

## Railroad Day on the Hill done, NRC Auction next



I would like to thank all those who attended Railroad Day on the Hill and those who supported the attendees but could not attend themselves. This event is co-sponsored by the ASLRRRA, AAR, NRC, REMSA, RSI, RSSI and the RTA and is quite an event. More than 400 of us came to Washington, D.C., to make our voices heard, or as the NRC staff likes to tell us, we were there to exercise our First Amendment Constitutional right to petition the government for a redress of our grievances.

The main focus for the day was to impress upon our representatives and senators in Congress the importance of the shortline railroad rehabilitation tax credit, our opposition to an increase in the size and weights of trucks on our highways and our opposition to changes in the antitrust law that would subject the railroads to excessive and duplicative regulation.

Regarding the shortline railroad tax credit, we urged members of Congress to co-sponsor H.R.721 and S.672 and had great success. Currently, H.R.721 has 251 co-sponsors, which is a huge number for a bill and is well over half of the House, and S.672 has 45 co-sponsors, quickly approaching our magic number of 51 senators.

Regarding our opposition to increased regulation of the railroads, we found broad support on Capitol Hill for the idea that freight railroads are an American success story and to support the growth, a balanced and stable regulatory environment must be maintained. Freight railroads are hiring by the thousands, are spending a record \$13 billion on capital expenditures in 2012 and providing crucial service to thousands of shippers every day. We helped convince lawmakers that this success story can only continue under a stable regulatory regime and we are pleased to see that no re-regulation or antitrust changes are contained in either the House or Senate surface transportation reauthorization bills.

Regarding the size and weight of trucks, we are also pleased to see that both the House and Senate surface transportation reauthorization bills propose to study the issue before making any dangerous and counter-productive changes to these limits. Heavy trucks are already subsidized and increasing their weight and length would increase that subsidy and compete unfairly against the privately financed freight railroads. Bigger and heavier trucks are unsafe and unwise, they're bad for the roads and bad for the rail industry, the American public is solidly against them and Congress was wise to drop the idea.

If you made it to Railroad Day on the Hill this year, I thank you on behalf of the NRC. If you didn't make it, please consider attending next year. It's tentatively scheduled for March 14, 2013 in D.C.

Final preparations for the NRC 2012 Auction are under way. The auction is set for Thursday, April 26, 2012 at the RailWorks/E&L Paving Facility in LaPorte, Ind. Equipment inspection will be available all day on Wednesday, April 25. The NRC will also host a social event Wednesday evening from 5p.m. to 11p.m. at the Best Western LaPorte Hotel. If you have equipment you would like to consign or donate to the auction, contact Buck Giese of RailWorks Corporation at (917) 692-7825 or [EGiese@railworks.com](mailto:EGiese@railworks.com). A small portion of proceeds from sale of the consigned equipment, or 100 percent of the sale price of donated equipment, will go the NRC Safety, Training and Education Fund. This safety fund helps pay for the production of NRC Safety DVDs among other valuable NRC safety efforts. Your company will receive the tax deduction benefits of any contribution. Information on the NRC auction is online at <http://www.nrcma.org/go/auction>.

Work safe and keep those around you working safe.

by Terry Benton,  
NRC Chairman



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