victories and look to next year

Also yet to be completed is TEA-21 reauthorization. TEA-21, which expired in September 2003, is the big transportation bill that funds highway and transit programs. The House, Senate and White House could never agree to total funding levels for the bill so the funding levels in the original legislation continue as Congress has passed a series of extensions to keep these important transportation programs funded. In addition to transit and highway funding, TEA-21 funds the Section 130 grade crossing safety program and could be a vehicle to fund the Chicago area CREATE project as well as for truck size and weight increases. In 2005, look for a new Chairman of the House Transportation and Infrastructure's Rail Subcommittee as the current Chairman Jack Quinn (R-NY) did not seek reelection. Also, look for a new Federal Railroad Administrator as well as a new DOT Secretary as the scuttlebutt in Washington is that current Secretary Norm Mineta will resign. 

# Railroader Profile:

## Mysore L. Nagaraja, P.E.

### President, MTA Capital Construction

Mysore Nagaraja, who reports directly to the Executive Director of the New York Metropolitan Transportation Authority, is responsible for advancing the multi-billion dollar capital system expansion projects, including East Side Access, a new Second Avenue Subway and the extension of the No. 7 train to the West Side of Manhattan. He will also spearhead two Lower Manhattan projects, the Fulton Transit Center and the New South Ferry Subway station complex, in addition to overseeing and coordinating the MTA's extensive security capital construction projects.

Prior to becoming President of the Capital Construction Company, he was the Senior Vice President and Chief Engineer of the Department of Capital Program Management at New York City Transit. Under Nagaraja's leadership, CPM has achieved a standard of excellence unrivaled by its peers in the public transportation. For maintaining high and uniform standards for project management and quality, it has achieved the prestigious international ISO 9001 certification. In 1999, CPM was certified as an ISO 14001 agency for successfully implementing an Environmental Management System. This latter certification

flowed from Nagaraja's commitment to ensure that NYC Transit's new facilities are built to environmentally sustainable specifications.

CPM is also the first public agency in New York State to receive the coveted Empire State Advantage Gold Certification. Awarded in 2002, the gold level is reserved for only those organizations in the public or private sectors that have achieved "best-in-class leadership and management systems."

The focus on excellence in managing CPM's many design and construction oversight functions has paid off handsomely. CPM's construction projects are continually improving in design and overall performance. The average deviation from budget at time of award to completion is less than 5 percent and the projected average schedule lag is only three months.


Nagaraja joined New York City Transit as a Project Manager in

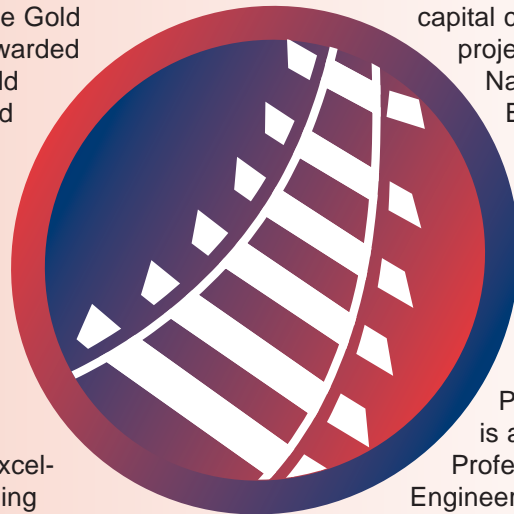
August 1985, was promoted to Assistant Vice President in October 1986 and was promoted to Deputy Vice President in June 1989 and to Senior Vice President and Chief Engineer in 1996.

Prior to joining NYC Transit, Nagaraja managed large capital construction projects.

Nagaraja has a Bachelor's Degree in Engineering from India and a M.S. Degree from Brigham Young University, Provo, Utah. He is a Licensed Professional

Engineer in the States of New York and New Jersey.

He is a fellow of the American Society of Civil Engineers and a Professional member of the American Institute of Steel Construction. In 1998, he received The Milton Pikarski Distinguished Leadership in Transportation Award from City College (CUNY). He resides in Hillsdale, N.J., with his wife, Girija, a speech pathologist, and their two children, Amita and Tejasvi. 



## 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.

# Events to Note

## January 2005

**5-9** NRC Conference and NRC/REMSA Exhibition. Sheraton Bal Harbour Resort, Miami, FL. Contact: Judi Meyerhoeffer, 703-241-8514, Website: [www.remsa.org](http://www.remsa.org), or Chuck Baker, E-mail: [cbaker@nrcma.org](mailto:cbaker@nrcma.org). Website: [www.nrcconference.com](http://www.nrcconference.com).

**6-7** AREMA Committee 11-Commuter & Intercity Rail Systems. Bal Harbour, FL. 301-459-3200

**6-7** AREMA Committee 17-High Speed Rail Systems. Bal Harbour, FL. 301-459-3200.

**20-21** AREMA Committee 8-Concrete Structures & Foundations. New Orleans, LA. 301-459-3200.

**25-26** AREMA Committee 15-Steel Structures. New Orleans, LA. 301-459-3200.

**25-26** Fundamentals of Railroad-Highway Crossings: Engineering, Safety and Trespass Prevention©. Madison, WS. Contact: C. Allen Wortley. Phone: 608-262-0577. Website: <http://epdweb.engr.wisc.edu/webG145>.

**27-28** Land Use Planning for Rail Transit System©. Madison, WS. Contact: C. Allen Wortley. Phone: 608-262-0577. Website: <http://epdweb.engr.wisc.edu/webG598>.

**31-Feb. 1** Railway Security Forum and Expo. Railway Age. Washington Marriott, Washington, D.C. Contact: Jane Potala. Phone: 212-620-7200. Website: [www.railwayage.com](http://www.railwayage.com).

**TBD** AREMA Committee 9-Seismic Design for Railway Structures. TBD. 301-459-3200.

**TBD** AREMA Committee 10-Structures, Maintenance & Construction. New Orleans, LA. 301-459-3200.

## February

**February 7-8** AREMA Committee 7-Timber Structures. New Orleans, LA. 301-459-3200.

**February 7-9** AREMA Committee 1-Roadway and Ballast. TBD. 301-459-3200.

## March

**2** Railroad Day on the Hill/ASLRRA Legislative Dinner. Washington, D.C. Contact: Kathy Cassidy. E-mail: [kcassidy@aslrta.org](mailto:kcassidy@aslrta.org).

**15-16** 10th Annual AAR Research Review. Transportation Technology Center, Inc., Pueblo, CO. AAR: 202-639-2100. Website: [www.aar.org](http://www.aar.org).

**15-17** SIFER 05-Fourth International Railway Industry Exhibition. Lille Grand Palais, Lille, France. Phone: +44 (0) 1707 278 200. E-mail: [sifer@mackbrooks.co.uk](mailto:sifer@mackbrooks.co.uk).

## April

**2-5** ASLRRA Annual Convention. Marriott, Anaheim, CA. 202-628-4500. Website: [www.aslrta.org](http://www.aslrta.org).

**2-6** APTA Commuter Rail Conference. Bonaventure Hotel, Los Angeles, CA. 202-496-4839. Website: [www.apta.com](http://www.apta.com).

## May

**24** AREMA 2005 C&S Technical Conference. Omaha, NB. In conjunction with the RSSI C&S Exhibition (May 25-26). 301-459-3200.

