



The Voice of the Railroad Construction Industry

NRC Bulletin - April 29, 2015

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Table of Contents

[Save the Date: Railroad Day on Capitol Hill is June 4, 2015](#)

[New Member Profiles: FNF Construction, Inc., Nossaman LLP, and Rush Crane and Refuse Systems Int'l](#)

[U.S. Congressman Jerry McNerney Tours Stockton Terminal and Eastern Railroad, Discusses the Importance of Short Line Railroads and the Rail Contracting and Supply Industry to the Local Community](#)

[U.S. Congressman Steve Cohen Tours Atlantic Track's Memphis Facility, Discusses Facility's Plans to Expand and the Memphis Rail Market](#)

[NRC Legislative and Regulatory Update from NRC President Chuck Baker](#)

[Northeast Corridor Agencies Debut Five-Year Capital Improvement Plan](#)

[CN Q1 Profit Rises, Will Boost Infrastructure Investment](#)

[STB Posts Draft Environmental Statement for Proposed Montana Rail Line](#)

Save the Date: Railroad Day on Capitol Hill is June 4, 2015

The next Railroad Day on the Hill is June 4, 2015. Railroad Day on the Hill has proven to be the single most effective way to get our legislative message to Congress. The size of the event, the geographical diversity of the participants, and the unified railroad industry message has focused Congress on our issues like never before.

Who Should Attend?

Attendance is open to all Class I, II, and III railroad personnel, shippers, state and local government representatives, as well as members from the contractor and supplier community with an interest in furthering the political goals of the railroad industry.

Registration:

<https://member.aslrra.org/aslrra/RRDay2015/>

The Railroad Day event registration is free, and the Thursday evening reception and dinner are \$235. This reception and dinner continues to be an annual highlight in the rail community. Please register as early as possible so we can schedule you on Hill visits. It is much easier to request meetings and put the schedule together when we know well in advance who is going to be there.

Railroad Day Schedule for Thursday, June 4

6:30am - Railroad Day Registration Begins

7:00am - 8:30am - Railroad Day Orientation. Continental

Breakfast served; Pick up Hill appointment lists and leave behind materials

8:30am - Appointments start and group goes up on the Hill

9:00am - 4:30pm - Hill Appointments Take Place. Recharge in between appointments in our two Hill Lounge areas, one on the

[FRA Announces Grants for Grade Crossing, PTC and Passenger-Rail Projects](#)

[\\$967M RRIF Loan to Help Metro-North, LIRR Install PTC](#)

[Five Teams to Bid On Fourth Construction Package for California High-Speed Rail](#)

[FRA Releases Statistics Showing 2014 Safest Train Operations Year On Record](#)

[L.B. Foster Acquires TEW Engineering Ltd.](#)

[Koppers Secures Contract Extensions with BNSF, CSX](#)

Senate side and another on the House side

6:00pm - 9:00pm - Legislative Reception & Dinner w/Entertainment

Questions?

- **Hill Appointments:** Maitland McManus at maitland.mcmanus@cch-llc.com or 202-715-1258. If there are specific Congressmen or state delegations that you wish to be scheduled with, please contact Maitland. Otherwise, we will schedule you to the best of our ability based on your business locations and activities.
- **Registration:** Kathy Cassidy at kcassidy@aslrra.org or 202-585-3443.

[Click Here to Return to the Top](#)

New Members

FNF Construction, Inc.



www.fnfinc.com

Nossaman LLP



www.nossaman.com

Rush Crane and Refuse Systems Int'l



www.rushcranesystems.com

NRC New Member Profiles

FNF Construction, Inc., established in 1984, provides heavy-highway construction and general engineering work, both as a general contractor, subcontractor and manufacturer/producer of aggregate and asphalt rubber binder. FNF specializes in new construction, widening, and paving/roadway rehabilitation of freeways, roadways, and bridge structures. FNF also serves Construction Manager at Risk, Design-Bid-Build, and Design-Build clients throughout the southwestern United States.

For more information contact Jason Ruskey, 480-784-2910, sgray@fnfinc.com.

Nossaman LLP advises railroad industry clients on a wide range of regulatory issues, including railroad safety compliance and waivers; hazardous materials transport compliance; federal approvals for railroad construction projects and line acquisitions; the scope of federal railroad labor, employment and retirement laws; and compliance with the wide array of laws applicable to recipients of federal funding. The Nossaman LLP Infrastructure Practice Group has worked on the delivery and implementation of major infrastructure projects in more than 30 states and several foreign countries.

For more information contact Kevin Sheys, 202-887-1420,

NRC Toolbox Talks

The NRC Safety Committee has revised and updated the NRC's Toolbox Talks. They are available for download at: <http://www.nrcma.org/safety>.

A version is available in PDF format as well as in Microsoft Word so that NRC member companies can make company or job specific changes.

ksheys@nossaman.com.

Rush Crane and Refuse Systems Int'l has been providing crane truck and roll-off truck services since 1965. Rush Crane Systems is a crane truck specialist providing a complete one-stop source for rental, sales, parts and service. They represent top crane manufacturers including National, Manitex, Fassi Knucklebooms and Jekko. They also carry a full line of Peterbilt and International trucks to provide a total solution when you need to purchase a crane system. Rush Refuse Systems specializes in roll-off trucks from leading manufacturers such as Galbreath, G&H, and Heil with tarper options from O'Brian, Pioneer and Roll-Rite. In addition, Rush Truck Centers is a provider for the commercial vehicle industry with over 100 locations from coast to coast.

Member-Get-A-Member Campaign

Help Grow the NRC and Strengthen our Voice

Three options to help recruit new members:

1. Reply to this email with names and contact information of potential members and we'll send them a membership information package.
2. Make a quick introductory call, email the potential member and CC mbell@nrcma.org.
3. Direct a potential new member to www.nrcma.org where they can learn more about the NRC and join online.

For more information contact Ben Beaty, 281-253-4560, beatyB@Rush-Enterprises.com.

[Click Here to Return to the Top](#)

U.S. Congressman Jerry McNerney Tours Stockton Terminal and Eastern Railroad, Discusses the Importance of Short Line Railroads and the Rail Contracting and Supply Industry to the Local Community

On 4/8/15, U.S. Congressman Jerry McNerney joined representatives from the Stockton Terminal and Eastern Railroad (STE), OmniTRAX and the NRC for a tour of the ST&E's facility. The NRC organized the event.

Upon his arrival, Congressman McNerney participated in a meet-and-greet with ST&E and its customers, including Kinder Morgan/Watco Plant Manager Robb Johnson, Kinder Morgan/Watco Business Development Manager Steve Sheldon, Agro-Culture Liquid Fertilizers Operations Manager Armando Gutierrez, R & B Foods Plant Manager Ivo Shoguhn. Following the meet-and-greet, Congressman McNerney had the opportunity to take a locomotive ride and see the inner-workings to the locomotive cab and the businesses served by the ST&E.

Visit the NRC Bid Notifications page on the NRC website at:

Publicize your Rail Industry
Event on
www.nrcma.org/industry_calendar

If you would like to submit an
event for posting on the Industry
Calendar, please email
info@nrcma.org.

View our profile on [LinkedIn](#)

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Congressman McNerney with Stockton Terminal and Eastern Railroad personnel and customers

Additional attendees included NRC VP of Grassroots Advocacy & Events Ashley Bosch and NRC Member A&K Railroad Materials Western Region Sales Manager Jeff Long.

ST&E provides freight rail service to the greater Stockton area, with their 25 miles of track connecting to the BNSF, Union Pacific, and the Central California Traction Company. ST&E supports the transportation needs of multiple industries that call Stockton home, including: agriculture, asphalt, cement, chemical transportation, food processing, lumber, steel, and many others. ST&E connects these industries to the national freight rail network and allows for local Stockton businesses to move their goods more safely, efficiently, and cost-effectively.

Shortly after seeing the benefits that the ST&E provides to the local community, Congressman McNerney joined 136 of his House colleagues as a co-sponsor of H.R. 721, the short line railroad tax credit bill, which helps incentivize short line railroads such as the ST&E to invest as much as possible into their infrastructure.

[Click Here to Return to the Top](#)

U.S. Congressman Steve Cohen Tours Atlantic Track's Memphis Facility, Discusses Facility's Plans to Expand and the Memphis Rail Market

On 4/9/15, U.S. Congressman Steve Cohen (R-TN-09) joined

representatives from Atlantic Track and the National Railroad Construction and Maintenance Association (NRC) for a tour of Atlantic Track's Memphis operations and facility. The NRC organized the event.

Upon his arrival, Congressman Cohen was greeted by Atlantic Track's team including President Peter Hughes, Vice President of Engineering and Operations Jeff Grissom, Railroad Products Manager Pat Reilly, and Office Manager Laura Chitwood.

Additional attendees included NRC VP of Grassroots Advocacy & Events Ashley Bosch and University of Memphis Intermodal Freight Transportation Institute Professor Martin E. Lipinski, Ph.D., P.E.

The Congressman had the opportunity to take a tour of Atlantic Track's Memphis facility where they manufacture turnouts, special track work, transit rail products, compromise rails, movable bridge joints, track panels and more. Atlantic Track provides material for Class I and short line railroads, transit agencies, rail contractors, and end users in the U.S., Canada and worldwide.



From left to right: Congressman Steve Cohen, Atlantic Track Vice President of Engineering and Operations Jeff Grisson, and Atlantic Track President Peter Hughes

With five Class I railroads, Memphis is one of the nation's largest rail hubs. In order to meet the growing demand for quality rail products at home in Memphis and overseas, Atlantic Track plans to break ground this month to expand their Memphis facility. The

new addition to their facility will house a \$3.7 million state of the art machining center which will yield new jobs and economic activity in the area.

"I am pleased to see Memphis businesses like Atlantic Track expanding due to international demand" said Congressman Cohen. "Their success is creating good-paying jobs right here in the 9th District, and I enjoyed this opportunity to visit their facility."

Congressman Steve Cohen is a member of the Judiciary Committee, Transportation and Infrastructure Committee and the Subcommittee on Railroads, Pipelines and Hazardous Materials.

[Click Here to Return to the Top](#)

These congressional visits are coordinated and executed by the NRC staff, for more information on NRC Grassroots Events, please visit: www.nrcma.org/go/Grassroots

NRC Legislative and Regulatory Update from NRC President Chuck Baker

Passenger rail/Amtrak Re-Authorization: The passenger rail/Amtrak reauthorization bill (<https://www.congress.gov/bill/114th-congress/house-bill/749>) that passed out of the U.S. House of Representatives on March 4 still awaits action in the Senate, but we expect to see a draft emerge from the Senate shortly. We are expecting that the Senate bill will contain some additional positive provisions beyond what was included in the House version. The NRC will continue to work to further improve the bill before passage into law.

Surface Transportation (MAP-21) Re-Authorization: The current legislation, which funds the Highway Trust Fund and the Mass Transit Account (essentially all federal funding for rail transit other than New Starts), expires May 31, 2015. Re-authorization discussions are underway, but the key issues of funding source and funding levels are unresolved. At current rates, the HTF and MTA spend about \$53B/year while only taking in \$35B/year.

Beyond overall funding levels, specific provisions of interest to

the NRC that will be considered include:

- Intercity passenger rail funding
- Multimodal freight project funding
- Flexibility for State DOTs to use non-gas tax funds for rail projects
- Expediting project delivery
- Maintaining dedicated funding for the Section 130 grade crossing program
- Funding a PNRS/TIGER program
- PTC funding and implementation issues
- Expanding TIFIA
- Infrastructure Bank/Infrastructure financing authority

House and Senate action awaits. An extension of current law past May 31 is extremely likely, with the big question being just the length of the extension. And then the bigger question looming of how to fund this program when the extension deadline approaches.

Short line Tax Credit: Legislation to extend the short line railroad tax credit bill continues to gain co-sponsors. H.R.721 (<https://www.congress.gov/bill/114th-congress/house-bill/721>) now has 156 co-sponsors and S.637 has 18 co-sponsors. Action likely won't be until much later this year.

Positive Train Control: The Senate Commerce Committee passed a bill on March 25 (<https://www.congress.gov/bill/114th-congress/senate-bill/650>) that would delay the PTC implementation deadline from 2015 until 2020, with 2 additional 1 year extensions available on a case-by-case basis. A smaller group of Senators introduced a competing bill on April 16 (<https://www.congress.gov/bill/114th-congress/senate-bill/1006>) that would only offer 3 possible 1 year extensions on a case-by-case basis. Negotiations to settle on a compromise between those positions is the next step.

Surface Transportation Board/regulation: The Senate Commerce Committee also passed a freight rail economic regulation bill on March 25 (<https://www.congress.gov/bill/114th-congress/senate-bill/808>), which would re-authorize the Surface Transportation Board and make some changes to the economic regulation of freight railroads. While the NRC generally believes that the current balanced regulatory system is working well, and thus is not actively supporting this bill, we also recognize that this

bill falls short of a drastic re-regulation of the industry, and thus we are also not actively opposing the bill either. Further Senate and House action awaits.

Environmental Permitting: Senator Roy Blunt (R-MO) and Sen. Manchin (D-WV) introduced S.769, the Track, Railroad, and Infrastructure Network (TRAIN) Act

(<https://www.congress.gov/bill/114th-congress/senate-bill/769>) on March 18, which would streamline the environmental permitting for freight and passenger rail projects. The bill would ensure that historic preservation protections do not apply to active rail line, and also provide more efficient project development procedures for rail projects that require federal approval, similar to the process created for highway and transit projects in MAP-21. The NRC supports this commonsense legislation. Senate Commerce Committee, full Senate, and then House action awaits.

Rail-Term "Rail Carrier" Case:

As a reminder, the STB recently re-affirmed its decision in the Rail-Term case that Rail-Term is indeed a rail carrier. Rail-Term is appealing the case in Federal court, and the NRC is still considering in what way to participate in the appeal.

Local Hiring: As a reminder, the USDOT issued this release regarding allowing for local hiring preferences in competitive contracting:

<http://content.govdelivery.com/accounts/USDOT/bulletins/f52882>.

As summarized in the Federal Register: "The USDOT proposes to amend its regulations in 2 CFR Part 1201 implementing the Government-wide Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards to permit recipients and subrecipients to impose geographic-based hiring preferences whenever not otherwise prohibited by Federal statute." The NRC will work with other major contracting organizations, such as the AGC, to oppose this rule. Our concerns are that this would decrease the ability of NRC member contractors to use your own trained and experienced personnel, would raise hiring costs, would raise employee turnover, and would risk safety.

Fiscal Year 2016 Transportation Appropriations:

The House has now marked up its FY16 transportation appropriations bill. Not surprisingly given the tight overall budget for domestic discretionary investments and allocation given to the

transportation sub-committee, the funding for the accounts that the NRC is most interested in is insufficient:

	FY14 Actual	FY Actual	Administration FY16 Proposal	House FY16 Proposal
TIGER	\$600M	\$500M	\$1,250M	\$100M
FRA including Amtrak	\$1,603M	\$1,626M	\$2,693M	\$1,264M
High Performance Passenger Rail	\$0	\$0	\$2,325M	\$0
FRA Grade Crossing/Track Improvement for Energy Lines	\$0	\$10M	\$0	\$0
FTA New Starts	\$1,943M	\$2,120M	\$3,250M	\$1,921M
FTA Formula Funds	\$8,595M	\$8,595M	\$13,914M	\$8,595M

The NRC, along with many other groups, will look to work with Congress to increase the funding for these accounts before enactment into law later this year. The best hope likely lies in a "grand bargain" that Congress would need to strike, which would result in increasing the budget caps for both defense and domestic discretionary investments, with the possibility of reduced entitlement spending as an offset.

Truck Size and Weights:

After a highly visible and public debate in 2012, MAP-21 did not change TSW limits but instead included a two year study of the issue. The results of that study are still pending. In the meantime however, advocates of larger and heavier trucks continue to push to make piecemeal changes in State laws, and also to make changes to Federal law through the appropriations process. The NRC will continue to oppose these changes, with the opposition being led by safety groups.

PHMSA/FRA Crude by Rail Rulemaking: As a reminder, a Notice of Proposed Rulemaking (NPRM) was released back on

July 23, 2014, which addressed

- New standards for oil tank cars and phase out schedule of existing DOT-111 tank cars
- Electro pneumatic braking requirements
- Speed restrictions for key trains containing 20 or more loaded tank cars
- Train attendance rules
- Rail integrity inspections to reduce the number of derailments

The AAR and ASLRRA both offered extensive comments opposing and supporting various provisions of the rule. A final rule is expected to be released very shortly. The NRC is optimistic that the tank car and speed restriction portions of the rule will be reasonable, but is concerned that there will be expensive and ineffective electronically controlled pneumatic braking requirements.

[Click Here to Return to the Top](#)

Northeast Corridor Agencies Debut Five-Year Capital Improvement Plan

Various regional transit and government agencies released a five-year capital plan for the Northeast Corridor (NEC).

Amtrak, the U.S. DOT and eight commuter rail agencies are among those that have signed onto the plan to address the region's aging infrastructure. The plan covers a wide swath of improvement projects, from basic repairs, such as replacing old ties, to major rehab efforts on the region's bridges and tunnels.

An estimated \$21.1B is needed to fully fund both types of projects, officials said.

Several of the plan's projects are fully funded, such as station improvements for SEPTA and the MBTA, while others are "shovel ready" but lacking funds. Replacing the century-old Portal Bridge North, which traverses the Hackensack River in New Jersey, is one of the plan's currently unfunded projects.

The agencies behind the plan say it would add about 42,200 jobs per year, with most new hires in the manufacturing and construction fields. Infrastructure projects would also improve overall reliability and efficiency of the area's rail network, officials said.

In an executive summary for the plan, officials said that loss of service along the NEC for a single day could cost the U.S. \$100M in congestion and loss of productivity.

Source: DOT, Amtrak, Progressive Railroading

[Click Here to Return to the Top](#)

CN Q1 Profit Rises, Will Boost Infrastructure Investment

Within its Q1 earnings announcement, Canadian National announced that it would raise its planned capital spending for the year to \$2.7B (CAD), up \$100M from a previously announced forecast of \$2.6B.

CN posted a solid performance in Q1 2015, which saw net income increase 13% to \$704M, compared with net income of \$623M in Q1 2014.

Q1 revenue increased 15% to \$3.1B from \$2.69B; revenue ton-miles grew by 7%; and carloadings increased 9%. The operating ratio for Q1 2015 improved by 3.9 points to 65.7 from 69.6 in Q1 2014.

CN lowered its forecast for growth in energy-related products, namely crude oil and frac sand. It now assumes shipments of those two commodities will grow by 40,000 carloads versus 2014, compared with its assumption announced Jan. 27 of 75,000 carloads for 2015.

The company assumes total carload growth for all freight categories in 2015 will be 3%, compared with its Jan. 27 forecast of 3-4%.

Sources: CN, Progressive Railroading

[Click Here to Return to the Top](#)

STB Posts Draft Environmental Statement for Proposed Montana Rail Line

The Surface Transportation Board's Office of Environmental Analysis (OEA) issued a draft Environmental Impact Statement (EIS) for the Tongue River Railroad Co.'s proposed construction of a 42-mile line in Montana.

The draft EIS analyzes the potential environmental impacts that could occur if the railroad builds the line, which is proposed to run between Colstrip, MT, and the Ashland/Otter Creek areas of the state.

The OEA is soliciting public comment on the statement until June 23. Beginning June 8, OEA and other agencies will host hearings in Ashland, Miles City, Colstrip, Lame Deer and Forsyth, MT, to receive public opinions on the draft. Two online public hearings will be held June 17.

Sources: Surface Transportation Board, Progressive Railroading

[Click Here to Return to the Top](#)

FRA Announces Grants for Grade Crossing, PTC and Passenger-Rail Projects

The Federal Railroad Administration (FRA) has awarded \$21.2M in grants for projects designed to improve grade-crossing safety, implement positive train control (PTC) and invest in passenger-rail service.

The eight grants were awarded as part of a Notice of Funding Availability that the FRA issued in July 2014 to distribute new fiscal-year 2014 Omnibus federal funding, as well as unobligated funds from the High-Speed Intercity Passenger Rail Program.

Grants awarded for crossing projects went to the Caltrans for the Pacific Surfliner Chesterfield Drive crossing (\$2.2M) and the Illinois DOT for the Ash Street underpass in Springfield, IL (\$2M).

Caltrans and IDOT also received grants for passenger-rail projects: Caltrans, \$2.98M, for the Coachella Valley-San

Gorgonio Pass corridor investment plan; and IDOT, \$3M, for the Chicago Union Station terminal planning study.

Entities receiving grants for PTC implementation projects are:

- * ARINC Inc., for implementation of a PTC shared network and user support, \$4.9M;
- * New York Metropolitan Transportation Authority, for PTC on Metro-North Railroad's Hudson Line, \$3M;
- * Amtrak, for wireless communication and key management implementation, \$2.64M;
- * Transportation Technology Center Inc. (TTCI), for PTC implementation of interoperable train control messaging security, \$432,000.

Sources: Federal Railroad Administration, Progressive Railroading

[Click Here to Return to the Top](#)

\$967M RRIF Loan Approved to Help Metro-North, LIRR Install PTC

The Federal Railroad Administration has approved a Railroad Rehabilitation and Improvement Financing (RRIF) loan of \$967.1M to the New York Metropolitan Transportation Authority (MTA), which will finance the installation of positive train control on the Long Island Rail Road (LIRR) and Metro-North Railroad.

"This loan is a dramatic investment in the MTA - one that will make trains safer for all riders on Metro-North and the LIRR," New York Gov. Andrew Cuomo said. "With this infusion of funding, crews will be getting to work on individual cars and along hundreds of miles of track to install state-of -the-art technology that can save lives. This loan could not have been possible without the hard work and support of USDOT Secretary Anthony Foxx and Acting FRA Administrator Sarah Feinberg and I thank them on behalf of all MTA commuter rail customers for helping us make this important advancement possible."

Metro-North and the LIRR are in the process of implementing the technology, which includes the installation of on-board components for 1,455 rail cars and transponders alongside 588 route miles of track. In November 2013, the MTA awarded a

contract to a joint venture of Bombardier Transportation and Siemens Rail Automation to act as a systems integrator that will provide the design, furnish equipment and ensure that the system functions as intended. LIRR and Metro-North forces and some third party contracts will support installations of wayside, office, communications and on-board equipment. Installation of PTC on Metro-North territory in Connecticut will be funded by the Connecticut DOT.

The loan is subject to MTA Board approval on April 29 and final closing in May. MTA will issue its Transportation Revenue Bond directly to the FRA and will repay the obligation over 22.5 years at a fixed interest rate of 2.38%.

Sources: Federal Railroad Administration, MTA, RT&S

[Click Here to Return to the Top](#)

Five Teams to Bid On Fourth Construction Package for California High-Speed Rail

The California High-Speed Rail Authority (CHSRA) received five qualified bids for Construction Package 4 (CP 4) - the next 22-mile phase of construction through the counties of Tulare and Kern and the cities of Wasco and Shafter.

"These five teams represent some of the best in the business for delivering California's high-speed rail program," said CHSRA Chief Executive Officer Jeff Morales. "The amount of interest we receive about the high-speed rail program indicates a competitive market and interest from respected industry leaders who want to be a part of construction and delivery of the first high-speed rail system in the nation."

The teams include California Rail Builders (Ferrovial Agroman US Corp.); Central Valley Connection Builders (FCC Construcción S.A. and Corsan-Corviam Construcción S.A.); Dragados/Flatiron Joint Venture (Dragados USA, Inc., and Flatiron West Inc.); Salini Impregilo/Security Paving Joint Venture (Salini Impregilo S.p.A. and Security Paving Company, Inc.) and Tutor Perini/Zachry/Parsons a Joint Venture (Tutor Perini Corporation, Zachry Construction Corporation and Parsons Transportation Group Inc.)

The five bids represent the completion of the first part of a two-phase procurement process for CP 4. In November 2014, CHSRA issued a Request for Qualifications for CP 4. In March, five teams submitted Statement of Qualifications that underwent an extensive review process lead by CHSRA staff. That process established the list of qualified teams based on experience, technical competency, project understanding, ability to perform and other factors.

These five firms are now eligible to submit formal proposals. CHSRA anticipates releasing an RFP in the coming weeks.

Work on CP 4 will extend approximately 22-miles through the Central Valley beginning one mile north of the Tulare/Kern County line to Poplar Avenue north of Bakersfield with an estimated cost of \$400 to \$500M.

The selected design-build firm will be responsible for all work required to design and construct the CP 4. The work will include construction of at-grade, retained fill, and aerial sections of the alignment, relocation of four miles of BNSF tracks, construction of waterway and wildlife crossings and roadway reconstructions, relocations, and closures.

Sources: CHSRA, RT&S

[Click Here to Return to the Top](#)

FRA Releases Statistics Showing 2014 as Safest Train Operations Year On Record

The most recent safety statistics released by the Federal Railroad Administration (FRA) show that 2014 was the safest year on record for train operations in the United States, in terms of both the number of accidents and the accident rate per million train-miles, due to a variety of causes. These numbers include passenger rail.

Track-caused accidents declined 10%, dropping from 565 in 2013 to 506 in 2014. The track-caused accident rate dropped 12% from 2013, and has dropped 54% since 2000.

Equipment-caused accidents fell 4%, from 229 in 2013 to 219 in 2014. The equipment-caused accident rate fell 6% from 2013;

44% since 2000.

Human-factor accidents dipped 5%, from 690 in 2013 to 657 in 2014. The rate for human factor-caused accidents declined 4% from 2013; 44% since 2000.

Total train accidents decreased 5%, from 1,822 in 2013 to 1,736 in 2014. The total train accident rate was down 7% compared with 2013; 45% since 2000, a new low.

"The FRA statistics show that while freight railroads moved more products in 2014 than any time since 2007, the focus on safe train operations remained front and center through technological improvements, company-wide safety programs, and ongoing record spending back into rail operations," said AAR President and CEO Ed Hamberger. Since partial deregulation in 1980 under the Staggers Rail Act, "\$575 billion has been spent on maintaining and modernizing our 140,000-mile rail system with \$29 billion planned to be injected into rail infrastructure and equipment in 2015," he noted. The freight rail industry is working all out to prevent any train incident, large or small. It is an ongoing 24/7 commitment and our goal remains zero accidents. Freight railroads are always looking to further advance safety and will continue to move forward with safety-focused initiatives and cutting-edge research and development."

Sources: Federal Railroad Administration, Railway Age

[Click Here to Return to the Top](#)

L.B. Foster Acquires TEW Engineering Ltd.

L.B. Foster Company has acquired TEW Engineering Ltd. of Nottingham, U.K., a 100-year-old engineering firm that designs, manufactures, and supports such applications as control panels, mimic diagrams, dynamic displays, passenger information systems, wayside signaling, and automation solutions for rail markets and other major industries. "The addition of the TEW Group to L.B. Foster provides an ideal platform for L.B. Foster's further expansion into international rail markets," said L.B. Foster Rail Business Senior Vice President John Kasel. "The addition of the TEW engineering team enhances our unique product

application and automation solutions capabilities."

Sales for TEW Engineering were approximately \$16.9M in 2014. L.B. Foster expects the acquisition to be accretive to earnings in 2015. TEW Engineering will operate as a subsidiary of L.B. Foster Rail Technologies (U.K.) Ltd., headquartered in Sheffield, U.K.

Sources: L.B. Foster, Railway Age

[Click Here to Return to the Top](#)

Koppers Secures Contract Extensions with BNSF, CSX

Railroad tie manufacturer Koppers Inc. announced that it had extended its contracts with BNSF Railway Co. and CSX Transportation.

The contracts were scheduled to expire in 2017, but the new agreements extend them to 2021 and call for Koppers to provide cross-ties and related products to the two railroads throughout the contract period.

"We are pleased to be able to continue our positive relationships with BNSF and CSX. We have a long history of serving the North American rail network with quality products and services, and hope to continue growing our presence serving that market into the future," said Tom Loadman, Koppers' SVP of Railroad Products and Services.

Koppers' CEO Leroy Ball added that the agreements would stabilize a portion of the company's revenue for a longer period of time.

Combined revenue from BNSF and CSX accounted for 40% of Koppers' 2014 railroad-related sales.

Source: Koppers, Progressive Railroading

[Click Here to Return to the Top](#)