

# Progressive RAILROADING

## A SEA CHANGE

How more than \$2 billion  
in rail investments  
could alter the region's  
transportation landscape

## IN SOUTH FLORIDA



**FUEL FOR THOUGHT:**  
Class Is Consider Using **LNG**  
to Power Line-Haul **Locomotives**

**IN THE U.S.,**  
Streetcars are Making  
a **COMEBACK**



**WEB EXCLUSIVE:**

United Parcel Service seeks  
rail-service rebound in 2014

[www.progressiverailroading.com/cover](http://www.progressiverailroading.com/cover)

# NATIONAL STEEL CAR



## PERFORMANCE. DELIVERED.

### A new chapter begins!

Since 1912 National Steel Car has proudly supplied the North American rail industry with innovative freight car solutions. In 2013 National Steel Car began the next chapter in its history by harnessing over 100 years of engineering and manufacturing experience to add tank cars to its railcar portfolio. **Contact us for more information on all tank car designs and 2014 delivery.**



Hugh Nicholson  
Executive Vice President  
Marketing, Sales & Quality



905-544-3311  
hnicolson@steelcar.com  
www.steelcar.com

COVER STORY • PAGE 12

# A SEA CHANGE IN SOUTH FLORIDA

How more than  
**\$2 billion** in rail  
investments could  
alter the region's  
transportation  
landscape

Cover design by Meredith Jensen

## FEATURES

### 20 Motive-power motivation

Class I's cite lower locomotive fuel usage, emissions as incentives to adopt LNG if regulatory and technical wrinkles are ironed out



### 24 Back on the street

The streetcar is making a comeback as U.S. cities seek to stimulate economic development and increase transit options



### 30 In the material world

Equipment providers talk material handling technology that's designed for today's railroads



## DEPARTMENTS

4 Upfront

37 Reader Information Center

38 Professional Services Directory

38 Classified

40 From the Editor

“I have tremendous respect for Jim [Young], both the life he lived and the job he accomplished.”

— Matt Rose, executive chairman,  
BNSF Railway Co. -p.4

PROGRESSIVE RAILROADING (ISSN 0033-0817) (Publications Agreement No. 40031401) is published every month by Trade Press Media Group, Inc. Editorial and business offices are at 2100 W. Florist Ave., Milwaukee, WI 53209. (414) 228-7701. Subscriptions: PROGRESSIVE RAILROADING is sent without obligation to railroad presidents, vice-presidents, and qualified personnel in railroad management and supervision in the executive, administrative, operating, mechanical, engineering, purchases and materials, electrical, signal and communications departments of the railroads. Qualified subscriptions should be requested on railroad letterhead. Subscription price to others: \$8.00 per single copy, \$99.00 per year, \$186.00 (U.S.) 2 years. For subscriptions

mailed outside the U.S., \$145.00 (U.S. dollars) per year, \$254 (U.S. dollars) for two years. Add \$150.00 (U.S. dollars) per year for USPS Priority Mail delivery. Periodicals postage paid at Milwaukee, Wisconsin and additional mailing offices. The publishers do not assume responsibility for the validity of the claims made for products described.

POSTMASTER: Please send address changes to Progressive Railroading, P.O. Box 1289, Skokie, IL 60076-8289. CANADIAN return address: Station A P.O. Box 54, Windsor, ON N9A 6J5; custserv@tradepress.com  
All packages shipped via UPS, air express or common carrier, plus all general correspondence, should be addressed to: Progressive Railroading, 2100 W. Florist Ave. Milwaukee, WI 53209. Printed in U.S.A.



# Progressive RAILROADING.COM

Recently posted web-exclusive content:



### UPS seeks rail-service rebound

United Parcel Service Vice President of Corporate Transportation Services Ken Buenker believes rail performance will improve for UPS this year after a "disappointing" 2013.

Metro Gold Line Foothill Extension Const. Authority



**Design on a grand scale** Function meets art on the Metro Gold Line Foothill Extension Construction Authority's new light-rail bridge in Arcadia, Calif.



**Beyond 'Buy America'** Amtrak's request for proposals for high-speed trains could set a precedent for rewarding rail industry manufacturers that prioritize U.S. job creation.

Sign up for our RSS feed  
[progressiverailroading.com/  
rss/prnews.asp](http://progressiverailroading.com/rss/prnews.asp)



Follow us on Twitter  
[twitter.com/rail\\_pro\\_mag](http://twitter.com/rail_pro_mag)



Find us on Facebook  
[facebook.com/  
ProgressiveRailroading](http://facebook.com/ProgressiveRailroading)



Join the Progressive Railroading Magazine LinkedIn group  
[progressiverailroading.com/  
linkedin](http://progressiverailroading.com/linkedin)



Check us out on Google+  
[progressiverailroading.com/  
google+](http://progressiverailroading.com/google+)



Join the discussion on our social networking site,  
[myprogressiverailroading.com](http://myprogressiverailroading.com)

myProgressive  
RAILROADING.COM

### Progressive Railroading's Daily News

The most-read Daily News stories last month:

- "BNSF seeks proposals for 5,000 'next-generation' tank cars" (2/21/14)
- "USDOT preps for TIGER VI funding round" (2/18/14)
- "Freight-rail constituents form coalition to bolster Great Northern Corridor" (2/5/14)  
[www.progressiverailroading.com/news](http://www.progressiverailroading.com/news)

### LOGGING IN

Angela Cotey

senior associate editor



Jeff Stagl

managing editor



Julie Sneider

associate editor



California Gov. Jerry Brown announced he will run for another term in office, in part because he wants to help ensure the high-speed rail project will continue to advance.  
[www.cahsrblog.com](http://www.cahsrblog.com)

"TIGER is back for 2014 and that, along with the President's proposed budget, is packing quite a punch." — U.S. Transportation Secretary Anthony Foxx in a Feb. 26 "Fast Lane" blog, [www.dot.gov](http://www.dot.gov)

"For our nation's railroads, pursuing safe operations is not an option, but an imperative." — AAR President and CEO Ed Hamberger's testimony at a Feb. 26 House subcommittee hearing on rail safety, [www.aar.org](http://www.aar.org)



*Support, Connection, Advocacy*



Does your company supply or provide services to the world's railroads?

## **YOU BELONG WITH US!**

- ▲ Freight Rail
- ▲ Passenger Rail
- ▲ Locomotives
- ▲ Maintenance of Way
- ▲ Communication and Signaling
- ▲ Equipment Leasing

Representing the largest and smallest suppliers to freight and passenger railroads, the Railway Supply Institute (RSI) is the premier trade association for railway suppliers in North America. Our members receive a voice on Capitol Hill, direct access to officials in Congress and the Department of Transportation, a platform to promote their products and services to industry executives and decision makers, invitations to RSI events and trade shows, and networking opportunities.

Whether your company is a small component supplier or a large freight car manufacturer, RSI can help you connect to customers and protect your interests in Washington, DC.

**JOIN US IN MONTREAL IN SEPTEMBER!**



**LEARN MORE ABOUT WHAT RSI HAS TO OFFER AT [RSIWEB.ORG](http://RSIWEB.ORG) OR CALL (202) 347-4664**

**FREE INFO: Circle 106**

# Upfront

[ IN MEMORIAM ]

## UP 'icon' Jim Young: 1952 to 2014

By Jeff Stagl, Managing Editor

Jim Young, who worked his way up at Union Pacific Corp. to become the Class I's top executive, then took financial and operational performance to "unparalleled heights," died Feb. 15 after a two-year battle with pancreatic cancer. He was 61.

Young became UP's president and chief executive officer in November 2005, and chairman in January 2007. He took a medical leave and stepped down as top executive in March 2012, but continued to serve as chairman. Young retired on Jan. 31 and became non-executive chairman.

As CEO, he helped convince UP's board to invest billions of dollars to boost infrastructure capacity, acquire rolling stock, and add and enhance other resources. In addition, Young promoted a customer-centric approach that focused more sharply on shippers' needs and expectations. His efforts helped generate record revenues and customer satisfaction ratings.

### 'Elder' statesman

A lifelong Omaha, Neb., resident, Young also tried to make a difference in his community. He was a Presbyterian Church elder and coached youth football, basketball and baseball in Nebraska. A graduate of the University of Nebraska-Omaha, Young and his wife, Shirley, also

established the Jim and Shirley Young Scholarship Program to help low-income students.

"Jim was an icon at Union Pacific and in the railroad industry, a colleague and great friend. [His] vision and leadership took Union Pacific to unparalleled heights and his civic contributions made positive impacts on many communities across Nebraska and the entire UP system," said Jack Koraleski, who succeeded Young as president and CEO in 2012. "Most importantly, he was a dedicated and loving husband, father and grandfather. He will be greatly missed."

*Progressive Railroading* recognized Young's contributions to both UP and the rail industry in 2012, when he received the Railroad Innovator Award.

Young began his railroad career with UP in 1978 in an entry-level finance position. He later held various management positions, including senior VP and corporate treasurer, and chief financial officer.

Young was a board member and past chairman of the Association of American Railroads (AAR), and served on the boards of several companies, including Ferrocarril Mexicano S.A. de C.V.

AAR officials believe he left an indelible mark on railroading.

"[Young] was a champion railroader whose vision and commitment to the rail industry

will be everlasting," they said in a prepared statement.

In emails to *Progressive Railroading*, three current and former Class I CEOs also reflected on Young and his contributions.

He loved his family, his country and the Union Pacific, said BNSF Railway Co. Executive Chairman Matt Rose, who served as the railroad's president and CEO while Young led UP.

"He took the reins at UP at a challenging time and, with his team, led them through it," said Rose. "I have tremendous respect for Jim, both the life he lived and the job he accomplished."

### A legend and great leader

Young's leadership and business prowess made him a legend in the rail industry, said Kansas City Southern President and CEO David Starling.

"His civic engagement, both personally and

professionally, sets the standard for corporate and social responsibility nationwide," he said.

UP, the entire rail industry and many others certainly will miss Young, said KCS Executive Chairman Mike Haverty.

"[He] was a great leader, an innovator, a contributor to the rail industry and a truly good person," he said.

Young is survived by his wife, three children and two grandchildren. The family asks that memorial contributions be made to pancreatic research at the University of Nebraska Medical Center, or to other charities. ■

"Customers and employees alike felt Jim's powerful influence. His Union Pacific family mourns the loss of this inspiring leader."

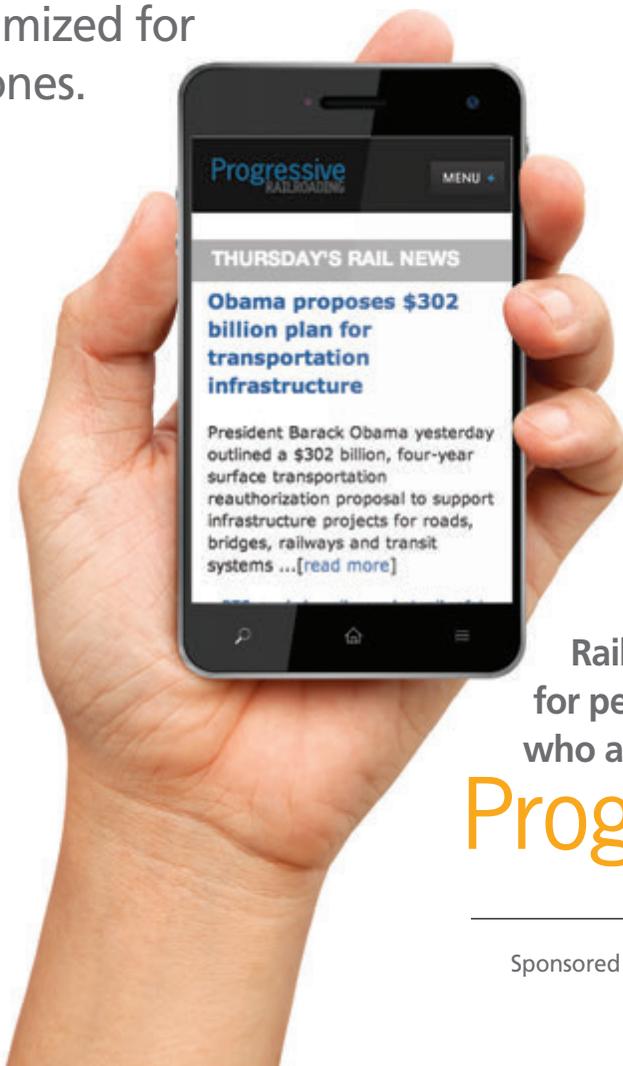
— Eric Butler, UP's EVP of marketing and sales, wrote about Young (at left) in a Feb. 19 letter to customers



# Progressive RAILROADING.COM

The Only Rail Site that Fits in the Palm of Your Hand

What makes ProgressiveRailroading.com better than any ordinary rail app or website? It's the only complete, comprehensive site that's optimized for all mobile phones.



Rail information  
for people on the go  
who are going places!

Progressive  
RAILROADING.COM

Sponsored by:  **PROGRESS**  
RAIL EQUIPMENT LEASING  
A Caterpillar Company

# Upfront

## TRAFFIC



### CANADIANS BUYING CARS IN RECORD NUMBERS

Canadian auto sales rose 4 percent in 2013 to a record 1.74 million units, according to

Scotiabank's year-end *Global Auto Report*. "We expect purchases to climb to a record 1.76 million units in 2014, bolstered by a strengthening global economy and continued low interest rates. New vehicle affordability is at the best level in two decades, partly linked to manufacturer incentives, and consumer confidence is expected to strengthen as the pace of job creation picks up," the report stated. ■

### USDA to help combat impact of California's drought

The U.S. Department of Agriculture (USDA) will make \$20 million available for agricultural water conservation efforts throughout California to combat the effects of drought, U.S. Agriculture Secretary Tom Vilsack announced last month. Through the National Drought Resilience Partnership, federal agencies are working closely with state, local government, agriculture and other partners on a coordinated response. The drought could have a far-reaching impact on crops, ranchers and farmers. California produces nearly half of all U.S.-grown fruits, nuts and vegetables, and is the nation's leading dairy and wine producer, reported AgFax.com's Keith Good. ■

## Carloads Carried

	2014 numbers	% change from 2013
<b>U.S. CLASS I RAILROADS</b>		
BNSF Railway	494,876	2.8
CSX Transportation	352,268	-0.5
Kansas City Southern	64,952	-7.1
Norfolk Southern	315,088	-8.3
Union Pacific	505,933	6.0
<b>CANADIAN CLASS I RAILROADS</b>		
CN	293,723	-1.6
Canadian Pacific	150,549	-4.2
<b>MEXICAN RAILROADS</b>		
Ferrocarril Mexicano S.A. de C.V.	66,455	2.8
Kansas City Southern de México	46,860	4.2

# 505,933

6.0% CHANGE



Cumulative, 5 weeks 2014 • Source: AAR Policy and Economics Department



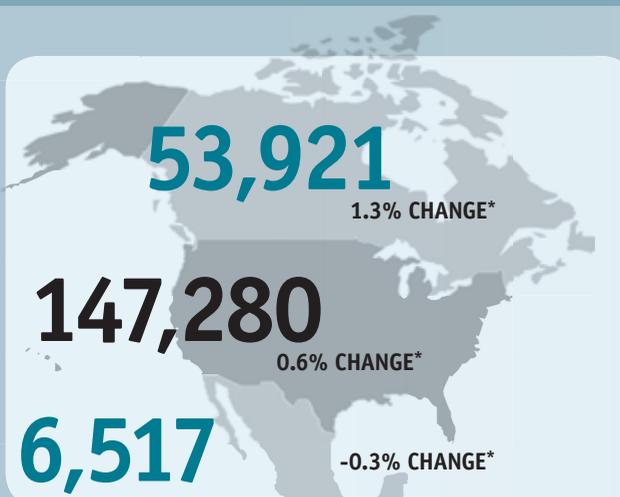
### Obama signs farm bill

The \$956.4 billion farm bill signed by President Barack Obama on Feb. 6 eliminated direct payments for all commodities except cotton, and instead offered farmers an "enhanced safety net" such as insurance revisions and higher base-price levels, or the crop price at which farmers can claim payment, according to a report by FarmFutures.com. The bill will enable farmers to choose between Agricultural Risk Coverage or Price Loss Coverage, depending on which best suits their individual farms, the website reported. ■

## Carloads By Commodity\*

\*carloads originated

	U.S. RAILROADS		CANADIAN RAILROADS		MEXICAN RAILROADS	
	2014 Numbers	% Change*	2014 Numbers	% Change*	2014 Numbers	% Change*
Grain	104,179	13.2	41,814	-10.7	5,299	-1.1
Grain mill	48,588	2.6	8,265	0.1	438	-31.3
Food	30,502	-4.4	10,420	0.5	4,298	23.6
Chemicals	147,280	0.6	53,921	1.3	6,517	-0.3
Petroleum	72,022	10.4	37,090	8.9	1,849	-9.8
Coal	536,146	-0.5	41,647	1.9	693	-6.5
Lumber	15,847	-0.9	12,753	-3.1	72	60.0
Paper	30,478	-2.5	15,334	-6.9	139	-33.8
Ores	24,059	-23.5	47,087	-19.4	8,601	12.3
Metals	50,194	-1.9	10,629	-5.3	8,886	5.6
Iron & steel scrap	20,169	-0.8	3,978	-14.4	1,277	-23.9
<b>Autos</b>	<b>63,495</b>	<b>-6.1</b>	<b>20,277</b>	<b>-12.5</b>	<b>16,945</b>	<b>8.0</b>
Aggregates	81,275	-0.9	11,721	20.9	323	-25.7
Minerals (nonmet.)	22,320	8.0	6,102	-19.9	53	-56.9
Stone, class, glass	32,598	4.2	6,388	0.1	9,860	0.0
Waste/scrap	14,348	-1.6	1,501	30.4	490	23.7



Cumulative, 5 weeks 2014 • Source: AAR Policy and Economics Department  
\* Percent change from 2013

# RailConnect Index<sup>®</sup> of Short-Line Traffic

Year-to-Date Period Ending 2/1/2014, Week 5

CARLOADS HANDLED	2014	2013	%Change
Coal	71,225	74,453	-4.34
Grain	72,672	74,381	-2.30
Farm & Food (Excl. Grain)	29,606	27,514	7.60
Ores	18,490	15,479	19.45
Stone, Clay, Aggregates	66,001	60,049	9.91
Lumber & Forest Products	27,857	27,864	-0.03
Paper Products	39,426	40,051	-1.56
Waste & Scrap Materials	25,880	28,241	-8.36
Chemicals	122,791	125,955	-2.51
Petroleum & Coke	24,069	26,545	-9.33
Metals & Products	46,728	49,853	-6.27
Motor Vehicles & Equip.	12,167	12,769	-4.71
Intermodal	96,724	106,193	-8.92
All Other	11,432	11,947	-4.31
<b>TOTAL</b>	<b>665,068</b>	<b>681,294</b>	<b>-2.38</b>

2014 **66,001** 2013 **60,049**



**+9.91% CHANGE**

Source: GE Transportation's Optimization Solutions (Data from 428 U.S. and Canadian railroads)

# Upfront SHORT LINE

**PICKING UP THE PIECES** Bankruptcy courts in Maine and Quebec in late January approved the sale of the Montreal, Maine & Atlantic Railway's assets to Railroad Acquisition Holdings for \$14.25 million. Railroad Acquisition Holdings is an affiliate of Fortress Investment Group, which owns Florida East Coast Railway. The sale is expected to be finalized in late March. ■

**RARITAN CENTRAL RAILWAY**



**HOME COMING** In May, Home Depot plans to open a regional lumber distribution center in the Raritan Center Business Park in Edison, N.J., that's served by Raritan Central Railway L.L.C. Track construction costing more than \$600,000 will be completed to accommodate the facility, which will

provide the home improvement retailer a high-volume distribution center closer to its retail stores in the region. The facility is designed to handle more than 2,000 rail loads per year. ■

**LINE ON LEASE** Union County Industrial Railroad has launched an effort to operate the West Deer Extension, a four-mile section of track in Union County, Pa. The line currently is owned and leased by the SEDA-COG Joint Rail Authority. The short line is owned by North Shore Railroad Co., which will mark its 30th anniversary in August. ■

## Dixie Precast - THE PRECAST FOUNDATION SOLUTION



Cantilever Foundation/Concrete Retaining Wall Installation  
BNSF Project — Barstow, CA

Dixie Precast offers a full line of precast foundations and retaining walls for Communication, Signal, Maintenance Of Way, and PTC Applications

All products meet or exceed applicable AREMA standards and specifications



For additional information contact:  
**Dixie Precast Inc.**  
North America's leader in precast railroad foundations  
2950 Angelette Drive, Austell, GA 30106  
Office: (770) 944-1930  
Fax: (770) 944-9136

[www.dixieprecast.com](http://www.dixieprecast.com)

▲ FREE INFO: Circle 004

## AEI Portable Reader



**Smaller, Lighter, Less Expensive**

Use it to:

- Check AEI tags
- Record track inventory
- Capture barcoded serial numbers from seals and replacement railcar parts

[www.aeitag.com](http://www.aeitag.com)



1098 Venetia Road • Eighty-Four, PA 15330  
Tel. 888.872.4612 or 724.942.1473  
[sales@signalcc.com](mailto:sales@signalcc.com)

▲ FREE INFO: Circle 005

# Upfront

## INTERMODAL

**LINEHAUL RATES ON THE RISE** Truckload linehaul rates paid in January rose 2.9 percent compared with January 2013, resulting in the largest year-over-year increase in linehaul rates since February 2013, according to the Cass Truckload Linehaul Index. Recent market data, combined with increasing demand and a number of trucking companies going out of business, indicate that rates will continue to rise. ■

### IN 2013...

- Intermodal shipments **increased 4.6 percent**
- Domestic container volume **climbed 9.4 percent**
- International intermodal volume **rose 2.3 percent**

Source: Intermodal Association of North America's fourth-quarter and year-end Intermodal Market Trends and Statistics report, stating comparisons with 2012

**PAY AS YOU GROW** The Port of Quincy, Wash., is seeking \$900,000 to expand its intermodal terminal. The project would help relieve congestion related to BNSF Railway Co.'s growing Cold Train service, which ships Washington state produce and other products to Midwest and East Coast markets, port officials say. ■

## Intermodal Traffic

Cumulative, 5 weeks 2014

### Canadian Railroads

	2014 Numbers	% up/down from 2013
Total Units	242,102	-3.5
Trailers	8,103	15.3
Containers	233,999	-4.0

### U.S. Railroads

	2014 Numbers	% up/down from 2013
Total Units	1,183,285	1.3
Trailers	139,061	5.1
Containers	1,044,224	0.8

### Mexican Railroads

	2014 Numbers	% up/down from 2013
Total Units	46,058	2.7
Trailers	31	138.5
Containers	46,027	2.6



Source: AAR Policy and Economics Department

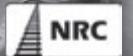
## GET ON-BOARD WITH

# RAILCET!

Get the competitive edge with the Railroad Transportation and Operation Agreement (RTOA)

- Highly trained workforce
- Proven productivity results
- Unmatched FREE safety training
- Better training = safer workforce
- Competitive, geographically zoned wages
- Premium health care at affordable rates

Visit us at [www.railcet.net](http://www.railcet.net) or call toll free 866-724-5238 today!



**MAKING GOOD ON THEIR GOAL** Metrolink has become the first commuter railroad in the United States to roll out positive train control (PTC). The railroad unveiled its new collision avoidance system last month on tracks owned by BNSF Railway Co. For the time being, select passenger trains will use the system, according to the *Los Angeles Times*. Metrolink plans to gradually roll out the PTC system on the remainder of its 512-mile network by year's end. Implementing PTC well in advance of the end-of-2015 federal deadline will help Metrolink "overcome its poor reputation for safety" following the fatal 2008 Chatsworth crash, the news report stated. ■



Metrolink

**MAGLEV IN THE MOUNTAINS** The Colorado Department of Transportation (CDOT) is proposing a high-speed rail line connecting Denver International Airport and Eagle County Airport, according to a local CBS news report. The corridor would feature magnetic levitation technology, and would run through the mountains to ease congestion along Interstate 70. CDOT plans to launch a feasibility study for the proposed project, which is estimated to cost \$10 billion. ■

# Upfront

## TRANSIT

**LIGHT-RAIL PROHIBITION IN THE HOOSIER STATE** The Indiana General Assembly is considering a transit bill that would include a provision prohibiting "an eligible county from carrying out a light-rail project," according to the bill's synopsis. *The Indy Star* published an opinion piece last month written by Brotherhood of Locomotive Engineers & Trainmen Indianapolis Legislative Representative Brian Farkas, who encouraged readers to push lawmakers to add language to the bill that would make all forms of public transportation — including light rail — eligible for transit funding. ■

**ALL ABOARD AT THE AIRPORT** Florida Gov. Rick Scott last month announced the state plans to pledge \$215 million for a new rail station at Orlando International Airport. The facility would be served by future All Aboard Florida intercity passenger-rail trains. It also would include space for a potential SunRail spur. The commuter-rail system is scheduled to begin operations between south Orlando and DeBary, Fla., this spring. ■

## HEAT RAILCARS WITH A MOBILE BOILER ROOM



^ **BOILER ROOM COMPLETE WITH:**

- Boiler
- Deaerator
- Water Softener
- Controls
- Feedwater Pumps
- Chem Feed System
- Blowdown

- Up to 27,600 lbs Steam/Hr
- 33.4 Million Max BTU Input (Gas)
- Low NOx Emissions: 30 PPM (Gas)
- Trailer Mounted Container
- ASME Code/CRN
- Monthly Rentals

**wabash**  
Power Equipment Company

**RENTAL BOILER EXPERTS**

Toll Free: 1-800-704-2002  
Local: 847-541-5600  
Fax: 847-541-1279

444 Carpenter Ave  
Wheeling IL 60090-0427  
Email: info@wabashpower.com

Illinois • Michigan • Texas • Florida

[www.wabashpower.com](http://www.wabashpower.com)

▲ FREE INFO: Circle 020

## People

**FREIGHT** CSX Transportation appointed **Bryan Rhodes** regional vice president - state government affairs in Virginia. ... The Indiana Rail Road Co. promoted **Brian Jonaitis** to director of sales and **Shae LeDune** to executive assistant to the president.

**TRANSIT** New Jersey Gov. Chris Christie named **Veronique "Ronnie" Hakim** to succeed **Jim Weinstein** as New Jersey Transit's executive director. ... Metra's board elected former Chicago Alderman **Martin Oberman** as chairman and approved **Don Orseno** as executive director and CEO. ... The X Train promoted **Penny White** from chief operations officer-pas-

senger service to president and chief operating officer. ... Virginia Railway Express named **T. R. Hickey** chief development officer, and **Bryan Jungwirth** director of public affairs and government relations.

**SUPPLY SIDE** Amsted Rail Product Solutions appointed **Martin Wilson** transit sales manager. ... Transit Safety & Security Solutions Inc. named **Alex Wiggins** chief security officer. ... Lilee Systems hired **Lele Nardin** as VP of engineering. ... Birmingham Rail & Locomotive Co. Inc. named **David Gerstner** a territory manager. He'll be responsible for business development along the Atlantic Coast.

## Spotlight

In February, **Lance Fritz** was elected president and chief operating officer of Union Pacific Railroad. Fritz is now responsible for operations, marketing and sales, information technology, continuous improvement, supply and labor relations. He will report to **Jack Koraleski**, chief executive officer of the railroad and president and CEO of Union Pacific Corp. Fritz joined UP in 2000 as vice president and general manager of the energy group. He later served as regional VP of operations, first for the northern region and then the southern region, as well as VP of labor relations and VP of operations. Most recently, he was executive VP of operations, a role that now will be filled by **Cameron Scott**, who joined UP in 1991 and since has held a number of operating positions, including regional VP of operations for the western region.



**BUILDING AMERICA®**

Railgear | Roto | Remote | Custom

Keeping Your  
Business  
*on track for*  
Over 35  
*years*



People You Know ■ Quality You Trust ■ Service You Value

**MANUFACTURED WITH PRIDE.**

404.875.1512 | sales@DMFatlanta.com | www.dmfatlanta.com



## Marketplace

**M&A Strobel Starsostka Transfer Canada Ltd.** announced it will acquire **Simba Industries Transload Ltd.** for an undisclosed amount. ... **CIT Group Inc.** acquired Paris-based **Nacco SAS.** **Dan DiStefano**, senior vice president and general manager of locomotives for CIT Rail, was appointed president of the new company. ... **RR Mergers & Acquisitions** announced the sale of **J&A Industries** to **B&B Roadway and Security Solutions.** J&A supplies signal equipment to major railroads, including BNSF Railway Co. and Union Pacific Railroad.

**MECHANICAL Bombardier Transportation** announced the Rotterdam Transport Authority in the Netherlands exercised an option for 16 additional Flexity Swift light-rail vehicles. The order is valued at \$89 million. ... **Union Tank Car Co.'s** network of mobile repair

teams and dedicated mini shops established a new record in 2013, with more than a half-million car "touches," including field inspections, repairs, and tank car qualifications.

**C&S Lat-Lon L.L.C.**, in partnership with **New York Air Brake**, executed a contract for smart car and locomotive monitoring devices for Etihad Rail in the United Arab Emirates.

**MOW Vossloh Fastening Systems** obtained a contract to supply rail fastening systems for a new heavy-haul line in Mongolia. ... **Axion International Holdings Inc.** announced a second purchase order from an international freight railroad for ECOTRAX® railroad ties. ... Chicago Transit Authority awarded a \$25.6 million design/build contract to **F. H. Paschen/S.N. Nielsen**

## Spotlight




Above, Biden and Foxx tour the Siemens ACS-64 Cities Sprinter cab.

In a Feb. 6th ceremony at Philadelphia's 30th Street Station, U.S. Vice President Joe Biden and U.S. Transportation Secretary Anthony Foxx joined Siemens and Amtrak executives to debut the first **Siemens Rail Systems-built** electric locomotive for Amtrak. The unit is one of 70 that Siemens is building for the railroad under a \$466 million contract awarded in 2010. Known as the Amtrak Cities Sprinter, the locomotives are being assembled at Siemens' rail manufacturing plant in Sacramento, Calif. They are based on Siemens' EuroSprinter and Vectron locomotives, and are equipped with regenerative braking power that allows energy to be fed into the power system for use by other trains. The units are capable of pulling 18 rail cars at a maximum speed of 125 mph and will be used to power Amtrak trains along the Northeast Corridor.



**and Associates L.L.C.** for renovation of the Damen, Western and California stations. ... Massachusetts Bay Transportation Authority awarded a \$23.9 million contract to a joint

venture comprising **LM Heavy Civil Construction** and **Cooperativa Muratori & Cementisti—CMC di Ravenna** for the repair and rehabilitation of three bridges on the Haverhill Line.

## Meetings

**APRIL 1-2 — 19th Annual AAR Research Review.** Colorado Springs, Colo. [www.regonline.com/19thAnnual](http://www.regonline.com/19thAnnual)

**APRIL 2-4 — 2014 Joint Rail Conference.** Colorado Springs, Colo. [www.asmeconferences.org](http://www.asmeconferences.org)

**APRIL 7-9 — Rail Safety Seminar and Expo.** Orlando. [www.railsafetyseminars.com](http://www.railsafetyseminars.com)

**APRIL 22-25 — American Short Line and Regional Railroad Association's 2014 Annual Convention.** San Diego. [www.aslrra.org.com](http://www.aslrra.org.com)

**APRIL 29-MAY 1 — North East Association of Rail Shippers Spring Conference.** Providence, R.I. [www.nears.org](http://www.nears.org)

**MAY 20-22 — Railway Systems Suppliers Inc. Annual C&S Exhibition.** Nashville. [www.rssi.org](http://www.rssi.org)

**MAY 28-30 — North American Rail Shippers Association 2014 Annual Meeting.** San Francisco. [www.railshippers.com](http://www.railshippers.com)

**JUNE 1-5 — Railway Tie Association**

**Annual Field Trip.** Chicago and central Illinois field visits. [www.rta.org](http://www.rta.org)

**JUNE 3-5 — 2014 International Crosstie and Fastening System Symposium.** University of Illinois at Urbana-Champaign. <http://ict.uiuc.edu/railroad/crosstie/2014/agenda.php>

**JUNE 15-18 — American Public Transportation Association Rail Conference.** Montreal. [www.apta.com](http://www.apta.com)

**SEPT. 21-23 — Railway Supply Institute and Coordinated Mechanical Associations Annual Conference.** Montreal. [www.rsiweb.org](http://www.rsiweb.org)

**SEPT. 23-26 — InnoTrans 2014.** Berlin, Germany. [www.innotrans.com](http://www.innotrans.com)

For more meetings, see

**Progressive RAILROADING.COM**

# A SEA

By Jeff Stagl, Managing Editor

By Angela Cotey, Senior Associate Editor

In the late 1800s, oil tycoon Henry Flagler traveled from his New York City home to Florida's East Coast. His impression, according to historians? The state — and Atlantic coastline, in particular — had great potential for development and a booming tourist industry, but lacked transportation and hotel options. Flagler soon began pursuing his hotel-building and rail-development interests and, in 1885, bought the Jacksonville, St. Augustine & Halifax Railroad.

The railroad purchase was the first in a series, followed later by rail extensions constructed farther south, that created what is now the Florida East Coast Railway (FEC). The rail line helped spur the development of cities such as West Palm Beach, Boca Raton, Fort Lauderdale and Miami.

In its current form, the 351-mile FEC operates from Jacksonville to Miami on the same right of way Flagler pieced together more than 125 years

ago. And today, it's considered the key to future mobility in Florida's most populated Atlantic Coast cities. Roadways are heavily congested, and there's no room to expand. Eastern Florida communities are bracketed by Interstate 95 on the west and U.S. Route 1 on the east. I-95 stretches 12 lanes across in some locations, with dense development on either side of the highway. U.S. 1 runs near the coastline and Intracoastal Waterway.

"If you look at our population growth, there are no other north-south roadways that will provide the capacity we need between 95 and U.S. 1," says Amie Goddeau, mobility development manager for the Florida Department of Transportation (FDOT).

FEC's right of way could. The majority of the corridor is 100 feet wide and includes one to two tracks, with room to add up to two more. The available capacity is adequate to accommodate freight growth as well as passenger-rail service. Now,

PHOTO CREDIT

# CHANGE IN SOUTH FLORIDA

How more than **\$2 billion** in rail investments could alter the region's transportation landscape

South Florida transportation agencies are setting out to use the FEC to its full potential. On the docket: a Tri-Rail Coastal Link that would provide commuter-rail service on a corridor parallel to the CSX Transportation line over which the South Florida Regional Transportation Authority (SFRTA) currently operates passenger service; a privately owned and operated intercity passenger-rail service that would run from Miami to Orlando; and a South Florida Freight & Passenger Rail Enhancement Project that would improve connectivity between FEC's coastal line and a rail corridor several miles to the west.

Combined, the proposed projects will provide more rail-travel options and flexibility, and maximize growth opportunities for both freight and passenger

railroads. They also are spurring development near future rail stations and prompting cities to consider adding local transit services. In short, the rail improvements taking place in south Florida — more than \$2 billion worth — have the potential to change the transportation landscape in the region.

“Our main mission is the safe and efficient movement of people and goods that support economic development,” says Goddeau. “All of these projects support that mission and goal. This is the sweet spot for us in terms of looking at both freight and passenger movement opportunities on the corridor.”

Capitalizing on those opportunities has become a decades-long quest for FDOT and SFRTA. In the mid-1980s,

FDOT decided to launch a temporary commuter-rail system in south Florida to provide transportation options during an I-95 widening project. The FEC line would have been the natural route choice because it ran directly through city centers. However, FEC officials declined FDOT's passenger-rail proposal, saying they wanted to focus solely on freight service.

Instead, FDOT purchased CSX right of way several miles west of the FEC line. Tri-Rail commuter trains began operating in January 1989 on a 72-mile corridor from West Palm Beach to Miami International Airport. Many people came to rely on the service, and it became a permanent fixture in the region. Tri-Rail eventually double-tracked its system and increased service. In January 2014, SFRTA marked the 25th

anniversary of Tri-Rail service, which is now used by more than 15,000 riders a day.

But SFRTA, FDOT and officials from Miami-Dade, Broward and Palm Beach counties never gave up on the idea of eventually operating passenger trains along FEC's right of way. For more than a decade, SFRTA has been developing plans for a Tri-Rail Coastal Link that calls for using FEC's corridor to run passenger trains between Miami and Jupiter. When integrated

with the existing Tri-Rail service, the Coastal Link also would enable SFRTA to provide a one-seat ride between West Palm Beach, Boca Raton, Fort Lauderdale and Miami (see the map below).

**A private proposal**

SFRTA's expansion plans didn't evolve beyond the initial phases until 2011, when FEC parent company Florida East Coast Industries Inc. (FECI) began looking into running privately operated pas-

senger trains between Miami, Cocoa and Orlando, primarily along FEC right of way.

Known as All Aboard Florida, the intercity passenger trains would offer an express-type service targeted to Florida residents and tourists looking for alternative travel options to attractions throughout the state. In order to get the service up and running, FECI plans to add track and several stations along the FEC right of way, at a cost of about \$1.5 billion, according to a report by the Eno Center for Transportation.

The proposal, which was formally introduced in March 2012, "paved the way" for SFRTA to more seriously explore its Coastal Link plans, says SFRTA Transportation Planning Manager Joe Quinty.

"All Aboard Florida has brought a certainty to this; you can't say [FECI] isn't interested in passenger service anymore when they're the ones doing it themselves," he says.

Why the change of heart? In 2007, FECI was purchased by private equity firm Fortress Investment Group. Fortress is open to any opportunity that will help maximize the potential of its assets, says FEC Senior Vice President, General Counsel and Corporate Secretary Robert Ledoux.

"While we do have capacity programs to expand business, I think we can acknowledge that our railroad will never fill up four tracks with freight," he says.

Models have shown that, with the addition of double track and other infrastructure improvements, the FEC corridor can handle growing freight traffic, as well as All Aboard Florida and Tri-Rail trains. Now, officials from SFRTA, FECI and FDOT are in the midst of negotiating track access fees. In the meantime, the parties are working to see their projects through.

The South Florida Regional Transportation Authority's proposed Coastal Link corridor would serve the arts, entertainment and business districts of many cities.

# System Map

**Tri-Rail Coastal Link**  
Getting Southeast Florida To Work



# Building Expectations



New Construction



Rehabilitation



Inspection,  
Maintenance &  
Emergency Response



Signals & Crossings



MOW Services



Bridges

Building great track is no one-man show. It's a team sport where players bring their unique abilities to the jobsite and together create solid, long-lasting track.

The RailWorks team is made up of all-stars who perform tasks large and small with great skill and precision. With this team you get your job done right the first time and build trust with every mile.

*Expect more with RailWorks at work.*

*North America's leader in Track and Transit & Systems construction and maintenance services*



[www.railworks.com](http://www.railworks.com)  
866.905.7245

Scan the QR code to  
visit our website and  
learn more



**FREE INFO: Circle 102**

They'll start with the South Florida Freight & Passenger Rail Enhancement Project, aimed at improving connections between the FEC rail line and South Florida Rail Corridor, over which CSX and Tri-Rail trains operate. The \$47 million project calls for rehabilitating the existing Northwood Connection, located north of downtown West Palm Beach; building a new Northwood Connection south of the existing one; and constructing a new connection in Miami.

In November 2013, the U.S. Department of Transportation awarded a \$14 million Transportation Investment Generating Economic Recovery (TIGER V) grant to FDOT to cover a portion of the project, which is being funded by the agency, SFRTA, FEC and CSX.

The Northwood Connection rehabilitation would provide a faster northwest-to-southeast connection between the FEC

and South Florida Rail corridors, and facilitate improved connectivity to major intermodal centers within the region. When completed, FEC trains could run from PortMiami to Orlando on the CSX corridor, says Ledoux. A new Northwood connection south of the existing one would

in Miami, a new connection would enable FEC and Tri-Rail trains to transfer between the two corridors.

"These projects are key because they get the freight connections out there in front first, and that then gives us the ability to start looking at ways the coastal alignment can free up space for the commuter trains," says FDOT's Goddeau.

In addition to the new connections, FECCI and SFRTA will upgrade existing and build new infrastructure to accommodate passenger-rail traffic on the FEC line. FECCI soon will begin double-tracking the FEC right of way, according to SFRTA's Quinty.

Adding the second track "won't be that difficult," says Ledoux.

"We used to be double-tracked on most, if not all, of our railroad, and all of our bridges were double-tracked, as well," he

## We think the Coastal Link will be a game-changer for the region.

— Joe Quinty, SFRTA

provide a direct southwest-to-northeast connection between the South Florida Rail and FEC corridors, and enable Tri-Rail trains to cut over to the FEC tracks and head north to Jupiter. Down



# OUR MAJOR PRODUCT RANGE

### ► Quality engineered, state-of-the-art equipment:

- Mobile and stationary car hoist system.
- Body hoists and stands.
- Spinning posts.
- Truck hoists.
- Turntables.
- Drop tables.
- Transfer tables.
- Truck assembly and test stands.
- Mobile / stationary waste removal systems.
- Portable hydraulic rerailing equipment.
- Plastic cable channels.
- Portable car movers.



TRANSPORTATION MACHINERY & EQUIPMENT SPECIALISTS  
Toll Free: (800) 325-0296  
Fax: (770) 458-5385  
e-mail: sales@railquip.com  
www.Railquip.com  
3731 Northcrest Road  
Suite 6  
Atlanta, GA 30340



says. "So physically, the infrastructure is there to put a second track back in."

FECI also is building stations in downtown Miami, Fort Lauderdale and West Palm Beach that All Aboard Florida and Tri-Rail trains will share. And, the firm is upgrading crossings and signals.

For its part, SFRTA plans to spend \$600 million to \$800 million on infrastructure investments, including triple-tracking some sections, building 17 to 20 additional stations, and constructing a new bridge in downtown Fort Lauderdale so the more frequent rail traffic doesn't affect the city's active marine industry, says SFRTA Director of Planning and Capital Development Bill Cross.

This year, the agency plans to advance Coastal Link into the project development phase through the Federal Transit Administration's New Starts program. Ideally, 50 percent of the project would be funded with a Full Funding Grant Agreement, 25 percent through a state matching grant and 25 percent locally, Cross says.

Once the Coastal Link is operational, SFRTA officials believe they will be able

to operate it for less than half of its current costs.

"There are a lot of savings and efficiencies because we already have so much of the structure in place," says Cross.

All Aboard Florida trains are expected to begin operating in 2016 and the Coastal Link, by 2020. The passenger-rail services will provide new and more efficient travel options to south Florida's most popular destinations and, in turn, change how people think about transportation in the region, project planners believe.

### Market adaptations

For example, the Coastal Link will include a crossover in the middle of Broward County, near Pompano Beach, over which passenger trains can transfer from the South Florida Rail Corridor to the FEC line. That will give passengers a one-seat ride into downtown Miami. Now, riders have to transfer to the Metrorail system at Tri-Rail's Hialeah Market station in order to get downtown.

In addition, the Coastal Link will en-

able SFRTA to serve the arts, entertainment and business districts of many cities, whereas the existing line serves more of the suburban areas, says Quilty.

While the western line has park-and-rides at most stations, SFRTA officials are working to prompt transit-oriented development around the future coastal stations in order to create more dense, walkable communities.

In the meantime, population and job growth continues to spread to cities such as Boca Raton, which means Tri-Rail's commuter-rail system has a more dynamic ridership pattern.

Passengers travel to all points throughout the system, rather than following the typical suburb-to-city center ridership trend. The Coastal Link will provide SFRTA the flexibility to serve all the various markets.

"We will truly be offering a much more enhanced service, with more options," says Joe Giulietti, SFRTA's former executive director, who in late January took over as president of MTA Metro-North Railroad. "It's like Metro in D.C. — they



PRIDE IN EVERYTHING WE DO®

# WHAT YOU NEED, WHEN YOU NEED IT.

## Danella Rental Systems

The most trusted name in equipment rentals.

We offer an extensive line of light- to heavy-duty trucks, with and without hi-rail, as well as construction equipment to meet your rental needs.

Make Danella Rental Systems your first call.

Click or call today: [www.danella.com](http://www.danella.com)

Philadelphia 800.969.6200 | Denver 303.371.7799

**DANELLA**  
RENTAL SYSTEMS

A new  
crossover  
would help us  
maximize  
train flow  
between West  
Palm Beach  
and Miami.

— Robert Ledoux, FEC

have multiple lines, but they are adjusted so they go into the various employment, business and living centers.”

The goal is to ensure the two Tri-Rail services will be integrated.

“We don’t want to run on parallel lines and then have that sense that they’re competing with each other, so we’re looking for ways to tie the services in and give people as many options back and forth as possible,” says Cross.

Connecting services will help. Talk of All Aboard Florida and Tri-Rail trains running up and down the coast has prompted some cities to begin exploring streetcars to provide transportation services for passengers once they get to a commuter-rail station.

For example, the Fort Lauderdale Downtown Development Authority is spearheading The Wave, a streetcar system that will serve as a downtown circulator, with potential extensions to the city’s convention center, port and airport. The project received a TIGER IV grant in 2012. SFRTA also is in preliminary talks with the West Palm Beach

Downtown Development Authority about creating a similar streetcar system in that city, says Quinty.

And in Miami, city officials are considering streetcar or light-rail service across the bay to connect downtown Miami and Miami Beach. The connecting services would have a positive impact on Tri-Rail and All Aboard Florida ridership, officials believe.

While the new SFRTA route will benefit commuters, All Aboard Florida’s service is geared to tap Florida’s tourism market. More than 50 million trips are taken annually by people traveling between Miami, Fort Lauderdale, West Palm Beach and Orlando, according to All Aboard Florida’s website.

An intercity passenger-rail service between those cities would help boost in-state tourism, as well as provide a new travel option for out-of-state visitors traveling throughout the state. Tourists might consider staying in the state longer if they had more convenient travel options, All Aboard Florida officials believe.

# MANUFACTURING TRACKWORK SOLUTIONS

Supplying the nation’s rail network with

- ◆ NEW AND RELAY RAIL
- ◆ NEW AND RELAY OTM
- ◆ SPECIAL TRACKWORK PRODUCTS AND SOLUTIONS

## WE ARE COMMITTED

to supplying quality railroad products and solutions.

ISO 9001:2008 and AAR M-1003 Certified

CONTACT UNITRAC TODAY

WWW.UNITRACRAIL.COM | 800-828-3400



"All Aboard Florida will change the tourism landscape and how Florida residents and visitors travel throughout the state's major destinations by providing an unmatched hospitality-driven experience," All Aboard Florida President and Chief Operating Officer Don Robinson told attendees at a January convention for the state's tourism industry, according to a press release.

Trains would feature onboard WiFi, dining and entertainment, and other service options, he added.

### A better fate for freight

Florida residents and tourists aren't the only ones who stand to benefit from the rail improvements. The crossovers being built will provide CSX and FEC trains a faster, more efficient way to travel between corridors, which will lead to increased capacity and flexibility.

By operating more of its trains on the CSX corridor, FEC could bypass the more dense areas of its corridor, such as Fort Lauderdale and West Palm Beach. The regional railroad also could use the

western corridor to reach customers in Orlando, a city it doesn't currently serve, says FEC's Ledoux.

"CSX is building a new intermodal facility in Winter Haven, and we'd have the ability to bring goods up there and serve the Orlando market," he says.

Today, most of the products being shipped from Miami to Orlando move by truck, says Ledoux. FEC and CSX plan to partner to convince some of those shippers to begin using rail service.

"We would be competing against trucks, seeing if we could get some of that day-to-day truck traffic that goes back and forth between the two cities," he says. "We could put those goods on a train and run it up to Orlando in roughly the same timeframe, and we'd be doing it on one, big train full of goods rather than these individual trucks."

The easier access between lines also provides redundancy for FEC and CSX. If there is a bridge outage or another service disruption on one line, trains could cross over to the other

corridor. And, as freight travels south from Jacksonville, CSX and FEC could determine on which corridor it would be faster to run the trains.

"It gives us options to maximize the flow of trains between West Palm and Miami, both for freight and passenger," says Ledoux.

Faster, more efficient rail movements with built-in flexibility and more options can only mean good things for shippers seeking to move goods out of PortMiami, commuters trying to avoid I-95 headaches, and tourists hoping to reach the state's main attractions.

By maximizing the potential of a rail corridor in the densest part of the state, the various transportation entities are creating a new era of Florida rail travel that would do Flagler proud.

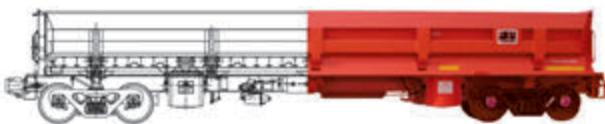
"We think this will be a game-changer for the region," says Quinty. "It will change the way people think about transportation here." ■

*Email comments or questions to [angela.cotey@tradepress.com](mailto:angela.cotey@tradepress.com).*

# JK-CO



## SPECIALTY RAILCAR



**New Cars, Repairs, Parts  
& Mobile Services**



**1-800-AIR-DUMP**  
[www.jk-co.com](http://www.jk-co.com)



Providing...  
**Rail Transit  
Solutions for  
Livable Cities**

**LTK**  
LTK Engineering Services

Recruiting for the future...  
Visit our website for career opportunities.  
[www.ltk.com](http://www.ltk.com)

# Motive-power MOTIVATION

By Jeff Stagl, Managing Editor

**IN THE 1950s, CLASS Is** began to convert the primary locomotive fuel source from steam to diesel, a transition that signaled a major transformation for the rail industry.

Now, Class Is are contemplating another fuel changeover that could be just as revolutionary. All the large roads are exploring the use of liquefied natural gas (LNG) to fuel line-haul locomotives instead of diesel. The benefits they could derive are promising: longer operating distances between locomotive fueling stops, reduced fuel usage and fewer greenhouse-gas emissions — perhaps even besting the U.S. Environmental Protection Agency's stringent Tier 4 air emission standard.

But there are daunting technical, operational and regulatory challenges that need to be addressed before LNG-fueled locomotives begin to dot the

Class I landscape.

- Locomotive builders Electro-Motive Diesel (EMD) and GE Transportation are trying to develop or tweak engine kits that would enable existing high-horsepower units to support dual-fuel operations (via diesel or LNG) or run predominantly on LNG.

- Tender-car manufacturers are aiming to design or tailor the cars that would be positioned behind a locomotive to carry LNG.

- Class Is are attempting to gauge the fueling network necessary to accommodate the locomotives — including the cost of said infrastructure, which is estimated to be significant — and the optimal routes for deploying the newfangled motive power.

- The Federal Railroad Administration (FRA) and Transport Canada are striving to craft regulations governing LNG locomotive operations, especially tender-car standards.

The concept of using LNG to fuel locomotives isn't new. BNSF Railway Co. predecessor Burlington Northern Rail-

Class Is cite lower locomotive fuel usage, emissions as incentives to adopt LNG if regulatory and technical wrinkles are ironed out

BNSF Railway Co. is testing two Electro-Motive Diesel locomotives and a tender car carrying LNG at the Transportation Technology Center Inc. in Pueblo, Colo.



road operated some natural gas-powered locomotives in the 1980s and 1990s; BNSF tested LNG-fueled switchers in Los Angeles several years ago; and Union Pacific Railroad pursued a \$15 million research program on dual-fuel locomotives in the 1990s that involved LNG.

A conversion has become attractive again because there's a greater supply of natural gas in the United States and Canada due to explosive production at a growing number of shales and basins, and the price spread between diesel and natural gas continues to favor gas.

Five Class Is now are preparing to test LNG-fueled locomotives on certain mainlines, particularly those that register high diesel-consumption rates. (Canadian Pacific and Kansas City Southern are holding discussions with locomotive and tender-car manufacturers, but have not scheduled any LNG tests or acquired any equipment.)

However, none of the large roads are planning a large-scale adoption until there is regulatory certainty and a return-on-investment is substantiated, given the potential tens or hundreds of millions of dollars each Class I might spend on a conversion. And it could take several years to sort out all the issues.

### A 'tender' spot

For now, an Association of American Railroads (AAR) Technical Advisory Group (TAG) is trying to help the feds develop a tender-car standard. Formed in late 2012, the TAG is reviewing equipment and establishing design standards for fuel tenders, hoses, piping and other tender-locomotive interface connections, as well as addressing safety systems related to LNG-powered locomotives, interoperability and interchangeability.

TAG members include representatives from the AAR's Locomotive, Equipment Engineering and Tank Car committees, the FRA, Transport Canada, Pipeline and Hazardous Materials Safety Administration, Class Is, locomotive builders and tender-car manufacturers.

Although everyone associated with the Class Is' LNG exploration is asking when a tender-car performance standard will be established, "no one can say exactly when," says Mike Iden

UP's general director of car and locomotive engineering. Therefore, LNG-powered locomotives will be applied in a "rational manner," he believes.

"This is not a fuel-nozzle alternative like renewable diesel; it's a new way of



In September 2013, CN completed a LNG test on a 300-mile line between Edmonton and Fort McMurray, Alberta.

doing business," says Iden. "There's a lot of complexity."

UP, BNSF, the AAR and California Environmental Associates attempted to analyze LNG's complexities nearly seven years ago, when they jointly authored a study on natural gas-fueled locomotives. Among several recommendations, the November 2007 study determined that spark-ignited, LNG-fueled locomotives were better suited for switcher duty and impractical for line-haul use because they were inhibited by low fuel-storage capacity, range and power density.

But that recommendation no longer holds true, says Iden. Because of improved economics regarding required investments and potential fuel savings, LNG-fueled locomotives now are being evaluated for long-haul operations, or "where we consume the most fuel," he says.

"The bigger supply of natural gas has radically changed the structure of the fuels market," says Iden.

### Another look-see

To that end, UP again began to analyze LNG-fueled locomotives slightly more than a year ago. The Class I expects to begin testing a locomotive on a mainline by late 2014, says Iden, adding that the type of locomotive, route, test duration and other details haven't yet been determined. A locomotive still needs to be

modified and a tender still needs to be set up, he adds.

UP currently owns two tender cars that were used as part of the 1990s research program. One car was reconditioned and used by CN for a mainline test that ended last year, says Iden. That tender is "relatively available" for UP's planned demonstration late this year, he says.

CN used UP's tender car to test a LNG-fueled train on a 300-mile portion of its mainline between Edmonton and Fort McMurray, Alberta, from September 2012 to September 2013. CN retrofitted diesel engines in two EMD SD40-2 locomotives to run on natural gas using conversion kits supplied by Energy Conversions Inc.

The 3,000-horsepower locomotives, which operated 90 percent on natural gas and 10 percent on diesel, were estimated to have reduced carbon dioxide

emissions by about 30 percent and nitrogen oxide emissions by about 70 percent.

"We are the only railroad that has tested LNG on a mainline. It gave us a first step and first look into using LNG," says Gerry Weber, CN's vice president of supply, fleet and fuel. "We determined LNG is doable, [and] that we need to manage the fuel more than with diesel. Fueling infrastructure is a challenge, and we will need to take a phased approach."

### Only order on books

CN also is the only Class I that has placed a tender-car order. In mid-2013, the Class I ordered four tenders from Westport Innovations that are slated for delivery by March's end.

The car's design places the tender in an intermodal well car, says Weber. Each tender car can support two locomotives, providing more flexibility than a big tank twice the size and avoiding the expense of assigning one tender per locomotive, he says.

Westport Innovations has been collaborating with Caterpillar Inc. since June 2012 to co-develop natural gas technology for Caterpillar products, including subsidiary Progress Rail Services' next generation of EMD locomotives. The first high-pressure, direct-injection (HPDI) locomotive will be demonstrated this year through a consortium program funded by



### An Innovative Approach to **Railroad Maintenance**

Lower Operating and Maintenance Costs with  
the World Wide Support of the  
John Deere Dealer Network

**PURCHASE—RENT—LEASE**

Customizable and Emissions Compliant



# RCE

**Rail Construction Equipment Co.**

**[www.rcequip.com](http://www.rcequip.com)**

**866-472-4570**



▲ **FREE INFO: Circle 021**

Sustainable Technology Development Canada in partnership with CN, EMD and energy provider Gaz Métro. EMD's commercial production of HPDI locomotives is expected to begin in 2017, according to Westport.

CN plans to test the "high-pressure solution" — a kit that will enable a locomotive to be operated by LNG more than 90 percent of the time — in September or October, says Weber. Meanwhile, a test is expected to start in the second quarter on a "low-pressure solution," a kit that will allow a unit to operate on both LNG and diesel. A locomotive with a low-pressure kit will be able to travel to its next station or home facility running on diesel, if necessary.

CN currently is developing its test plan, which will require approval from Transport Canada. The agency so far has only approved the railroad's initial trial, says Weber.

"We're not ready to say we're ready to go with LNG," he says. "We still need regulatory approval in the U.S. No railroad has obtained an approved test plan yet."

That includes BNSF. The railroad has submitted a test plan to the FRA and needs a letter of concurrence from the federal agency before it can begin testing LNG-fueled locomotives, says BNSF Director of Operations Support Mark Swaney.

The Class I began to analyze the locomotives in earnest in October 2011 and has built a business case to move forward with LNG, says Mark Schulze, BNSF's vice president of safety, training and operations support. For one, a conversion would enable the railroad to remain competitive with trucking companies, some of which are converting trucks to operate on natural gas, he says.

BNSF currently is focusing on three things that need to be developed prior to conversion: engine technology with GE and EMD; tender-car technology; and a fueling network, including fueling facilities, says Schulze.

The Class I has refurbished two tender cars that were used by the Burlington Northern in the 1980s and 1990s. Two EMD locomotives underwent stationary testing with one of the tenders at a test center in Topeka, Kan., and the tender now is heading to the Transportation Technology Center Inc. in Pueblo, Colo., for design testing, says Schulze. The other tender car is being tested with two GE locomotives at the manufacturer's Erie, Pa., plant.

When ready to do so, BNSF plans to deploy LNG-fueled locomotives on corridors that have high diesel-burn rates, says Schulze.

### Exploration phase

CSX Corp. has a similar goal. And like BNSF, the railroad still is trying to iron out issues prior to any mainline tests or adoptions. CSX currently is working out technical and regulatory details with GE, tender-car vendors, fuel suppliers and the feds, says Louis Renjel, CSX's vice president of strategic infrastructure.

CSX began to explore LNG about a year ago. In November 2013, the Class I announced it partnered with GE to pilot LNG-powered locomotives.

CSX expects to test GE's NextFuel™ natural-gas retrofit kit that's designed to provide Evolution Series locomotives with dual-fuel capabilities, either operating up to 80 percent on LNG or 100 percent on diesel. The kit can reduce emissions and potentially cut fuel costs by 50 percent without compromising performance, according to GE. CSX and GE also plan to develop LNG kits for other locomotive classes.

The railroad currently is developing its test and safety plan, which might be completed in 2014's first half, says Renjel. The

**“[LNG] is not a fuel-nozzle alternative like renewable diesel; it’s a new way of doing business. There’s a lot of complexity.”**

**— Mike Iden, UP**

plan then would be submitted to the FRA for concurrence. CSX might begin to pilot LNG-fueled locomotives by year’s end, depending on FRA approval, says Renjel.

The Class I is taking its time to develop the plan and will continue to work on it “until we’re comfortable we got it right,” he says, adding that the railroad is trying to better understand the complications of conversion and FRA rules of operation.

Class Is are working with the FRA to determine the safety implications of LNG to the fullest extent, says Renjel.

“LNG has been around for 50 years and has a good safety record in the marine and other industries,” he says. “But

we need to understand what’s different in the rail environment.”

What is clear are the potential benefits CSX can derive from LNG. In addition to generating fuel and emission savings, the natural gas could triple a train’s operating range, says Renjel.

### LNG and CNG

Norfolk Southern Railway also is examining LNG for many of the same reasons. The Class I currently has no plans to purchase locomotives with LNG kits, but is contemplating whether to equip its next order of new locomotives with natural gas piping as a provision for LNG, says Don Graab, NS’ vice president of mechanical.

For now, the railroad is constructing a compressed natural gas (CNG)-powered locomotive at its Juniata locomotive facility in Pennsylvania. The EMD GP38-2 unit’s engine is being modified to burn only CNG using a kit supplied by Energy Conversions, says Graab.

“We are using this project as a means to evaluate the feasibility of natural gas as a fuel in switching operations where the environmental impact may be a large consideration in conversion,” he says.

Although it’s clear there are substantial costs associated with a LNG conversion, the benefits Class Is can derive from a changeover are hard to ignore. Saving a significant amount of fuel and reducing a high amount of carbon emissions each year will help justify a conversion, says Renjel.

“This is a real opportunity to reduce our environmental footprint,” he says. “We also can help develop the gas as a domestic fuel source.” ■

*Email questions or comments to [jeff.stagl@tridepress.com](mailto:jeff.stagl@tridepress.com)*

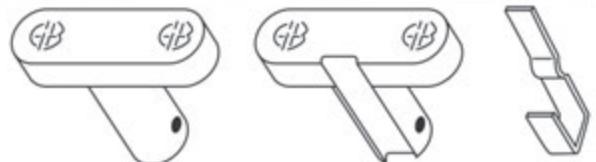
## Progressive RAILROADING.COM

*is your online resource for credible, exclusive, rail-centric information, including:*

- » Expert-written, only-online industry articles
- » Live and online events
- » Audio interviews with the industry’s most-respected leaders
- » The latest job opportunities
- » Information-rich webcasts



### Roto-Lock® Draft Key Retainer and Keeper



**General Bearing Corporation**

(248) 685-0961  
[www.generalbearingcorp.com](http://www.generalbearingcorp.com)  
ISO 9001 & AAR M1003 CERTIFIED



The content is always growing so visit  
[ProgressiveRailroading.com](http://ProgressiveRailroading.com) every day.

# Back on THE STREET

By Julie Sneider, Associate Editor

**SUN LINK WON'T START** whooshing along its new track for another few months, but the \$196 million modern streetcar system already has had an impact on Tucson, Ariz.'s landscape.

When it opens for revenue service this summer, Sun Link will connect the University of Arizona, University of Arizona Medical Center, the 4th Avenue and Main Gate business districts, downtown Tucson and the city's Westside redevelopment district. City officials estimate about 100,000 people live and work within a half mile of the streetcar route.

And since 2010, the planned system has helped attract student housing, retail shops, restaurants and entertainment-focused businesses. City officials believe Sun Link will help promote Tucson as "a hub of business, retail, the arts, technology, education and innovation," according to the Sun Link website.

Tucson is one of many examples of cities turning to streetcars as a way to stimulate economic development and enhance transportation options between neighborhoods. At the turn of the 20th century, streetcars were the most popular form of urban

Sun Link has begun testing one of its new streetcar vehicles in downtown Tucson.

transit before fading away in mid-century in favor of auto transportation. Today, streetcars are making a comeback, with more than two dozen cities in various stages of planning, developing or launching lines.

Less expensive to build than light-rail or subway systems and more permanent than bus lines, streetcars can help attract residents, tourists and businesses along the routes, urban planners say. Also central to the streetcar trend are the cities' efforts to revive their downtown districts, making them attractive places to live, work and play.

If done right, modern streetcar systems can enhance a downtown's "cool" factor by linking residential housing, higher-density development and entertainment venues with a pedestrian-friendly and easy-to-use transportation environment, says Elizabeth Rao, chair of public transit services at HNTB Corp., which last month published a white paper on U.S. streetcar development.

"I think what's behind the streetcar projects is the trend toward livability in downtown areas, and creating the synergy between development and transportation to make a downtown attractive to residents and visitors," says Rao. "It's the idea of being able to work, live and play in the downtown. You don't have to worry about driving or finding parking to get to where you want to go. Everything is convenient for you."

That trend appeals to both millennial and baby-boom generations, Rao says. And a number of cities have found that adding a streetcar system to the mix has helped draw the kinds of commercial and residential projects that the downtown workers, dwellers and visitors are looking for.

"For example, Portland, Ore., which is considered the original instigator of the modern streetcar, has had quite a bit — almost \$3.5 billion — in new economic development along the streetcar route," says Rao.

## Tucson's nearly ready to roll

Sun Link was modeled after Portland's system in that it is an effort to attract economic development and private investment, particularly in downtown Tucson's historic area and central city, says Sun Link Project Manager Shellie Gunn. And so far, the plan seems to be working: The Tucson Downtown Partnership has estimated more than \$800 million of public and private investment has occurred along the future Sun Link line since the project was approved.

The streetcar is making a comeback as U.S. cities seek to stimulate economic development and increase transit options





ips@alstom.com Paris  
© ALSTOM / Design&Styling

## Designing fluidity with Alstom



### **CITADIS SPIRIT – THE SPIRIT THAT MOVES YOUR CITY**

A new spirit is coming to light-rail and streetcar projects across North America – the Citadis Spirit™. Its 100% low-floor design offers street or curb-level accessibility, as well as a rider-friendly interior free of steps or ramps for a safer, more enjoyable passenger experience. The Citadis Spirit is the only vehicle that can provide a street-running service in city centers and a 65mph light suburban commuter service on dedicated right-of-way. The vehicle also offers highly customizable exterior and interior styling to reflect each city's unique identity, and proven catenary-free solutions for seamless urban integration.

The first Citadis Spirit made in America will be delivered in 2015.

[www.alstom.com](http://www.alstom.com)

**ALSTOM**  
*Shaping the future*

**FREE INFO: Circle 103**



CINCINNATI STREETCAR

Crews are preparing streets for the future Cincinnati Streetcar track.

Construction on the project began in March 2012 and was substantially completed in October 2013. Project funding is coming from a \$63 million federal Transportation Investment Generating Economic Recovery (TIGER) grant, plus local and other sources.

The city's Department of Transportation managed the construction project. Old Pueblo Trackworks, a joint venture comprising Granite Construction Co. and

RailWorks Track Systems Inc., built the line, including track, stops, overhead lines, underground utility and roadway work. D.L. Wither Construction is building the maintenance and storage facility.

Oregon Iron Works/United Streetcar is manufacturing Sun Link's eight, all-electric streetcars, which will feature low-floor doors and a cooling system customized to fit Tucson's desert climate. Each car will seat up to 148 passengers. The fourth of the eight cars arrived on Feb. 4, and some are being tested; the remaining cars are expected to arrive by May, Gunn says. The revenue service launch had been scheduled for October 2013, but a delay in the vehicle manufacturing process pushed the opening to summer 2014.

### Back to work in Cincinnati

Construction on the Cincinnati Streetcar project is back on track after a 19-day delay in December, when the newly elected City Council suspended work to evaluate the cost to complete the project versus terminating it. On Dec. 23, the council concluded the proj-

ect would continue.

"Since then, we've been getting back to work," says Cincinnati Streetcar Project Manager Chris Eilerman.

The system's first phase will be a 3.6-mile, figure-8 loop designed to link major employment centers in downtown Cincinnati and the Uptown area, and connect to the Over the Rhine neighborhood.

Planners say the streetcar will be a vital complement to existing transportation services.

And, as in other cities with streetcars, Cincinnati Streetcar advocates anticipate new business investment and higher property values along the route.

"Over the Rhine is a historic neighborhood with lot of great architecture, but a lot of vacant buildings, as well," says Eilerman. "The streetcar is an opportunity for us to stimulate investment and development in that area, and resurrect it as a mixed-income, mixed-use neighborhood, similar to what Portland and some other cities have done."

The \$147.8 million project is being funded through federal and local

# Progressive RAILROADING.COM

*is your online resource for credible, exclusive, rail-centric information, including:*

- » Expert-written, only-online industry articles
- » Live and online events
- » Audio interviews with the industry's most-respected leaders
- » The latest job opportunities
- » Information-rich webcasts

## MyProgressiveRailroading

**OPINIONS ENCOURAGED AND  
IDEAS EXCHANGED**

MyProgressiveRailroading.com is the online social hub for all rail industry professionals.

- Discuss job opportunities
- Help a rail colleague
- Learn best practices

You get all of this and so much more  
**...and it's FREE.**

Sign up today at

myProgressive  
RAILROADING.COM



The content is always growing so visit  
*ProgressiveRailroading.com* every day.

sources. Federal funds include a \$24.9 million Urban Circulator grant, \$4 million Congestion Mitigation and Air Quality grant, and a \$15.9 million TIGER III grant.

The project's civil contractor is Messer/Prus/Delta, a joint venture comprising Messer Construction, Prus Construction and Delta Railroad Construction Inc. As of early February, construction was going smoothly, with rail installed on about three-quarters of a mile, according to Eilerman. Residents and businesses can follow the construction process via weekly updates on the city's website.

Meanwhile, CAF USA has begun manufacturing the vehicles. Cincinnati's will be the manufacturer's first streetcar built in the United States, Eilerman says.

The initial order is for five vehicles that are 100 percent low floor with level boarding at the platforms, "which is something we're pretty excited about in that it will improve accessibility and eliminate things like bridge plates," he says.

As of last month, streetcar officials were still evaluating how the 19-day work suspension might affect the project's completion and vehicle delivery date. The initial plan called for revenue service to launch in September 2016. Eilerman remains optimistic.

"We're moving forward and things are going well, and we're confident that we'll get it done on time and on budget," he says.

### Giving Detroit a lift

Also moving forward is Detroit's planned 3.3-mile circulating streetcar system along Woodward Avenue. Project advocates believe the streetcar will be a sign of the city's renewal, as Detroit proceeds with its bankruptcy process.

The streetcar stems from a partnership between the city, Michigan Department of Transportation (MDOT), U.S. Department of Transportation, and support from Detroit's private sector and philanthropic community. The nonprofit M-1 Rail was formed to oversee the streetcar, which will travel along Woodward Avenue between Larned Street and West Grand Boulevard.

M-1 Rail officials say the streetcar will serve as a catalyst to help drive Detroit's economic recovery. Long term, the line is viewed as the future centerpiece of a transit system that will connect people to jobs, retail, sporting venues and cultural activity.

"The bankruptcy is not the end, it's the beginning of a new Detroit," says M-1 Rail Chief Operating Officer Paul Childs. The Woodward Avenue corridor is already experiencing an economic rebirth, and the streetcar will accelerate that growth, he adds.

The project is expected to cost between \$135 million and \$145 million, including \$35 million to \$45 million for state- and

federally funded Woodward Avenue reconstruction projects that will be completed in conjunction with the streetcar construction. About two-thirds of the project's costs will be covered by private funds.

M-1 officials anticipate the line's construction will begin in spring. Utility relocation work began in December 2013. As of mid-February, construction manager and general contractor Stacy and Witbeck



# Gets to the Point

Safely, Reliably, Even Under Water



**100% Made in the USA,  
"Buy America"**



*90° T-3 Track Switch for Dual Flexive Point Applications*

- Dual-hinged lid design with replaceable gaskets for easy access by MOW workforce**
- Truly submersible, rubber bellows rod and lid seals keep out excess debris**
- Electric coil operating for simple maintenance, no need for certified master mechanics**
- Locking throw rods for between-the-rails applications with 5K pounds of locking strength**
- Spring detent rods for semi-auto reset after trailing violations**

*Supporting track maintenance pros in North America with reliable switching systems, signals and controls for more than 120 years.*



*Compact Locking T-3 Track Switch for Single and Dual Point*



**Irwin Transportation Products**  
*An Affiliate of Irwin Car and Equipment*

PO Box 56 • 400 Sereff Drive  
Blairsville, PA 15717 USA

**US: 724-459-3469**  
**Canada: 705-522-9005**

**TECHNICAL:** Ken Fitzgibbon  
kfitzgibbon@irwincar.com

**SALES:** Dave Colussi  
dcolussi@irwincar.com

[www.irwincar.com](http://www.irwincar.com)

**▲ FREE INFO: Circle 008**

## “This is a streetcar city; it grew up around streetcars.”

— Kansas City Councilman Russ Johnson

Inc. was seeking proposals from local contractors and suppliers for construction work, while M-1 Rail was negotiating with a preferred vendor for the streetcar vehicles. Additionally, M-1 officials were working on obtaining the necessary streetcar operating licenses from the city and MDOT.

Later this year, M-1 anticipates issuing a request for proposals for an operations and maintenance contract, Childs said.

If all goes as planned, M-1 officials hope construction will be completed and streetcar revenue service will begin in 2016.

### Back to the future in KC

Each city’s streetcar project faces its own set of challenges. In Kansas City,

Mo., the main challenge is building the two-mile, north-south Downtown Kansas City Streetcar project in a way that doesn’t cause too much disruption to businesses located along the route.

“It’s a 2.2-mile line that cuts right through the heart of the city,” says Andy Auxier, project manager at KC Streetcar Constructors (KCSC), the project’s general contractor. KCSC is a joint venture partnership between Herzog Construction Corp. and Stacy and Witbeck.

The line will run along Main Street, and connect the River Market area to Crown Center and Union Station. It will serve the city’s Central Business, Crossroads Art, and Power and Light districts, as well as other businesses, restaurants, retail, education and residential facilities,

streetcar officials say. Also, a streetcar vehicle maintenance facility and park-and-ride lot will be built in River Market.

To maintain two-way pedestrian and vehicular traffic during construction, the project will be built in three-block phases on alternating sides of the line, Auxier says.

Construction is expected to begin this spring, with completion anticipated for summer 2015. If all goes according to schedule, revenue service will launch at 2015’s end. CAF will manufacture the system’s four vehicles, which were chosen primarily for their 100-percent, low-floor design, says Jason Waldron, engineer section head of the city’s Public Works Department.

Estimated to cost \$100 million, the project will be paid for with a voter-approved sales tax increase, parking assessments and federal funding.

When the streetcar starts transporting riders, the launch will mark a back-to-the-future moment in city history.

“During the first half of the 20th century, Kansas City had tons of rail lines for public transportation,” says Kansas

**Power for the People**

On Track for the ENVIRONMENT

Beautifully designed, environmentally conscious, powerfully efficient, custom locomotives and streetcars made by an American workforce today for the American cities of tomorrow.

**BROOKVILLE**  
brookvillecorp.com • 814.849.2000

**BL36PH**  
EPA Tier 3 rated, Tier 4 field-upgradeable  
3600hp passenger locomotive

**Liberty Modern Streetcar**  
with optional off-wire capable  
Onboard Energy Storage System

City Councilman Russ Johnson, a long-time advocate for the downtown streetcar project. "This is a streetcar city; it grew up around streetcars."

Kansas City's first streetcar era ended in the 1950s. When streetcars started their comeback in Portland and other cities at the turn of the 21st century, Kansas City leaders began thinking about transit rail as a mechanism for urban renewal. The downtown project is envisioned as a starter line; city and transportation planners already are studying three possible routes for streetcar expansion, Johnson says.

### Linking D.C. neighborhoods

Like Kansas City, the District of Columbia's project will represent a return of streetcar transportation to the nation's capital when its modern DC Streetcar rolls down the tracks later this year.

In the past, Washington, D.C., had a "robust" streetcar network, with more than 200 miles of track and various companies providing the service. That ended in 1962, when district leaders shut down streetcars in favor of buses,

according to the DC Streetcar website.

Today, the modern streetcar network is viewed as another transit option to link district neighborhoods with commercial and entertainment areas, says Ronaldo "Nick" Nicholson, chief engineer of the District of Columbia Department of Transportation (DDOT), which is overseeing the streetcar project. It also will help the district manage its transportation solutions to accommodate population growth.

The nearly completed first segment is the 2.4-mile H Street and Benning Road line, which will serve riders traveling between Union Station and the Anacostia River. Eventually, the H/Benning Line will become part of a 37-mile transit network; planning is under way for the first 22 miles of that larger system, which will include bus and streetcar service.

In late January, DDOT issued a request for qualifications to firms interested in designing, building, operating and maintaining the 22-mile portion.

Ahead, Nicholson sees "innovation" as the next major challenge for

district's streetcar network.

"Because we are the nation's capital, there are a lot of viewsheds protected environmentally, so we are looking to decrease the use of catenary," he says. "The district has a number of challenges — whether you're talking about congestion, or snow and ice or just the topography of the area — and we want to work with the industry to come up with an off-wire system."

And like other cities' streetcar project representatives, Nicholson sees the potential advantages a streetcar system will bring to D.C., which he says is experiencing a growth spurt.

"The problem is, we can't expand [D.C.'s] boundaries, which are restricted by Congress," he says. "So we have to manage our transportation solutions. What the streetcar gives us is another option to connect the neighborhoods and also provide economic revitalization of the corridors they fit in." ■

*Email questions or comments to julie.sneider@tradepress.com.*



MEC is an industry leader in the design, supply, installation, and integration of Specialty Rail Systems, including Overhead Contact Systems, Traction Power Systems, Signaling, Train Control, Communications, and Control Centers. **Safety always first. Quality never compromised.**

**Over \$3 Billion in Successfully Completed Systems Work  
On-time & Within Budget!**



www.masselec.com • (972) 505-4700 • info@masselec.com

▲ FREE INFO: Circle 009

# In the material world

Equipment providers talk material handling technology that's designed for today's railroads

By Walter Weart

The Brandt R4 Power Unit travels into and out of worksites via highway or rail, and pulls material-filled rail cars to the site, eliminating the need for a work train.



Brandt Road Rail Corp.

---

**R**ailroads use a variety of material handling equipment to perform an array of maintenance-of-way-related tasks. We recently asked a cross-section of material handling equipment providers to share information on their respective offerings; we also asked them to discuss rail-world applications that, in their view, best illustrated their material handling and/or distribution equipment “in action.” Eight suppliers took us up on our request. Their responses follow.

---

## Auto Truck Group

Railroads often need a rail-capable material handling truck on short notice, but the lead time for this type of equipment can be quite lengthy, says Jeff Mower, Auto Truck Group’s railroad sales manager.

“In those situations where there is an immediate requirement, our inventory of ‘Rail-Ready’ trucks, outfitted with hi-rail equipment and, depending on the truck, material handling equipment, if not in stock, is available on a greatly reduced lead time,” he says.

For example, the Spec #755 Material Handler features a 22-foot platform body and crane, grapple, magnet and rail gear. Another Rail-Ready unit is the Rotary Dump truck, which is equipped with a 12-cubic-yard dump body that can rotate 180 degrees. The rotary dump truck was in high demand last year as railroads repaired washouts in remote areas in Colorado, Mower says.

“We try to keep one of each of the larger trucks and four of the smaller pickup-style trucks in stock at all times,” he says.

---

## Brandt Road Rail Corp.

Brandt Road Rail Corp. customers — which include freight railroads, transit-rail agencies and industrial users — wanted a piece of equipment that could serve several purposes, including freeing locomotives from work-train service. Enter the Brandt R4 Power Unit.

Powered by a 600-horsepower Cummins ISX 15 Tier 4 emission-compliant engine, the R4 travels into and out of worksites via highway or rail, and then pulls the rail cars full of material to the work site, eliminating the need for a work train, says Brandt Sales and Marketing Manager Neil Marcotte.



# ELECTRO-MOTIVE®

## Don't Compromise...

One locomotive capable of high speed  
intercity operation **and** high capacity  
commuter rail service!

Lightweight full monocoque  
carbody design with integrated  
Crash Energy Management (CEM)

Robust 4,700HP Tier 4  
CAT C175-20 engine

Inverter-driven  
Head End Power

ELECTRO-MOTIVE

Fully regenerative  
dynamic braking

Outstanding fuel efficiency  
and lower life-cycle costs

Lightweight  
fabricated trucks



The EMD F125 Locomotive is  
fully "Buy America" Compliant

Electro-Motive Diesel is owned by  
Progress Rail Services, A Caterpillar Company

Designed in  
partnership with

**vossloh**  
Rail Vehicles

**FREE INFO: Circle 101**

“The R4 can be equipped with a crane or OTM Tracker Lift deck, making it a very efficient material handling tool,” Marcotte says. “The unit can also pull rail cars to and from the work site.”

The R4 can handle six to eight rail cars; grade affects capacity, Marcotte says.

Last year, Brandt announced the first R4 and OTM Tracker deliveries to Union Pacific Railroad. UP integrated the OTM Tracker System, combined

with the R4, with its parallel lift deck and specialized trailer in an effort to improve mobile productivity and safety, Brandt officials said in a press release.

“The R4 can raise its deck to allow the OTM Tracker to be positioned on an open-top rail car, then it can move from car to car to handle track maintenance materials,” Marcotte says, adding that the R4 also can pull the cars to be used with the OTM Tracker to the worksite.

Georgetown Rail Equipment Co.



The hi-rail-based BallastSaver® can be used as a stand-alone service or be combined with GateSync automation technology.

## Georgetown Rail Equipment Co.

As Class Is seek automation solutions, they expect suppliers to incorporate sophisticated technologies that provide the latest advances in material-handling efficiencies to replace “passed-down” knowledge and experience-based, subjective methods, says Lynn Turner, vice president of marketing and sales for Georgetown Rail Equipment Co. (GREX).

BallastSaver®, a Light Detection and Ranging (LIDAR) technology-based inspection system, was developed by GREX to accurately assess the existing roadbed ballast profile and overlay that data against the customer’s ideal or standard profile. The existing profile conditions, with variations for curves and other anomalies, ultimately can be transformed into a fully automated system planning tool or simply a spot analysis for a few miles of problematic track. With the addition of lateral instability detection, or LID, BallastSaver can detect areas subject to erosion of the roadbed and exposed end of ties, where dangerous conditions might develop and derailment risk could increase.

A hi-rail-based platform, BallastSaver can perform as a stand-alone service or be combined with GREX’s GateSync automation technology; BallastSaver also can be customized to meet customer requirements. Data collections can be done day or night, or in inclement weather. The combined services of BallastSaver and GateSync enable customers to determine GPS-specific ballast tonnage requirements laterally along the track, and deliver them at speeds up to 10 mph — exactly where needed, Turner says.

## When it comes to rail handling at lower cost and higher safety, we go to extraordinary lengths.



### Optimized rail handling for maximum capacity and productivity.

LORAM’s Raptor™ Rail Handling System offers an integrated, high-capacity solution for loading, unloading, cutting, joining and delivery of continuously welded rail. Over 15 miles of rail capacity and the ability to handle individual rail lengths up to 1,600 feet. Unique independent twin gantries and booms facilitate greater safety and maximum efficiency. Let us show you the way.

THE GLOBAL LEADER IN MAINTENANCE OF WAY SERVICES AND EQUIPMENT | [LORAM.COM](http://LORAM.COM)

**LORAM**   
SPEED PERFORMANCE RELIABILITY

© 2014 Loram, Inc.

Both BallastSaver and GateSync have been independently tested and field tested for accuracy and repeatability, providing railroads with the ability to objectively assess, predict, plan and deliver their ballast requirements in a fully automated manner over vast territories and regions, Turner says.

"The combined solutions provide the railroad industry with state-of-the-art technology that is both safe and efficient," he adds.

Herzog Railroad Services Inc.



Herzog has developed a Light Detection and Ranging application that is used with the company's ProScan hi-rail truck.

## Herzog Railroad Services Inc.

Railroad ballast maintenance programs of the past were determined by manually estimating ballast quantities and distribution locations. While this approach was successful, the results were not always consistent or efficient. Herzog Railroad Services Inc. addressed this issue with the development of a new technique that allows a railroad to execute with greater precision.

"Herzog has developed a LIDAR (Light Detection and Ranging) application, which is used in our ProScan hi-rail truck," says Vice President of Marketing Tim Francis. "This allows the railroads to spread ballast with accuracy, efficiency and improved safety."

The process begins with the railroad creating a template of the ideal ballast profile; Herzog's LIDAR truck scans the track, and then determines the amount of ballast that should be spread to fill the railroad-provided template.

After the data is processed and analyzed, it is uploaded to one of Herzog's Programmable Linear Unloading System (P.L.U.S.) or SMART ballast trains. The train then proceeds to distribute ballast according

to the LIDAR data, Francis says.

For example, a Class I using the ProScan truck determined that it would require two 60-car trains to spread sufficient ballast to restore the desired profile.

"After we conducted a survey with a ProScan truck, our data showed they already had sufficient material and only needed to redistribute it, making the ballast trains available for other projects," says Project Manager-Re-

search and Development Nathan Landes. "The ProScan truck can provide 360-degree, high-definition video offering visual detail and the data can be used in connection with Google maps to deliver additional information."

The scanning can be performed at speeds up to 30 mph, Landes adds.

The three Herzog ProScan trucks have been utilized by Class Is, regionals, short lines and transit properties, says Francis.

**Ballast Saver**  
Precision Delivery

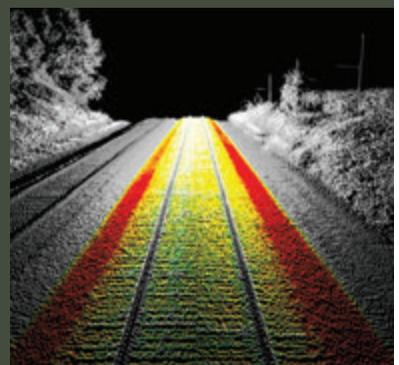
**Accurate Assessment of the Ballast Profile**



**Take the guesswork out of maintaining optimal track conditions by easily determining your exact ballast needs.**

BallastSaver® enhances the performance of GREX's GateSync® Ballast Delivery System by greatly improving the accuracy and efficiency of ballast placement. Utilizing state of the art LIDAR technology, an encoder wheel and videography, the system measures the existing profile for comparison with the Railroad's "ideal" profile. Once the required amount of ballast is determined, the data is fed directly into the GateSync® System for automated delivery.

- Remove the subjectivity from ballast management
- Dump only the amount of ballast needed
- Plan your Annual Ballast Program using BallastSaver® Data
- Optimize the annual spend on ballast
- Compliments and enhances GREX's GateSync® Services



**GREX**  
GEORGETOWN RAIL  
EQUIPMENT COMPANY

**A Better Way to Work.**

1.512.869.1542  
www.georgetownrail.com



Shown: a 320 Cat excavator on a Hytracker Side Load Cart, with a Gondola Ditching Trailer.

## Hytracker Manufacturing Ltd.

Transporting equipment to work sites can be a problem for railroads, particularly when the site is near roads. It's a problem Hytracker Manufacturing Ltd.'s equipment is designed to solve.

"We have been manufacturing equipment for rail-

roads and railroad contractors for 33 years, and our equipment is designed to quickly get equipment to rail sites and to quickly get off and on the tracks," says Chuck Douglass, who retired last month after a long stint as Hytracker's marketing manager.

For example, Hytracker's Rail Cart System is designed as a mobile platform to work integrally with a hydraulic excavator. The system uses the excavator's hydraulics to power it on track at speeds up to 20 mph. Once at the work site, the excavator can perform a variety of tasks, such as ditching or improving drainage by removing material from the edge of the right of way. The excavator also can work independently of the cart.

"The Rail Cart can also tow our Ditching Gondola, which can be used to either bring to or remove material from the work site, simplifying the maintenance task," Douglass says.

Another challenge Hytracker equipment is designed to meet: the need for railroads to deliver propane to switch heaters, regardless of location.

"We provided our Low-bed Rail Equipment Mover [to a railroad], and the railroad was able to load a propane truck on this, taking the truck to any location where there is a switch heater," says Douglass.

The self-propelled Low-bed Rail Equipment Mover can handle 50 to 60 tons, operating at speeds up to 25 mph, according to Hytracker's website.

## TIMES HAVE CHANGED. HAVE YOU?

We were the first to develop a safer and more efficient method of unloading rail in over 50 years. Using our **RUM** and **Automated Tie Down Car** improves safety, saves valuable time, and increases the window of time to run revenue freight.



1960

Manual track unloading involved intensive manpower increasing personnel to unnecessary risks and injury.



2005

The **Rail Unloading Machine (RUM)** is introduced by HRSI. The RUM is designed to unload continuously welded rail from the rail train to both sides of the track. The RUM eliminates extensive manpower while reducing the risk of injury.



2012

HRSI debuts the **Automated Tie Down Car**. There is no longer a need to physically clamp and unclamp rails making this once manual process much safer. Clamps are remote control operated rather than manually removing and putting them back on.

**HERZOG** Railroad Services, Inc.

816.233.9002 [www.hrsi.com](http://www.hrsi.com)





L.B. Foster Co.

L.B. Foster Co. has offered continuous-welded rail trains for more than 30 years.

## L.B. Foster Co.

Railroads continue to find ways to outsource a range of functions, including the offloading of rail. Although Class Is usually can order enough continuous-welded rail (CWR) to require a full rail train, smaller railroads may not be able to do so.

"We wanted to develop a method where regional railroads could take advantage of using our welded rail trains, so we developed a method where we could combine multiple orders on the same train," says Joe Mahoney, director of rail sales for L.B. Foster Co., which for more than 30 years has offered CWR trains to North American railroads and transit agencies.

The company has four CWR trains, and can add a fifth rental train if needed. Recent CWR train customers include the Evansville Western Railway, which needed to haul 65,000 feet of rail, and the Indiana Rail Road Co., which shipped 15,000 feet of it. Another notable CWR train project involved an American Recovery and Reinvestment Act-funded rail improvement program for the 394-mile New England Central Railroad.

In addition to developing new methods to upload product more efficiently and quickly, L.B. Foster color-codes the rail on CWR trains to ensure customers receive the right orders.

"We also send a supervisor with the train to ensure accuracy and customer satisfaction," Mahoney says.

## Loram Maintenance of Way Inc.

When railroads replace welded rail with new rail, the old rail must be picked up for reuse or disposal — which, historically, was a dangerous job that required a large crew.

"We developed the Raptor Rail Handling System to not only to pick up the old rail more quickly and efficiently, we wanted

to make this job significantly safer," says Loram Maintenance of Way Inc. Manager of Product Development Scott Diercks.

The Raptor Rail Handling System is designed to make loading, unloading, cutting, joining and delivering rail safer, faster and more reliable. It features twin independent gantry cranes with telescoping booms, a three-car work unit with rail joining workstations and integrated power cars, and high-capacity rail transport trains. The Raptor retains "total control over the old rail" from pick up to placement, enabling crews to work in centralized workstations that enhance productivity and safety, Diercks says.

The Raptor's first three cars feature high-mounted gantries

Aerial Work Platform  
Forklift  
Backhoe Loader  
Skid-steer Loader  
Fall Protection  
Trench Shoring



## Equipment training from people who know equipment.

Sunbelt Rentals Safety Training Department offers a wide range of programs, courses and consulting services to help you keep focused on the job at hand.

Contact us today:

**1-866-455-4106**

or email [SafetyTraining@sunbeltrentals.com](mailto:SafetyTraining@sunbeltrentals.com)

visit [sunbeltrentals.com](http://sunbeltrentals.com) click on the Safety Training link

▲ FREE INFO: Circle 014

## We're Working to Stabilize the Hardwood Log Supply

Gross & Janes is exploring ways to create a more reliable supply of hardwood timber for our crossties. Our goal is help stabilize the price of crossties over a longer period and add value for our customers. Learn more about our ideas at [www.grossjanes.com](http://www.grossjanes.com).



Tomorrow's Crossties for Today's Railroads



▲ FREE INFO: Circle 018

that grasp the old rail, lifting it onto the train. "These three cars have workstations which can cut and join the rail into strings as well as drilling bolt holes, making the rail relay ready," says Diercks.

Offered as part of a pick-up and delivery service, and fully staffed, supervised and supported by Loram, the Raptor can handle rail lengths up to 1,500 feet and rail sizes up to 141 pounds per yard.



Rail Construction Equipment Co.

The 225D Railavator® High Rail Excavator can handle ballast, clear rock from cuts and shoulders, clean culverts, and tow a side dump cart.

The Raptor requires a seven-person crew versus the 15 to 20 people railroads may use to perform the same work using other methods, Diercks says. The Raptor can load 3,000 feet of rail per hour, doubling the productivity over older methods. The train is capable of holding slightly more than 15 miles of rail, he says.

## Rail Construction Equipment Co.

Railroads often have to position welded rail strings on ties, and Rail Construction Equipment Co. (RCE) has developed a machine that is designed to handle that task quickly and safely.

"Our 544K Series 5 Swing Loader can quickly and easily handle this job as well as others much more efficiently than other machines," says RCE Sales Manager Dennis Hanke.

The unit features a high drawbar pull to handle the positioning of continuous-welded rail strings,

Hanke says. Because it can perform this task, another machine is not required. "The 544K Series 5 is also fuel efficient and designed to reduce operator fatigue, decreasing cost and increasing productivity," Hanke adds.

The swing loader can be equipped with buckets ranging in size from two-and-one-half to six-and-one-half yards. It also can be equipped to handle ties.

"We received a request from a Class I for an excavator that could work both on and off the track and would handle a variety of jobs, so we put hi-rail equipment on a Deere excavator, modifying it for use both on and off track," says Hanke, noting that the 225D Railavator® High Rail Excavator can handle ballast, clear rock from cuts and shoulders, clean culverts, and tow a side dump cart.

Another Class I had a problem using Grove-style cranes in the front of their steel gangs; the crane's stabilizers must be deployed any time the boom is being used, requiring the crane to be stationary. That made it impossible to remove rail anchors in a continuous movement with the outriggers deployed. RCE recommended that the railroad use the 225D, given the machine's "exceptional ability" to handle heavy loads and provide stability in transit, Hanke says.

Meanwhile, another railroad needed a better way to install signal foundations for its positive train control (PTC) program. Typically, it would take a day or two to dig a hole and pour the cement for the standard concrete base.

"As they had a large number of PTC signal masts to be installed, they decided to use a H-beam piling to support their masts," Hanke says.

So, RCE developed a 225D High Rail Excavator outfitted with a Hercules Machinery Corp. excavator-mounted vibratory hammer to install the pilings, and a cart the excavator could tow to carry the supplies and masts needed to complete the job. The railroad subsequently has been able to install five to 10 pilings per workday, Hanke says. ■

Walter Weart is a Denver-based freelance writer. Email comments or questions to [prograil@tradeexpress.com](mailto:prograil@tradeexpress.com).

**The Brandt OTM Tracker System is the most productive Material Handler in the Rail Industry.**

The Brandt OTM Tracker is a fully mobile, on track, material handling system that provides motive power for rail cars. The combination of the unique car-top loading of the OTM Tracker and the versatile Brandt R4 Power Unit, with a parallel lift deck and specialized trailer, results in the unmatched mobile productivity and safety that the rail industry demands. That's Powerful Value. Delivered.

[brandt.ca](http://brandt.ca) | 1-306-791-7533  
Email us at [roadrail@brandt.ca](mailto:roadrail@brandt.ca)

**Brandt**

# Reader Information Center

It's easy to get the product information you want.

Use the product information card in this issue and circle the numbers that correspond with the products you want information on. Then either mail the card or fax it to 888-847-6035.

COMPANY	PAGE	CIRCLE #	COMPANY	PAGE	CIRCLE #
Alstom Transport	.25	.103	Progressive Railroading Mobile Site	5	
212-696-5320 • www.alstom.com/transport			414-228-7701 ext. 503 • progressiverailroading.com		
American Association of Railroad Superintendents	IBC	.105	Progress Rail Services Corp.	.31	.101
331-643-3369 • www.supt.org			256-593-1260 • www.progressrail.com		
Brandt Road Rail Corp.	.36	.013	Rail Construction Equipment Co.	.22	.021
306-791-7533 • www.brandt.ca			866-472-4570 • www.rcequip.com		
Brookville Equipment Corporation	.28	.010	Railroad Cooperation & Education Trust	8	.001
814-849-2000 • www.BrookvilleEquipment.com			866-RAILCET • www.railcet.org		
Danella Rental Systems Inc.	.17	.002	Railquip Inc.	.16	.007
800-969-6200 • www.danella.com			770-458-4157 • www.railquip.com		
Diversified Metal Fabricators Inc.	.10	.019	Railway Supply Institute Inc.	3	.106
404-875-1512 • www.dmfatlanta.com			202-347-4464 • www.rstiweb.org		
Dixie Precast Inc.	7	.004	RailWorks Corp.	.15	.102
770-944-1930 • www.dixieprecast.com			866-905-7245 • www.railworks.com		
General Bearing Corp.	.23	.003	RJ Corman Railroad Group L.L.C.	BC	.104
248-685-0961 • www.generalbearingcorp.com			859-881-7521 • www.rjcorman.com		
Georgetown Rail Equipment Co.	.33	.022	Softrail	7	.005
800-582-1803 • www.georgetownrail.com			888-872-4612 • www.softrail.com		
Gross & Janes Co.	.35	.018	Sunbelt Rentals Inc.	.35	.014
636-343-8484 • www.grossjanes.com			800-667-9328 • sunbeltrentals.com		
Herzog Railroad Services Inc.	.34	.016	Unitrac Railroad Materials Inc.	.18	.006
816-233-9002 • www.hrsi.com			412-298-0915 • www.unitracrail.com		
Irwin Car & Equipment	.27	.008	Wabash Power Equipment Company	9	.020
724-864-8900 • www.irwincar.com			800-704-2002 • www.wabashpower.com		
JK-Co L.L.C.	.19	.012			
419-422-5240 • www.JK-CO.com					
Loram MOW Inc.	.32	.015			
763-478-6014 • www.loram.com					
LTK Engineering Services	.19	.011			
215-542-0700 • www.ltk.com					
Mass Electric Construction Co.	.29	.009			
972-505-4700 • www.MassElect.com					
National Steel Car Limited.	IFC	.100			
905-544-3317 • www.steelcar.com					
ProgressiveRailroading.com/ MyProgressiveRailroading.com	.23, 26				
414-228-7701 ext. 458 • http://bit.ly/Kn5mwG					

## Advertising Sales

### PUBLISHER

#### Stephen Bolte

6671 West Indiantown Road, Suite 56-426  
Jupiter, FL 33458  
561/743-7373; FAX 561/743-1973  
stephen.bolte@tradeprss.com

### EASTERN UNITED STATES

**Bridget Quaglia**, Eastern Regional Sales Manager  
1602 Cleveland Ave., Wyomissing, PA 19610  
610/207-0252; bridget.moyer@tradeprss.com

### CENTRAL UNITED STATES

**Mike Singler**, Central Regional Sales Manager  
16019 Hometown Drive, Plainfield, IL 60586  
815/302-7055; mike.singler@tradeprss.com

# PROFESSIONAL SERVICES Directory

INTERNATIONAL SEMINAR & EXPO  
**RAIL SAFETY 2014**  
 APRIL 7-9, 2014 • ORLANDO, USA  
[www.railsafetyseminars.com](http://www.railsafetyseminars.com)

## Professional Services Directory Rates

Per column inch (3.375" x 1" deep), per insertion  
 1X\$220 • 3X\$215 • 6X\$210 • 9X\$205 • 12X\$200  
 Send grayscale (b/w) press quality electronic files to:  
[www.tradepress.com/uploads](http://www.tradepress.com/uploads)

## Classified Advertising

### Classified Advertising Rates

Per column inch, per insertion (column inch is 3.375" x 1" deep):  
 \$295/inch. Includes a month in print and online. Submit your ad to:  
[www.progressiverailroading.com/classifiedads](http://www.progressiverailroading.com/classifiedads)  
 Blind box number: \$30 additional

### Director of Sales and Marketing

Cryo-Trans, Inc. (CTI) is seeking a Director, Sales and Marketing. The prospective candidate must have extensive sales and marketing, transportation and food industry experience. High-level analytical skills required with expert-level MS Excel skills. This individual will lead the sales and marketing effort for the rail car leasing division and will be responsible for lead development and aggressive sales goals in this area. Strong preference for candidates with rail industry and frozen food experience. **Contact: [bhaber@mhwgroup.com](mailto:bhaber@mhwgroup.com)**

### Superintendent of Cars - Cedar Rapids, Iowa

Iowa Interstate Railroad is searching for a Superintendent of Cars. This position is responsible for most aspects of the Car Department including the maintenance of the company's freight car fleet, both owned and leased. Supervises Leadmen and Carmen. **A complete job description can be viewed on our website. Employment Contact: [www.iaisrr.com](http://www.iaisrr.com)**

### Sales Representative

AXION is seeking a full-time sales representative for its ECOTRAX rail division. The position combines field and inside sales with market development. Prospective candidates must have at least three years of direct business-to-business sales experience, as well as experience working for or selling to railroads. The right candidate will be comfortable in long sales-cycle environments and at ease with cold calling prospective customers. Familiarity with calling on and presenting to departments of transportation, public transits, and governmental agencies is strongly preferred. We are open to hiring a work-from-home candidate, and we offer a competitive salary, bonus, and healthcare package. AXION is an Equal Opportunity Employer. AXION is green technology company, transforming waste plastics into structural building materials. Setting the industry standard, our ECOTRAX composite railroad ties are the tested, proven, and superior choice for railroads from Australia to New York. **Contact: [ecotrax@axih.com](mailto:ecotrax@axih.com)**

### **Trainmaster - South Amana, Iowa**

Iowa Interstate Railroad is recruiting for a Trainmaster to direct and coordinate train operations in a safe, efficient and economical manner. **For a complete job description please visit our website. Employment Contact: [www.iaisrr.com](http://www.iaisrr.com)**

### **Director of Mechanical Operations**

Harbor Rail Services Company is seeking a Dir. of Mech in Pasadena, CA. Responsibilities include: oversight of a 25 location multi-state railcar and locomotive repair company and a staff of approximately 400. We need a leader who is an expert in car repairs and billing and a person of high integrity. If this is you, Harbor Rail needs you. **View full job description at [www.harborservices.com](http://www.harborservices.com). Send resume to Alex Ruiz. Contact: [hr@harborservices.com](mailto:hr@harborservices.com)**

### **New York City Transit - Contract Solicitation**

RFQ#: 72052, DUE DATE: 03/7/14, TITLE: Purchase of Two (2) Vacuum Trains. **For additional details concerning this project, please visit the MTA-NYCT website at <http://www.mta.info/nyct/procure/rfp.htm>**

### **Director - Safety & Security**

Iowa Interstate Railroad is recruiting for a Director of Safety & Security working out of our Cedar Rapids, Iowa office. This position is responsible to develop and train employees to ensure their safety and also that of the general public. To carry out procedures that effectively control accident and health exposures. To conduct investigations into incidents. Collect, analyze and interpret incident statistics and prevention activity data. Monitor federal, state and local safety regulations and adjust current safety practices to ensure compliance. **Please submit your resume, cover letter and salary requirement to [bjallen@iaisrr.com](mailto:bjallen@iaisrr.com). A complete job description can be viewed on our website at [www.iaisrr.com](http://www.iaisrr.com).**

### **GENERAL MANAGER - RAILROAD DIVISION**

Knife River is looking for an experienced leader to be responsible for managing all business activities for the Railroad Division of the Northwest Region including: planning, budgeting, estimating, equipment and leadership of company personnel with the upmost integrity. Supports business development and growth strategies to grow a railroad division for the Region of Knife River and coordinate railroad opportunities. Works closely with management team of Northwest Region to develop a dynamic and profitable railroad business. **Employment Contact: [www.jobs.mdu.com](http://www.jobs.mdu.com)**

### **Senior Project Manager - Open Until Filled**

\$1,877 – \$2,722 per week (\$97,627 – \$141,558 estimated annual) The San Mateo County Transit District's Operations, Engineering & Construction Department is seeking a candidate to develop, manage and administer large and complex capital funded civil design and construction projects for the District. The candidate will be responsible for the overall management of scope, schedule, budget and quality of assigned capital projects, from initiation to closeout. The Senior Project Manager will be responsible for the design and construction projects of bridges, tracks and structures; oversee project objectives, monitor project schedules, budgets and work in progress; negotiate and execute contract changes; and review and authorize consultant invoices and contractor progress payments. The ideal candidate should have a Bachelor's degree in engineering or related field, plus full-time professional experience in project management. Must possess a California Driver License with a safe driving record. A current California Professional Engineer's License is required for this position. An application review cutoff will be on the 1st of each month. **Employment Contact: [www.smctd.com/jobs.html](http://www.smctd.com/jobs.html)**

### **Rail & Transit Engineering Faculty**

Penn Altoona College invites applications for a faculty position as a Tenure-Track or a Fixed-Term Multi-Year, or a Fixed-Term 1-Year, depending on qualifications, in Rail and Transit Engineering (rank open) beginning Fall 2014. Preferred qualifications: include an earned Ph.D. in Engineering with substantial experience in the railway engineering industry, and a track record of related scholarly activities. A Must have the vision and ability to direct the implementation of a new Rail and Transit Engineering curriculum, and will be expected to develop courses in one or more of the following areas: rail construction and maintenance, railroad operation and safety, rail communications and signals, and railroad industry overview and economic regulation. Review of applications will begin immediately and continue until the position is filled. For more information and to apply, visit <http://apptrkr.com/436147>. Employment will require successful completion of background check(s) in accordance with University policies. Penn State is committed to affirmative action, equal opportunity and the diversity of its workforce. **Employment Contact: [apptrkr.com/436147](http://apptrkr.com/436147)**

### **Trainmaster - Silvis, Illinois**

Iowa Interstate Railroad is recruiting for a Trainmaster to direct and coordinate train operations in a safe, efficient and economical manner. **For a complete job description please visit our website. Employment Contact: [www.iaisrr.com](http://www.iaisrr.com)**



## The engaging legacy of Jim Young

He was a customer-focused leader who believed — *knew* — that every link in the Union Pacific Railroad chain had a role to play in the Class I's success. He knew, too, how critical it was that UP employees recognized how vital they were. Accordingly, he kept his railroaders engaged, cultivating a culture that nurtured communication and prized teamwork.

The spotlight? Don't even think about turning it in his direction — shine it on the team, he'd say. His unflinching faith in his colleagues and customers, along with an unwavering belief that they all were building something together, are but a couple of the gifts Jim Young has left behind. The former UP chairman and CEO died Feb. 15 after a two-year battle with pancreatic cancer (see page 4). Young was 61.

"He was as clear on the subject — that this was always about the railroad and never about him — as anybody I've seen," says UP Senior Vice President of Corporate Relations Bob Turner, a close friend of Young's who joined the railroad in 2000.

Saying "It's about the company" is one thing, and many CEOs say it. Young said it and lived it, Turner says.

"As a leader, it established credibility," he says. "It also motivated people."

So did Young's desire to connect with employees. He began hosting town hall meetings after he was named president in 2004. At first, questions were personal — "I can't get service from crew management' or concerns about health care," Turner says. Fast forward a couple years, and the questions became bigger-picture oriented: What's going on at the STB? What's happening with the business in Mexico? Young's interest in what employees were thinking about was genuine, and that resonated, Turner says.

"It was the notion that we're really all in this together," Turner says. "Jim believed in building America, and he talked about it and made it real."

Young talked about it with me in September 2012; I was writing a story about him after he consented to receive our Railroad Innovator Award. He may have been a bit uncomfortable (the spotlight, etc.), but he couldn't have been more engaging or gracious — or more clear about who the real award winners were: He said he'd accept it on behalf of all Union Pacific employees.

On medical leave at that time, Young said the biggest thing he missed was employee engagement. It worked both ways, of course; employees missed him, too. But the seeds had been sown. Engagement is embedded in the UP culture. More and more employees know they have a role to play; they know how vital they are. Jim Young made sure of it.

Pat Foran, Editor

Progressive Railroading® is a registered trademark of Trade Press Media Group, Inc. Contents copyrighted © 2014 by Trade Press Media Group, Inc. The publisher assumes no liability for opinions expressed in editorial contributions to the magazine. The publication is not responsible for claims in advertisements. Printed in the U.S.A.



**Stephen Bolte**  
Publisher  
6671 West Indiantown Road, Suite 56-426  
Jupiter, FL 33458  
561/743-7373; FAX 561/743-1973  
stephen.bolte@tradepress.com

**Dick Yake**  
Vice President – Content Development  
dick.yake@tradepress.com

**Pat Foran**  
Editor  
pat.foran@tradepress.com

**Jeff Stagl**  
Managing Editor  
jeff.stagl@tradepress.com

**Angela Cotey**  
Senior Associate Editor  
angela.cotey@tradepress.com

**Julie Sneider**  
Associate Editor  
julie.sneider@tradepress.com

**Frank Richter**  
Co-Founder (1916-2013)

**Wayne Winter**  
Vice President of E-Media and  
Creative Services  
wayne.winter@tradepress.com

**Jeff Giencke**  
Creative Director  
jeff.giencke@tradepress.com

**Meredith Jensen**  
Graphic Designer  
meredith.jensen@tradepress.com

**Jon Warner**  
Electronic Production Coordinator  
jon.warner@tradepress.com

**Bobbie Reid**  
Production Director  
bobbie.reid@tradepress.com

**Wendy Melnick**  
Production Manager  
wendy.melnick@tradepress.com

**Eric J. Muench**  
Director of Audience Development

Send address and other changes to  
custserv@tradepress.com

### COLUMNISTS

Tony Hatch

Toby Kolstad

### CORPORATE

**Robert J. Wisniewski**  
President/CEO  
bob.wisniewski@tradepress.com

**Jeff Schenk**  
Chief Operating Officer/  
Chief Financial Officer  
jeff.schenk@tradepress.com

### EXECUTIVE AND EDITORIAL OFFICES

2100 W. Florist Ave.,  
Milwaukee, WI 53209  
414/228-7701  
FAX 414/228-1134

Address Changes:  
custserv@tradepress.com

Reprint Pricing:  
reprints@tradepress.com

Email:  
progmail@tradepress.com

Web:  
www.progressiverailroading.com



# You're not alone with AARS.

Gain knowledge. Share your perspective. Network with colleagues. Get involved.



## Register today!

AARS 118th Annual Meeting  
Sept. 14-16, 2014  
Union League Club, Chicago, IL

Visit [www.supt.org](http://www.supt.org)  
for more information  
and to register.

## Join AARS today!

Register at [www.railroadsuperintendents.org](http://www.railroadsuperintendents.org).



When you join AARS, you gain access to diverse contacts across the rail industry in operations, management, train and engineering. This network helps you learn from your colleagues and mentors about best leadership, safety and management practices – everything you can't get from a manual or a busy manager.

Build your knowledge, develop relationships and share your perspective to enhance your industry connections and value.



**FREE INFO: Circle 105**



**Rj Corman**  
Signaling, LLC



# RAISING THE BAR



**WIRING**

**LOGISTICS**

**ENGINEERING**

**MAINTENANCE**

**CONSTRUCTION**

**WAREHOUSING**

[WWW.RJCORMAN.COM](http://WWW.RJCORMAN.COM)

(859)881-7521

FREE INFO: Circle 104