

NEW JERSEY SHORT LINE RAILROAD ASSOCIATION

MEETING MINUTES JANUARY 17, 2013



THE NEW JERSEY SHORT LINE RAILROAD ASSOCIATION IS AN ORGANIZATION MADE UP OF RAILROADS SERVING THE GREAT STATE OF NEW JERSEY. THE PURPOSE OF THE ASSOCIATION IS TO ADDRESS CONCERNS AND PROBLEMS WHICH FACE SHORT LINE RAILROADS AND TO FIND MEANS OF MITIGATING PROBLEMS AND FINDING SOLUTIONS THROUGH COLLECTIVE EFFORT AND COOPERATION.

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Once again we thank Ron Batory and Karen Rosella of Conrail for hosting the first NJSLRRA meeting of the year and for providing lunch and the audiovisual equipment.

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Next Meeting: **Wednesday, February 27, 2013**
Location: **Conrail offices, 1000 Howard Blvd., Mount Laurel, NJ**

UPCOMING EVENTS

March 3-5, 2013	CSXT Annual Short Line Workshop, St. Augustine, FL
March 14, 2013	Railroad Day on Capitol Hill, Washington, DC
April 17-19, 2013	TransAction 2013, Atlantic City, NJ
April 27-30, 2013	ASLRRA 100th Anniversary Convention, Atlanta, GA
June 17-19, 2013	NS Short Line Meeting, Roanoke, VA
Sept. 8-10, 2013	ASLRRA Eastern Region Meeting, Norfolk, VA

MEETING ATTENDEES

NAME	COMPANY/ORGANIZATION	TELEPHONE NUMBER
Kelvin MacKavanagh	MacKavanagh RR Consulting	609-704-1270
Bob Bailey	Port Jersey Rail	201-232-0389
Joseph Perez	Conrail	267-324-4002
Dominick Critelli	NJDOT	609-530-2847
Ron Baile	Cape May Seashore Lines	609-828-9881
Taimur Shamali	NJDOT	609-530-2715
Chris Mazzei	Morristown & Erie Ry.	856-451-6400
David Mears	ASLRRRA	202-585-3436
Eva Bobowicz	O&M Engineering	908-420-9324
Dennis O'Connell	O&M Engineering	908-303-5481
Mike Fesen	NS	717-319-6870
Joe Garofolo	Conrail	856-231-2013
Joseph Mocciano	Bowers CPA	315-234-1100
GeorgeAnne Tutunjian	Orgo-Thermit	732-657-5781
John Scullin	Conrail	856-231-2010
Bob Dedow	FRA	617-901-5851
Gary A. Brennfleck	NJDOT Grants Program	609-530-2912
Charles Barker	NS	215-280-8928
Dave Luvara	Railroad Construction Co. of SJ	856-423-2220
Michael Allen	NJ Operation Lifesaver	609-929-6421
Joe Bowen	NJDOT	609-947-9409
John McCreavy	SMS	609-868-1342
Tony Giobbie	CSX	856-778-5119
James Badgley	Eastman Linnett Associates	609-314-4678
Tony Macrie	Seashore Lines	609-602-1264
John Fiorilla	Capehart & Scatchard	856-914-2054
Denise Bailey	Norfolk Southern.	215-756-1497
Jerry Madden	Manageering Consulting	215-922-5200
Tony Giobbie	CSX	856-778-5119
Jim Turcich	Phila. Belt Line RR	215-592-7775
Arthur C. Ivins, Jr.	Hatch & Kirk, Inc.	215-499-2375

MEETING MINUTES

Bob Bailey, the NJSLRRA president, called the meeting to order at 10:34 a.m. He wished everyone a Happy New Year. This was followed by a safety briefing and a round of introductions.

1. Hurricane Sandy Carfloat Bridge Damage and 51st Street Pontoon Bridge Redeployment Project (Don Hutton, NYNJ).

Don Hutton of New York New Jersey Rail's presentation described the extensive damage which his company suffered during Hurricane Sandy, especially on the Greenville (Jersey City) side of the river. There was not much damage on the Brooklyn side.

The float bridge structures which have been a fixture on the New Jersey rail skyline for decades were damaged beyond repair and had to be torn down. The offices in trailers were washed away. One carfloat broke in half; another, fortunately, was put in Port Newark and was spared. A barge floated on top of one of the float bridges.

Restoration of service took nearly two months, even working seven days a week. The railroad moved a pontoon bridge from 51st yard in Brooklyn to Greenville after receiving permission from NYSDOT which owns the bridge.

Despite having to work in all kinds of weather and in darkness, there were no personal injuries. The railroad conducted daily safety briefings.

2. Impact of Hurricane Sandy on Conrail and Lessons Learned from the Storm (Joe Perez).

Joe Perez described how Conrail was able to restore service so quickly after Hurricane Sandy; the railroad put its people first. It supplied employees with food, lodging, and gasoline for their vehicles so they could get to and from work. Generators were installed at all yard offices, road crossings, and other critical locations. Fuel for vehicles and generators quickly became a problem for the general population in North Jersey; Conrail's actions averted this.

Detailed planning and preparation for storms is the key to managing through them. Conrail was able to provide service to customers before many of them were able to reopen.

The full PowerPoint presentation is attached to these minutes.

3. NJ Short Line Recovery from Hurricane Sandy.

Most of the New Jersey short lines were able to restore service quickly. New York New Jersey Rail was the most notable exception. The Raritan Central needed to lease two locomotives to replace those damaged when the waters were three feet above the rail.

The Port Jersey Railroad had a 6000 lb. ship's bumper washed onto its tracks. The East Jersey Railroad did have problems on account of flooding.

The Winchester & Western, which operates in a sandy soil area, planned ahead for the storm and had no major problems.

SMS Rail Service and the Morristown & Erie Railway offered their shops to NJ TRANSIT to repair NJT locomotives damaged by the flooding at NJT's Maintenance Management Center in Kearny. NJT accepted the Morristown & Erie's offer; locomotives are being repaired in Morristown.

The Southern Railroad of New Jersey resumed operations after NJ TRANSIT was able to clear the Atlantic City Line.

Much to Kel MacKavanagh's surprise, Dave Mears, AVP-Equipment, Service Design and Performance, for the American Short Line and Regional Railroad Association, presented him with a Certificate of Appreciation and Commendation from Richard Timmons, President of the ASLRRA, for Kelvin's work with the ASLRRA, NJ short lines, and the FRA before, during and after Hurricane Sandy.

4. Update on Conrail safety meetings.

Kel MacKavanagh attended the Conrail South Jersey Safety Committee meeting at Pavonia Yard in Camden on November 14, 2012. Kel thanked Joe Garofolo for his continued invitations for us to participate in these meetings.

At the meeting, the employees praised Conrail for making them the first priority during Hurricane Sandy and taking care of their needs first. More details about this are in the attached Conrail presentation.

The recommendations of the SOFA reports were discussed, especially the need to stay focused on doing your job and not being distracted by thoughts about the holidays, etc. Switching operations in the winter months are the most dangerous time of the year; this is due to darkness, distractions, and the weather conditions.

5. Latest SOFA report.

The latest SOFA report was discussed briefly, including the fact that Conrail highlights these. Bob Bailey emphasized that employees need to focus on doing the job at hand and work safely.

6. Status of NJDOT rail grants.

Dom Critelli reported that five of the eight projects are going through; three of the outstanding grants haven't been submitted yet. NJDOT is only funding construction projects.

NJDOT is willing to help with the preparation of the approved projects. Approved projects still need municipal resolutions supporting the projects.

There were thirteen applications for grants; the cumulative total of these projects was \$25.4 million.

Dom would like to know how SAGE (System for Administering Grants Electronically) is working for applicants. NJDOT is willing to work on the SAGE process itself with applicants; there is a work station in their office for this.

7. Suggested topics for TransAction 2013.

Kel MacKavanagh said that Miki Krakauer of NJDOT would do presentations at TransAction on the NJ State Rail Plan and the NJ State Rail Freight Plan.

He also wants to have a presentation on The Future of Private Rail Sidings.

Kel said that there had been meetings of the TransAction Steering Committee in New Brunswick on November 30 and December 18; another meeting was scheduled for January 23, 2013. Although the final session topics had not yet been selected, there would be several on Amtrak and also the aftermath of Hurricane Sandy.

8. Nominations for the 2013 Friedland Award.

Rep. Albio Sires, a Democrat from New Jersey's 13th District, was voted to be the recipient of the 2013 Benjamin J. Friedland Award. He was the sole nominee this year.

Rep. Sires is pro-rail and is a member of the House Transportation and Infrastructure Committee and its Railroads, Pipelines, and Hazardous Materials Subcommittee as well as the Highways and Transit Subcommittee.

Since Rep. Sires always takes the time to meet with us during Railroad Day on Capitol Hill, we plan to present the Friedland Award to him that day instead of during TransAction in Atlantic City.

9. Railroad Day on Capitol Hill – March 14, 2013.

Information about this annual landmark day will be coming out shortly. Bob Bailey urged anyone who can do so to go to Washington for this day. It is very important to the railroad industry.

10. Status of federal rail-related legislation and committees in the new Congress.

The 45G short line freight railroad tax credit was passed by the 112th Congress as part of the legislation to avoid the 'fiscal cliff.' The credit has been extended through 2013.

As of January 17, the only bill introduced in the new 113th Congress which has a reference to railroads is H.R. 152, the Disaster Relief Appropriations Act, 2013.

Rep. Bill Shuster, a Republican from the 9th District of Pennsylvania, is the new chair of the House Transportation and Infrastructure Committee. He is very pro-rail. Rep. John Mica, the former chair, is still on the committee.

As the new chair, Rep. Shuster will be in charge of the renewal of MAP-21 which expires in 18 months.

The organizational meeting for this committee was scheduled for January 23, 2013.

11. Update on New Jersey legislation affecting railroads.

Besides S.966, the bill which would increase railroad franchise and property taxes to support improvements in railroad capital facilities, A.3587, a bill which would permit cities of the first class to operate weight stations and to inspect vehicles and railroad cars transporting hazardous materials within their jurisdiction. Assemblyman Charles Mainor from Jersey City is the bill's sponsor.

Mike Fesen of NS raised concerns about stormwater legislation. Railroads could be charged more for stormwater runoff.

12. 2013 ASLRRA 100th Anniversary Convention in Atlanta, GA on April 27-30, 2013.

In an email since he was unable to attend the NJSLRRA meeting, Steve Friedland said that planning was going well and that information would be coming out in the near future. Steve is a member of the planning committee and chaired the 99th Annual Convention in Indianapolis.

As of January 9, 2013, 195 of the 215 exhibit spaces had already been sold.

13. Status of Positive Train Control.

This continues to be a problem; there are several conflicting systems and technical obstacles. The industry is not ready to meet the December 31, 2015 deadline. This will be a topic of discussion with members of Congress and their staffs during Railroad Day on Capitol Hill. Congress mandated PTC but did not fund it.

14. 2013 NJSLRRA dues.

Kel MacKavanagh said that dues invoices had been mailed out in mid-December and earlier in January. Several dues checks have already been received from members.

15. Member reports.

a. Norfolk Southern.

Charlie Barker told the group that the NS Short Line Meeting was going to be June 17-19 in Roanoke; this is earlier than in previous years. NS handled 1,043,000 short line carloads in 2012; this is slightly above 2011.

Charlie also passed along the sad news that Craig Lewis, a former vice president of corporate affairs for Norfolk Southern, had died suddenly on January 13 while on vacation in the British Virgin Islands. Craig was very involved during the split-up of Conrail.

b. CSXT.

Tony Giobbie reported that CSX's short line volumes were down systemwide in 2012 on account of the decline in coal traffic. Service has been good. Crude oil traffic has been a boon.

Tony announced that the CSX Short Line Workshop would be March 3-5, 2013 at the World Golf Village in St. Augustine, FL. Invitations were being mailed momentarily.

c. SMS.

John McCreavy thanked Bob Bailey for his numerous calls to Rep. LoBiondo and other legislators to get the line through Paulsboro reopened after the derailment there.

John also thanked Conrail and John Scullin for working around the clock for three days to get cars delivered to SMS after the derailment at Paulsboro was cleared up.

d. Capehart & Scatchard

John Fiorilla said that he is looking for a person who can be hired to be the trustee for the Pemberton Historic Trust. The historic rail equipment in Pemberton must be moved out of Pemberton within 60 days or otherwise be scrapped. The trustee would find a new home and otherwise oversee the process. It is a paid position.

e. FRA.

Bob Dedow urged the members to get the safety data sheet and use it for monitoring.

f. Operation Lifesaver.

Mike Allen said that Operation Lifesaver must now use authorized volunteers instead of certified presenters.

16. New business.

This was handled under previous items.

Next meeting:

The next meeting will be on **Wednesday, February 27, 2013 at 10:30 a.m.** at the Conrail offices at 1000 Howard Blvd. in Mount Laurel, NJ.

The meeting was adjourned at 12:08 p.m.

Kel MacKavanagh
Secretary, NJSLRRA
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