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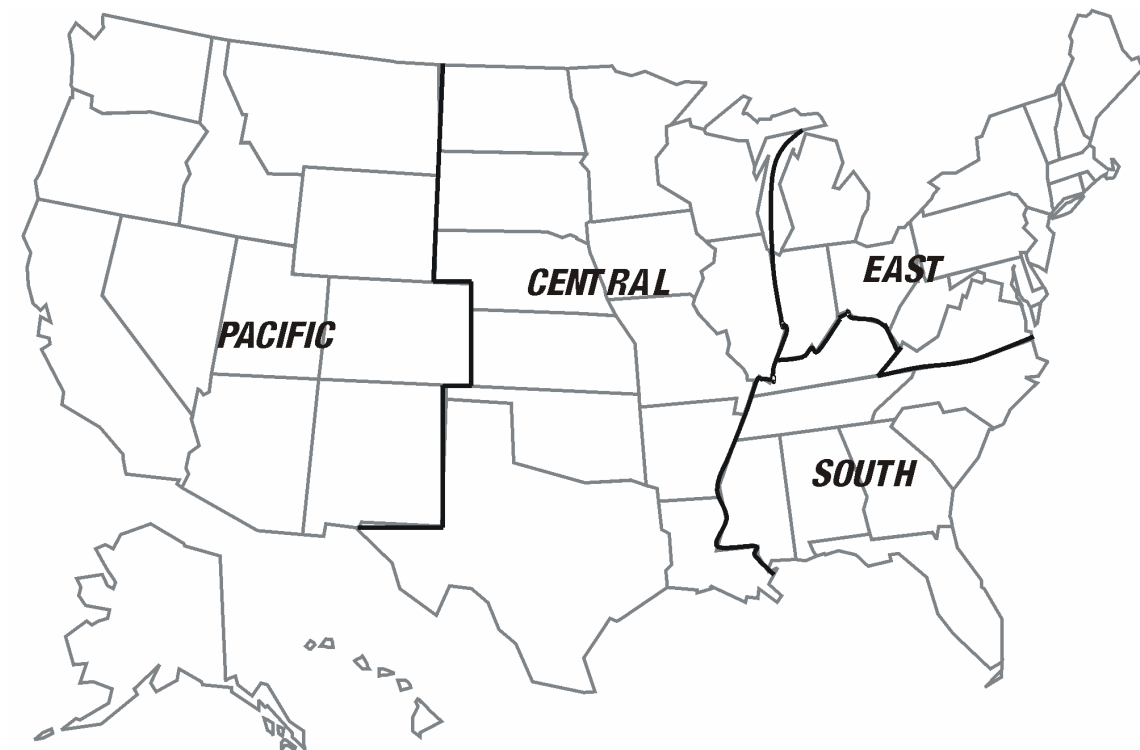


## ***INTRODUCTION***

The Annual Data Profile (ADP) of the American Short Line and Regional Railroad Industry has reported on the short line railroad industry since 1993. Created out of the need to recognize the important and growing contribution the short line industry makes to the nation's transportation system, the ADP summarizes the data contained in the American Short Line Data Base (ASLDB). The ASLDB was developed in 1994 to compile industry-wide information about short line and Regional railroads operating in the United States and has been maintained with the support of the American Short Line and Regional Railroad Association, the Federal Railroad Administration, the United States Department of Agriculture, the University Transportation Centers Program, and the Upper Great Plains Transportation Institute. The current ADP records the contributions the short line industry made in 2001.

Over 400 annual data profile surveys were sent out to collect the 2001 information from short line railroads. One hundred and forty-five surveys were received and entered into the 2001 database, a thirty-five percent response rate. The 2001 ADP contains summary statistics for railroad types, railroad regions, and short line database totals. The ADP uses railroad type definitions that conform with those of the Surface Transportation Board (STB) and the Association of American Railroads (AAR). The STB classifies railroads by their operating revenues. In 2001, Class I railroads were defined as those with operating revenues exceeding \$266.6 million. There were eight U.S. railroads classified as "Class I" in 2001. The STB-defined non-Class I railroads are defined by the AAR as Regional or Local line-haul. A "Regional" railroad is a line-haul railroad with \$40 million to \$266.6 million in operating revenues, and/or operating over 350 miles of road. In 2001 there were 34 Regional railroads. "Local" railroads are line-haul railroads with less than \$40 million in annual operating revenues and less than 350 miles of road, as well as Switching and Terminal railroads. There were 529 Local railroads in 2001. Several Canadian short line railroads operated by an American railroad holding company

are included in this edition of the ADP. Railroad type specification in this report follows the definitions of the AAR to separate Regional and Local railroads. Switching and Terminal railroads are designated by the individual railroads. The short line railroad regions used are those defined by the American Short Line and Regional Railroad Association (ASLRRA). The following map displays these regions.



### **ASLRRA Regions of Railroad Operation**

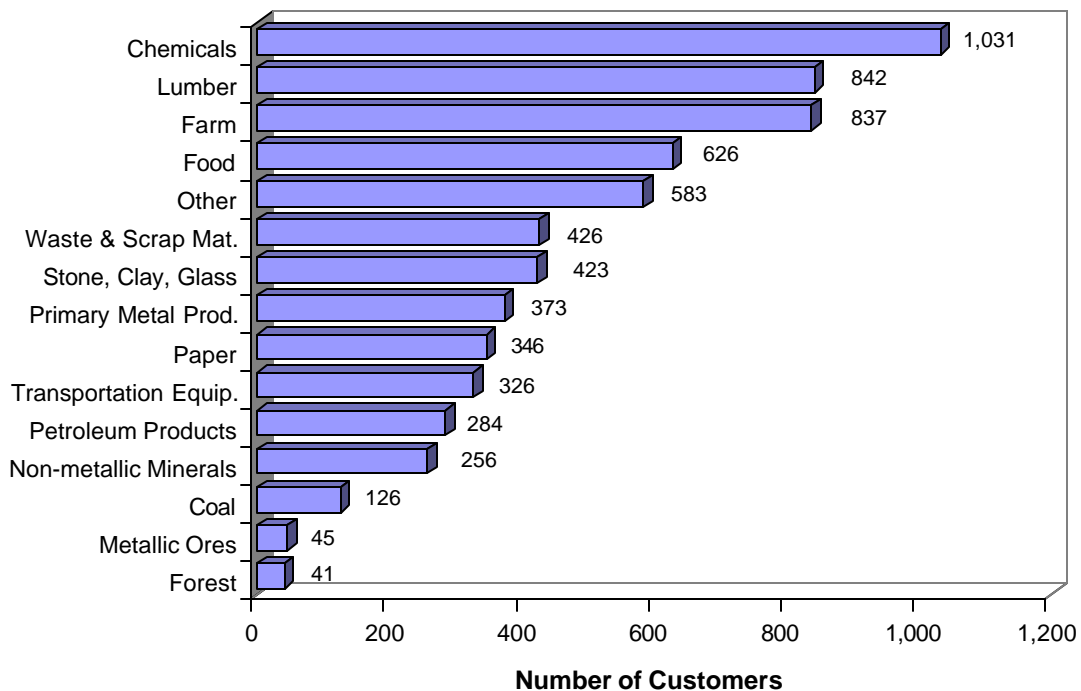
The four regions highlighted on the map are the East, Pacific, South, and Central. A railroad that operates in more than one region is considered to belong to the region where the majority of its operations take place.

Class I statistics used in this report are taken from *Railroad Facts, 2002 Edition*, Association of American Railroads. The latest version of this report may be downloaded at [www.shortlinedata.com](http://www.shortlinedata.com).

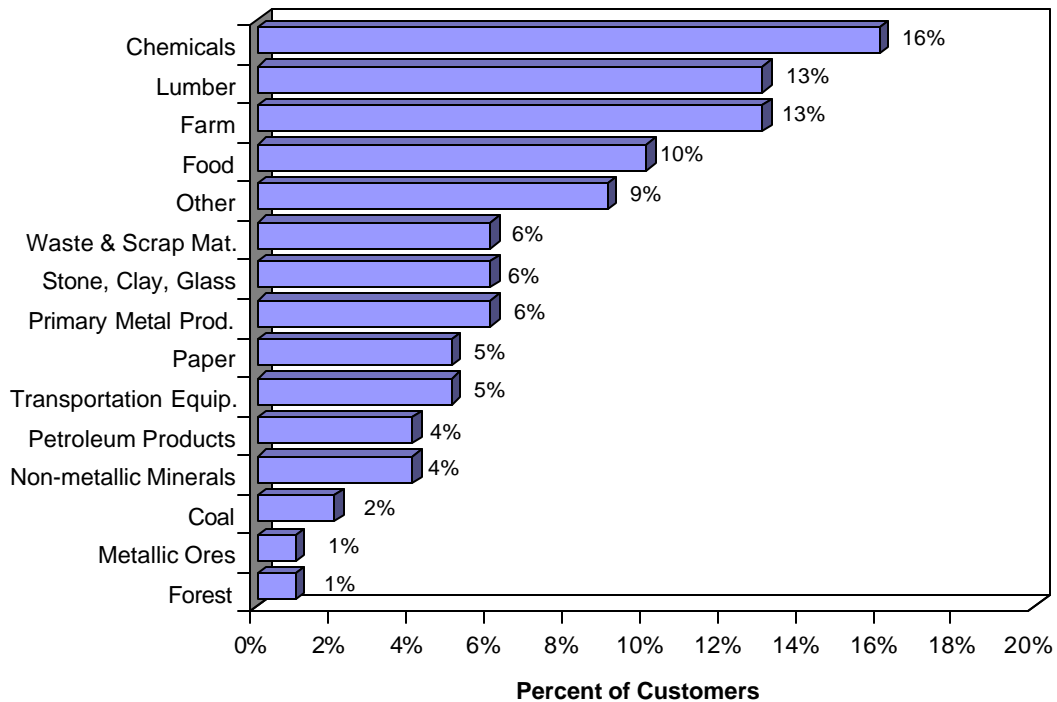
## ***CUSTOMER PROFILE***

Figure 1 shows the number of customers served by small railroads responding to the 2001 survey. Over 5,000 customers were served by these small railroads with nearly 6,600 commodities shipped by customer. The figure shows a detailed breakdown of customers by commodity shipped. The top three commodities account for 41 percent of the commodity customers served by small railroads. These commodities are chemicals and allied products, lumber, and farm products. Figure 2 groups the customers by commodity and ranks these groups by the percentage of all customers reported in the survey.

**Figure 1. Small Railroad Customers Served by Commodity**

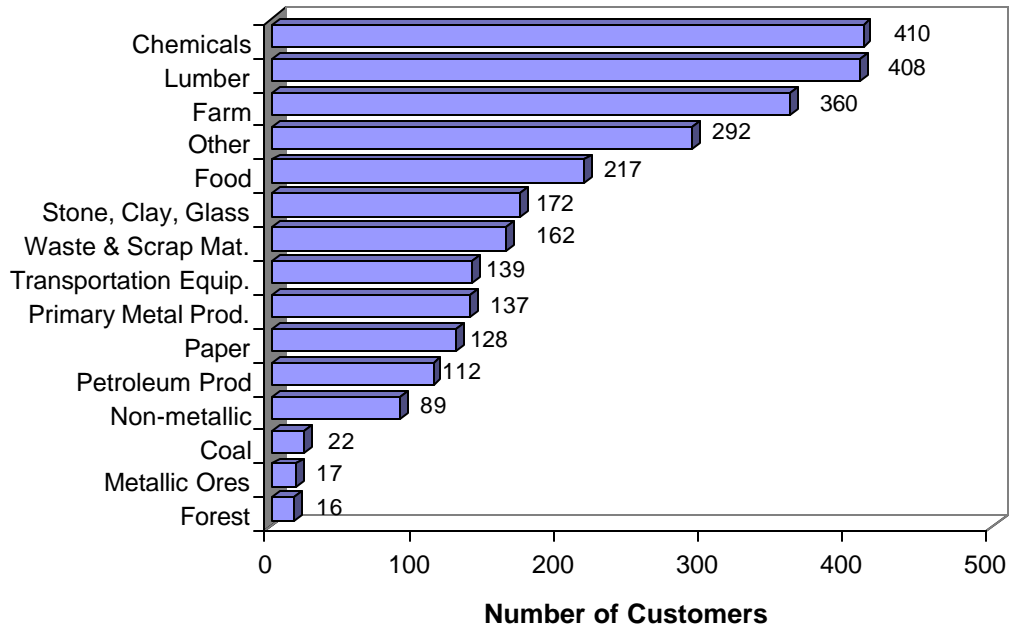


**Figure 2. Small Railroad Customers Ranking by Commodity**

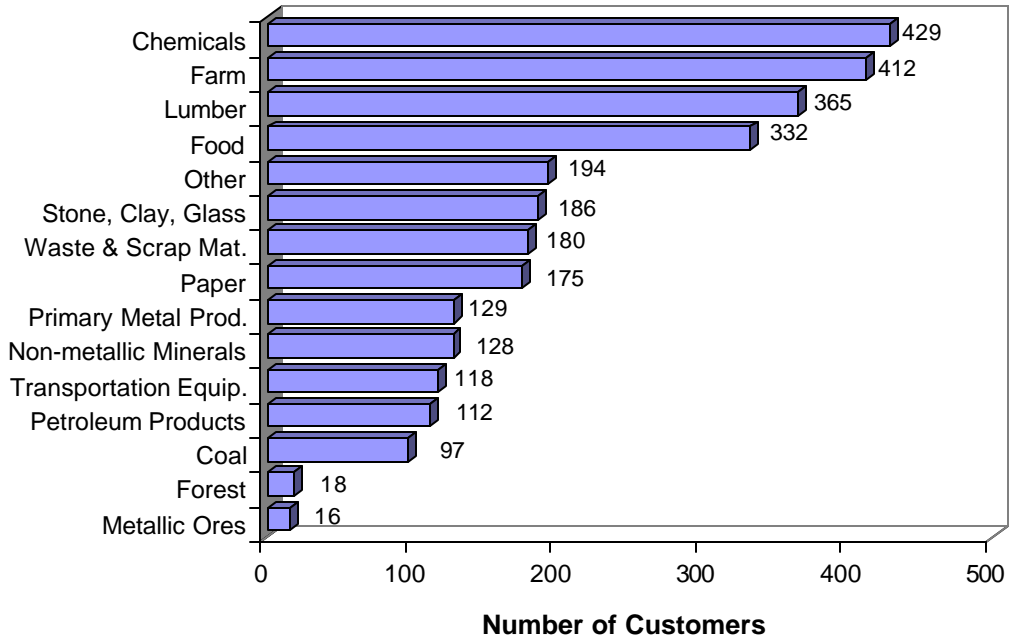


The next three figures separate the customers served by railroad type. Figure 3 shows the number of customers served by commodity for the Regional railroads responding to the 2001 survey. The Regional railroads' largest number of customers served appears in the chemicals, lumber, farm, and food products groups. Figure 4 displays the number of customers served by commodity for Local line-haul railroads. Local line-haul railroads' largest number of customers served is in the chemicals, farm, lumber, and food products groups. Figure 5 displays the number of customers served by commodity for Switching and Terminal (S & T) railroads responding to the 2001 survey. Switching and Terminal railroads' largest number of customers served fall into the chemicals, primary metal products, waste & scrap, and food products groups.

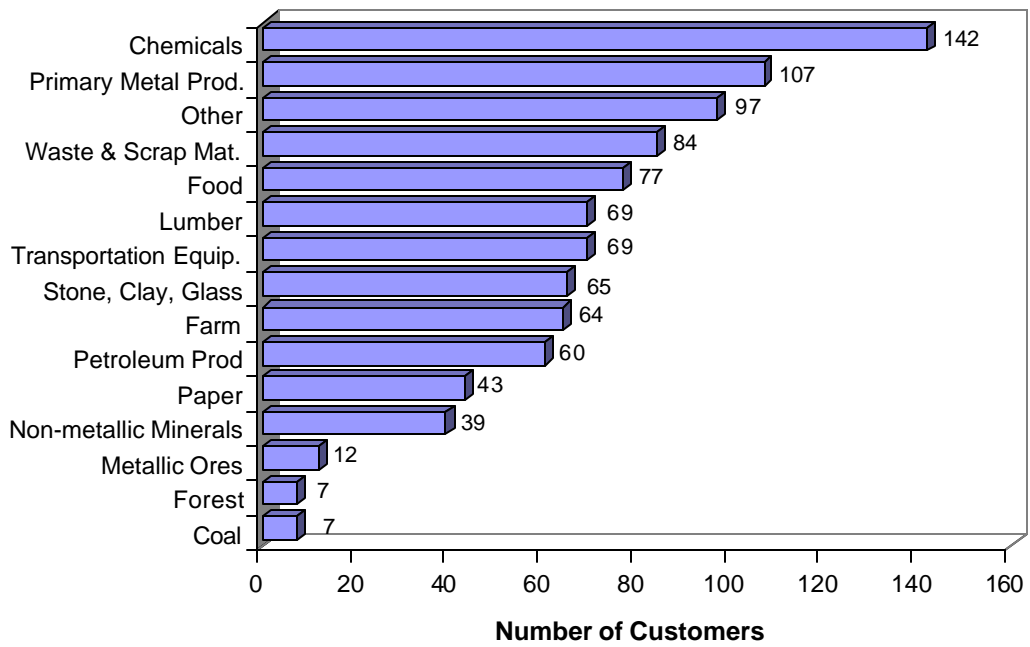
**Figure 3. Regional Railroad Customers Served by Commodity**



**Figure 4. Local Line-Haul Railroad Customers Served by Commodity**



**Figure 5. S & T Railroad Customers Served by Commodity**

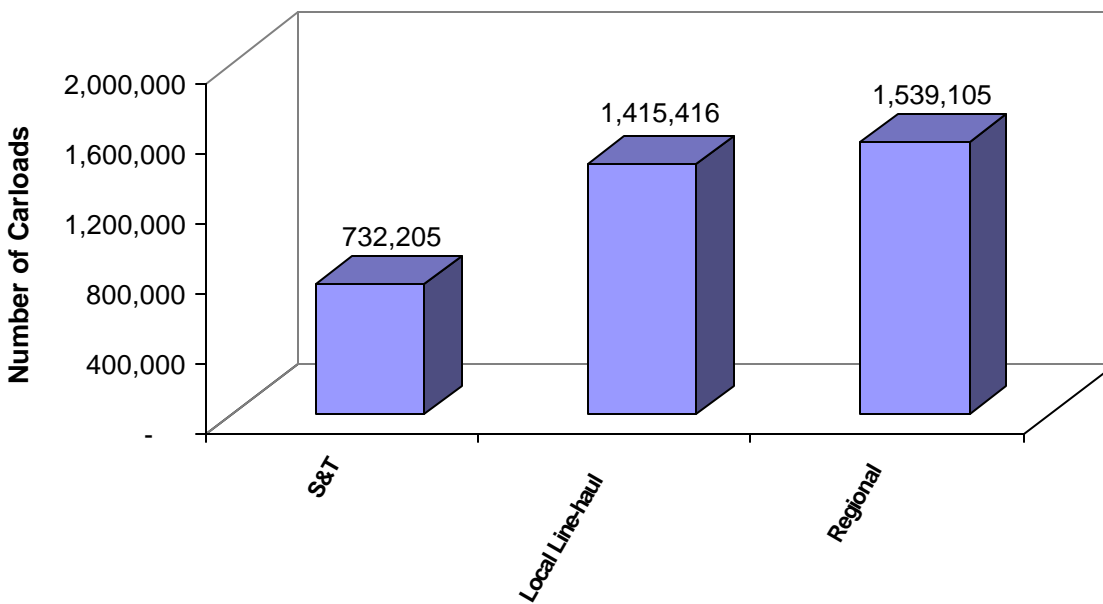




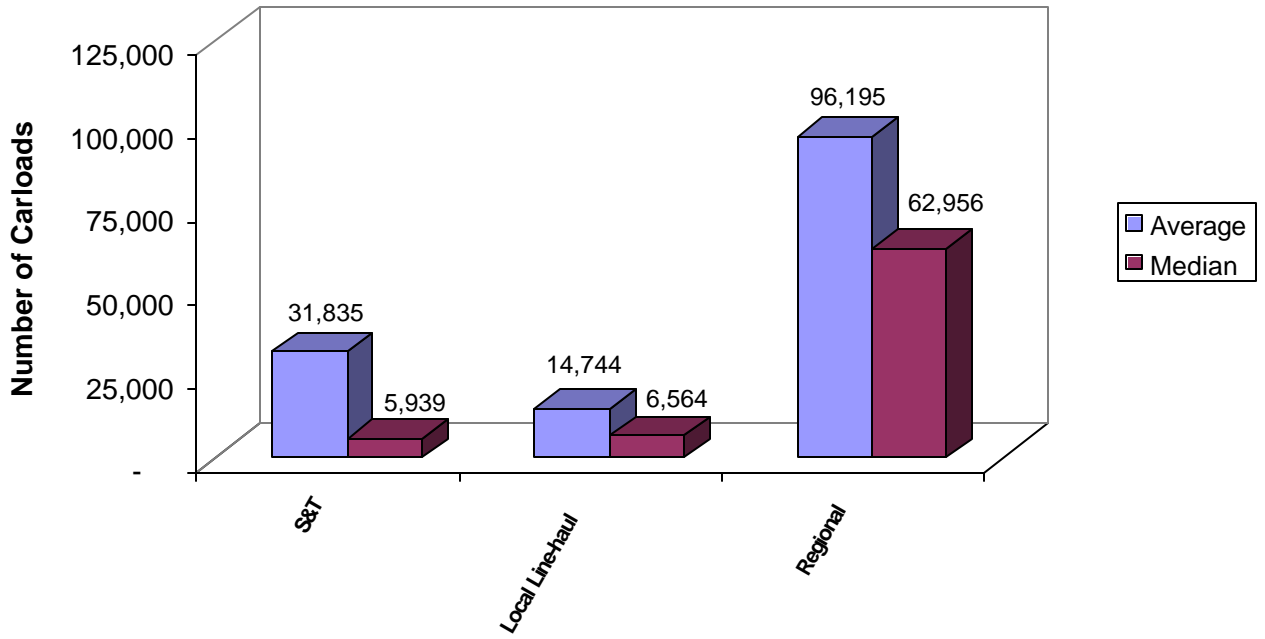
## ***TRAFFIC PROFILE***

A total of 3,686,726 carloads were handled in 2001 by small railroads responding to the survey. Switching and Terminal railroads accounted for 732,205 carloads handled (Figure 6). Local line-haul railroads handled 1,415,416 carloads and the Regional railroads responding to the survey handled 1,539,105 carloads. Figure 7 illustrates the average number of carloads per railroad by type of railroad in the survey, while Figure 8 shows the average number of carloads per employee by type of railroad.

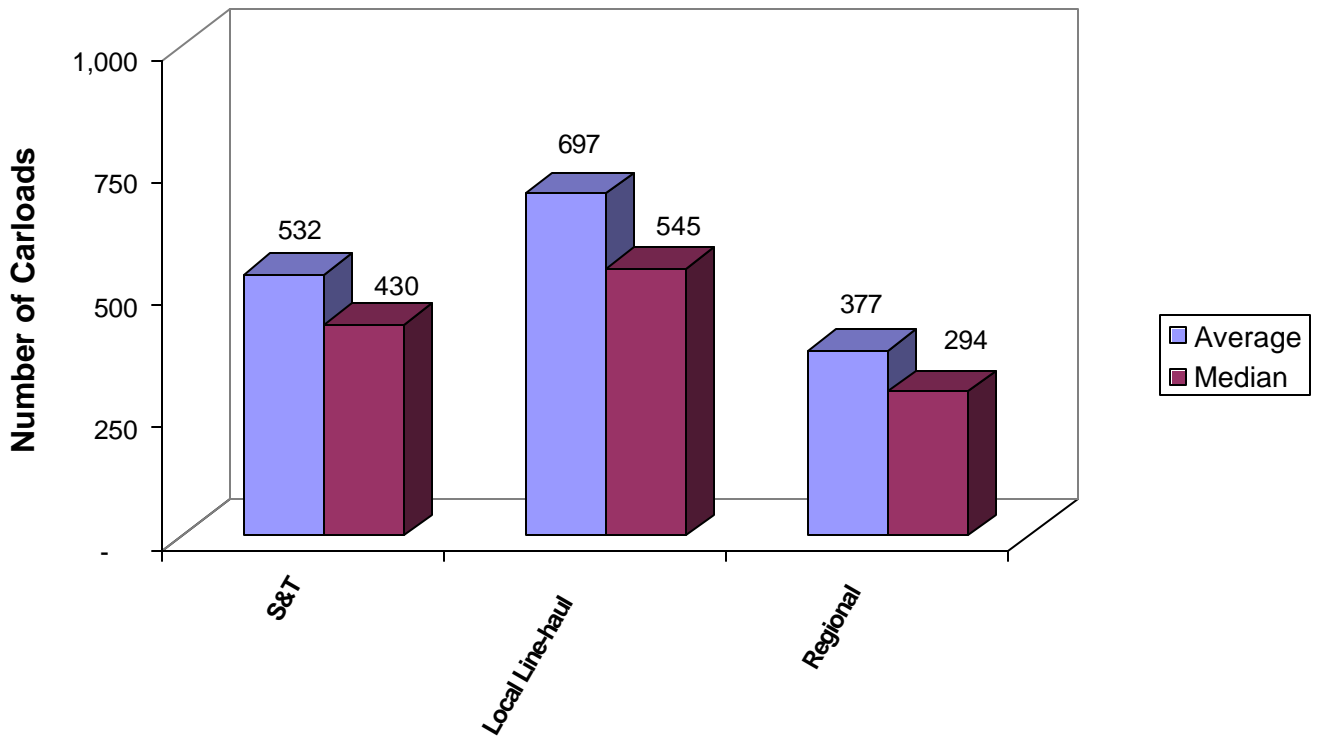
**Figure 6. Total Carloads by Railroad Type**



**Figure 7. Carloads per Railroad by Railroad Type**

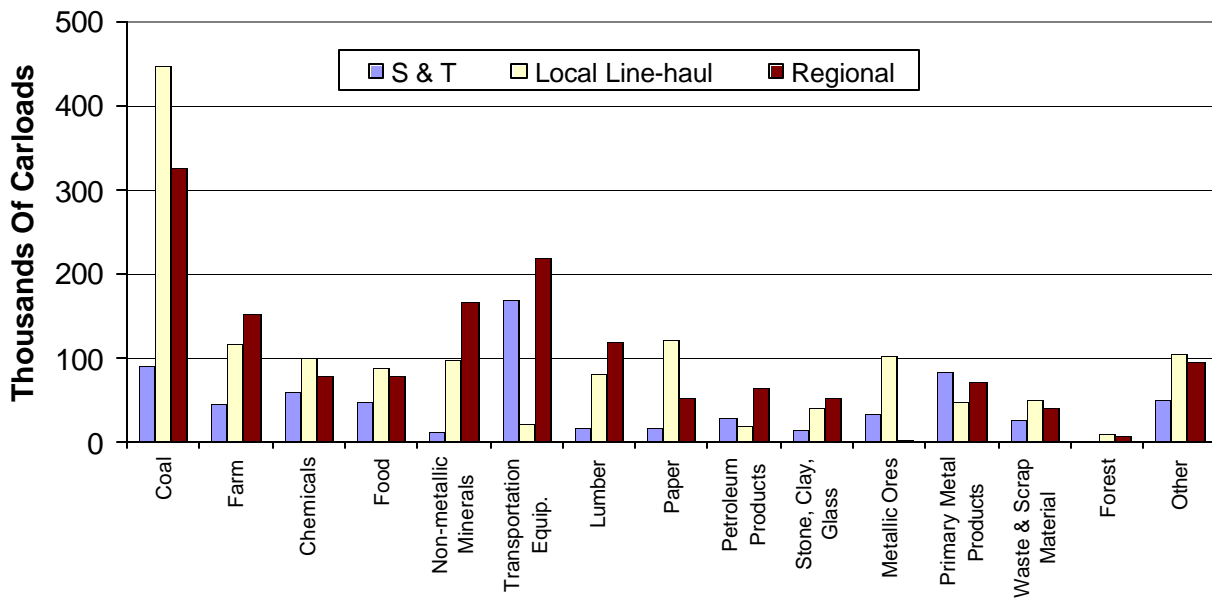


**Figure 8. Carloads per Employee by Railroad Type**



The traffic base for S & T, Local line-haul, and Regional railroads are shown in Figure 9. Switching & Terminal railroads' main commodities are transportation equipment, coal, and primary metal products. Coal, paper products and farm products make up the primary commodities handled by Local line-haul railroads. Coal, transportation equipment, and non-metallic minerals make up the largest portion of carloads handled for Regional railroads.

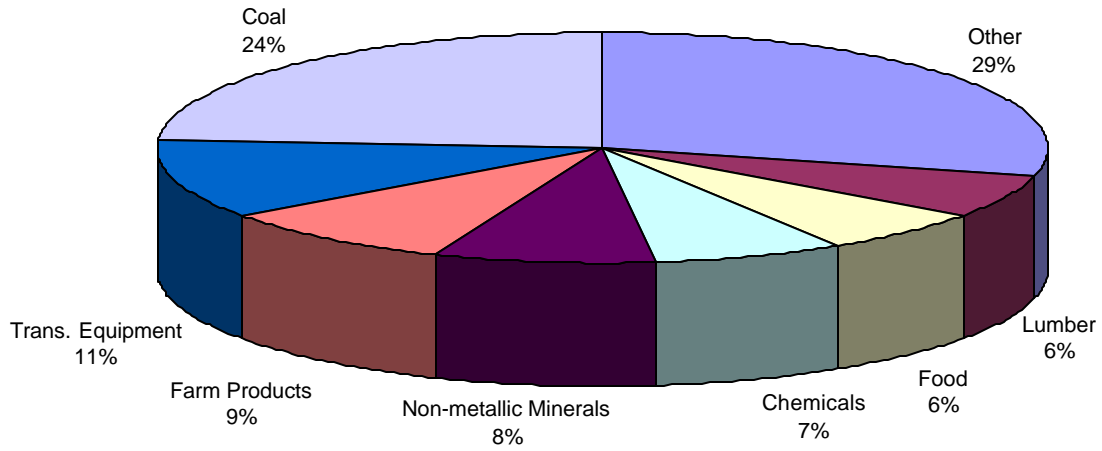
**Figure 9. Carloads by Railroad Type and Commodity**



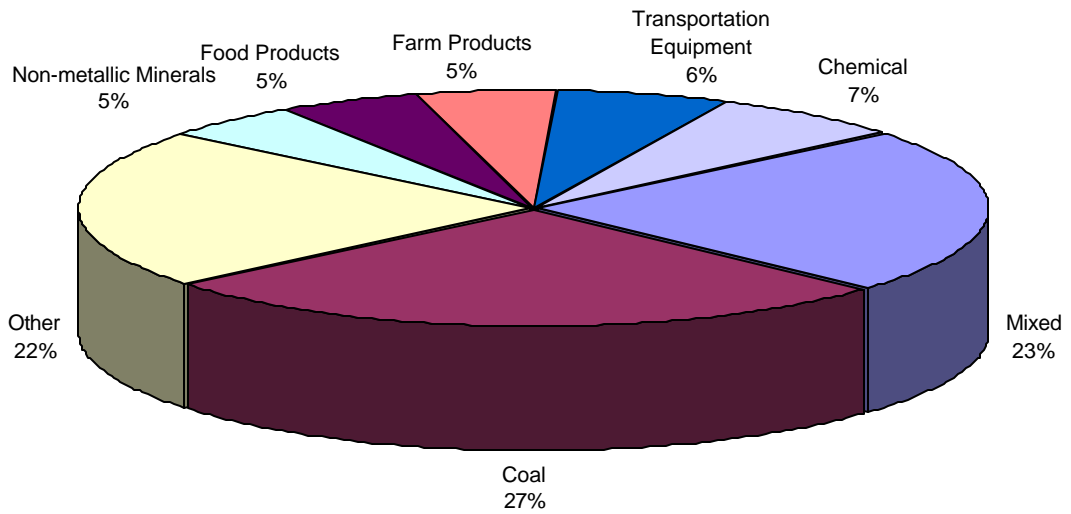
The small railroad traffic mix is shown in Figure 10. The commodities are shown as a percentage of the total carloads handled reported in the survey. The top seven are coal, transportation equipment, farm products, non-metallic minerals, chemicals, food products, and lumber with these commodities accounting for 71 percent of the carloads handled.

The traffic mix for the Class I railroads is shown in Figure 11. Coal is the leading commodity handled by Class I and small railroads.

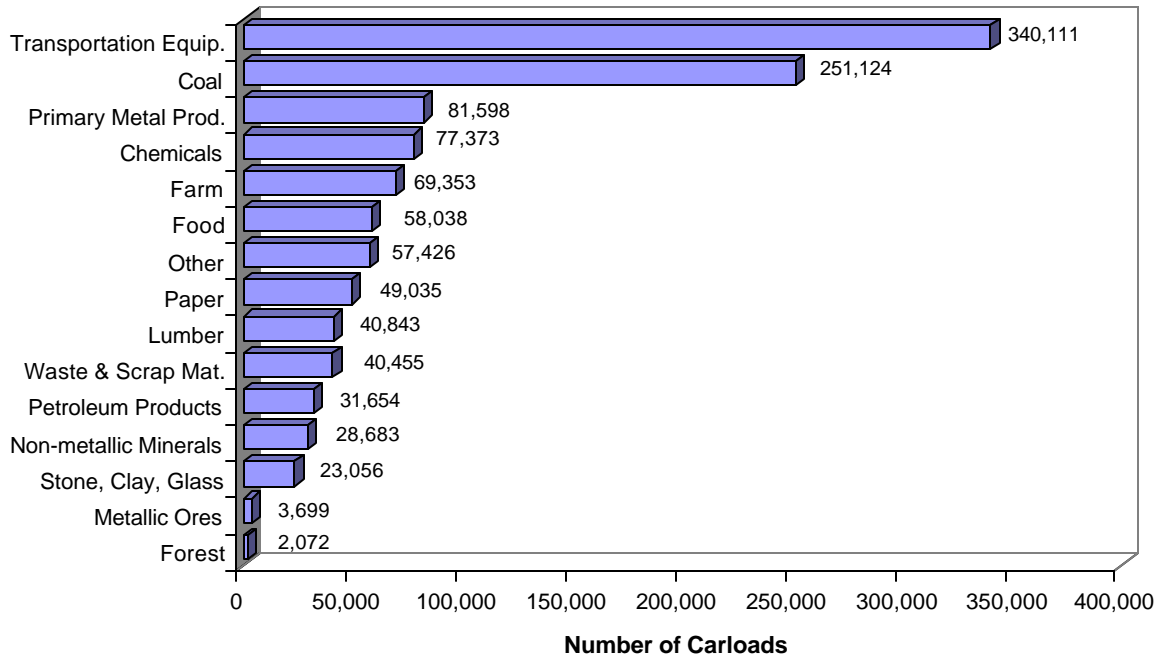
**Figure 10. Small Railroad Traffic Mix**



**Figure 11. Class I Railroad Traffic Mix**

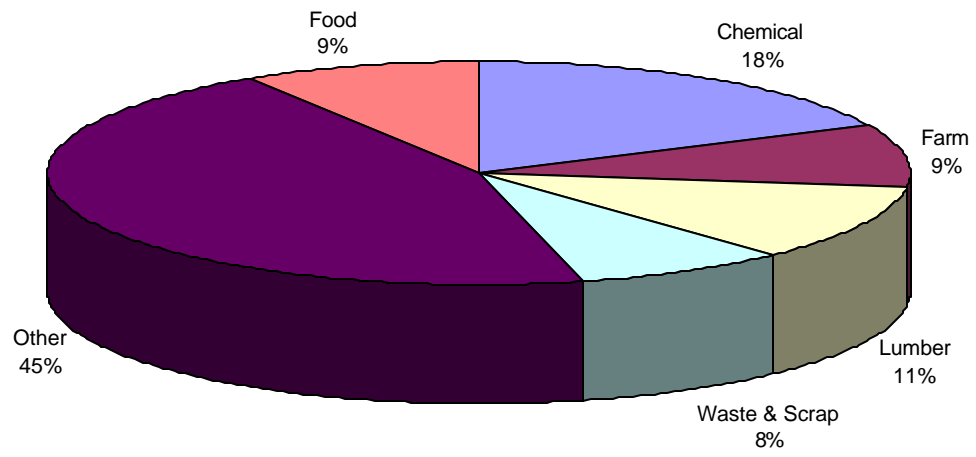


**Figure 12. Eastern Region Carload Distribution**

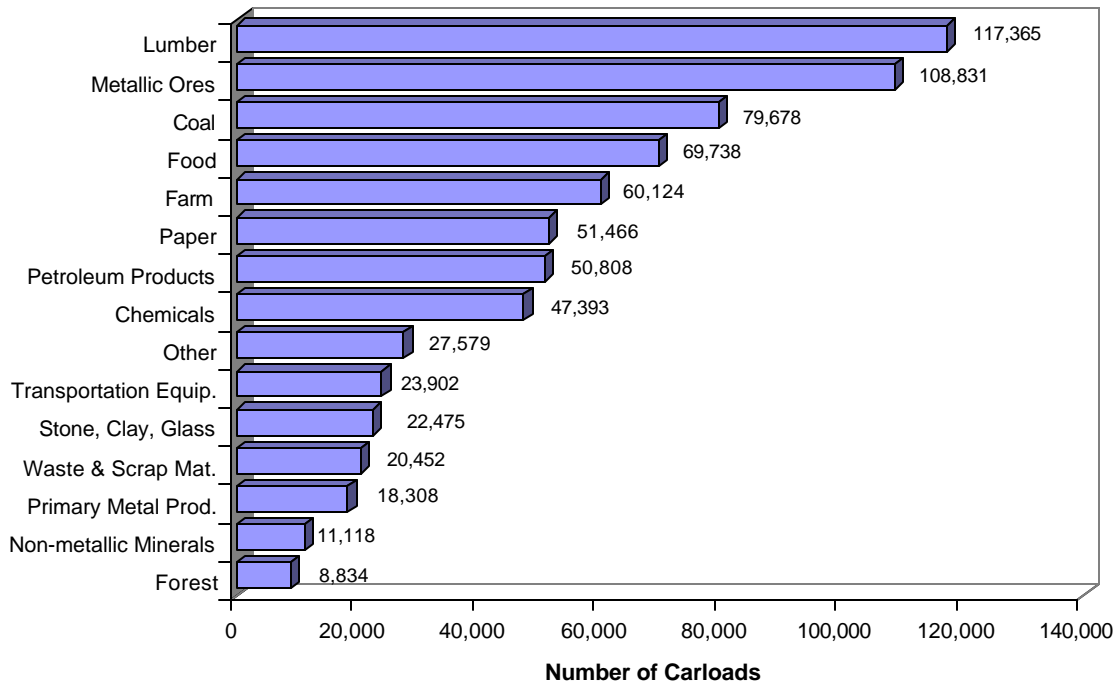


The Eastern region carload distribution is shown in Figure 12. Transportation equipment, coal, primary metal products and chemicals account for the largest traffic volume among the major commodities. By comparison, as shown in Figure 13, two of the larger number of customers served by commodity categories in the Eastern region, are the chemical and lumber commodities. Chemical and lumber commodities however, represent a smaller percentage of the Eastern region carload traffic base.

**Figure 13. Eastern Region Customer Mix**



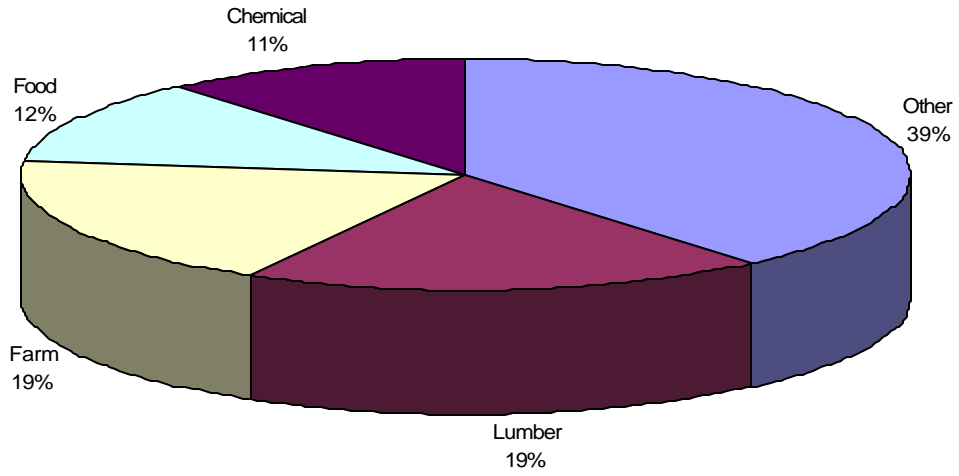
**Figure 14. Pacific Region Carload Distribution**



The Pacific region carload distribution is displayed in Figure 14. Lumber, metallic ores, coal, and food products were the four highest traffic volume commodities in the Pacific region in 2001. These commodities make up 52 percent of the carloads handled in this region.

Figure 15 displays the customer mix for the Pacific region. The lumber, farm, food and chemical customer groups are the largest in percentage terms although, as shown in Figure 14, several other commodity groups have more carloads.

**Figure 15. Pacific Region Customer Mix**





**Figure 16. Southern Region Carload Distribution**

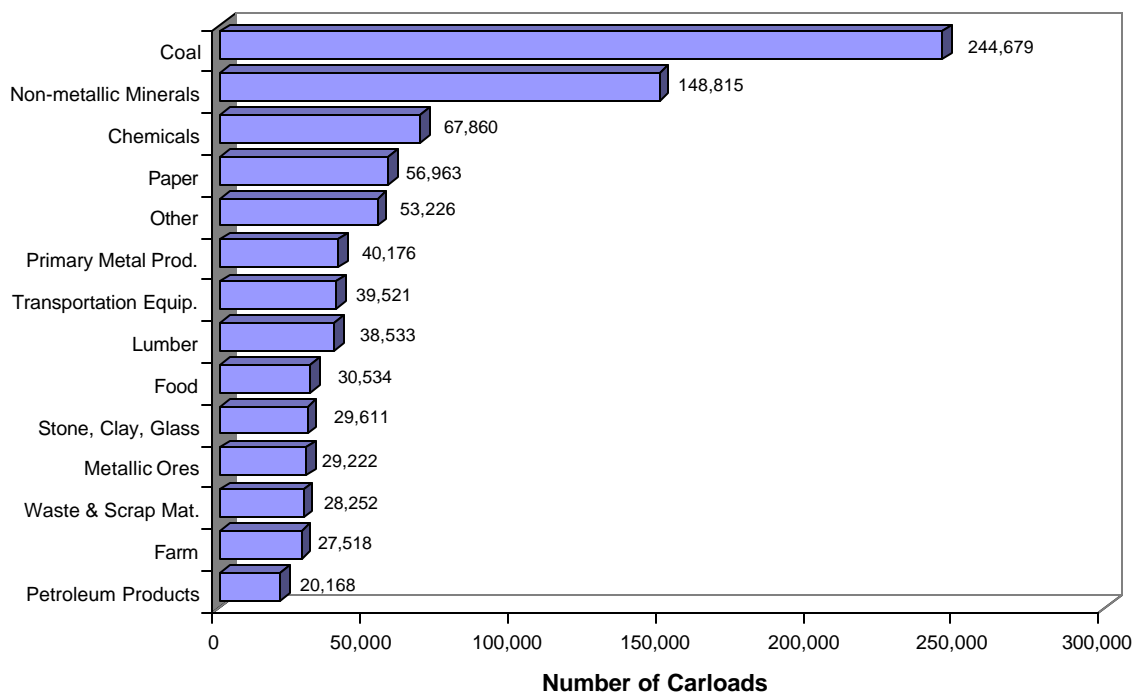
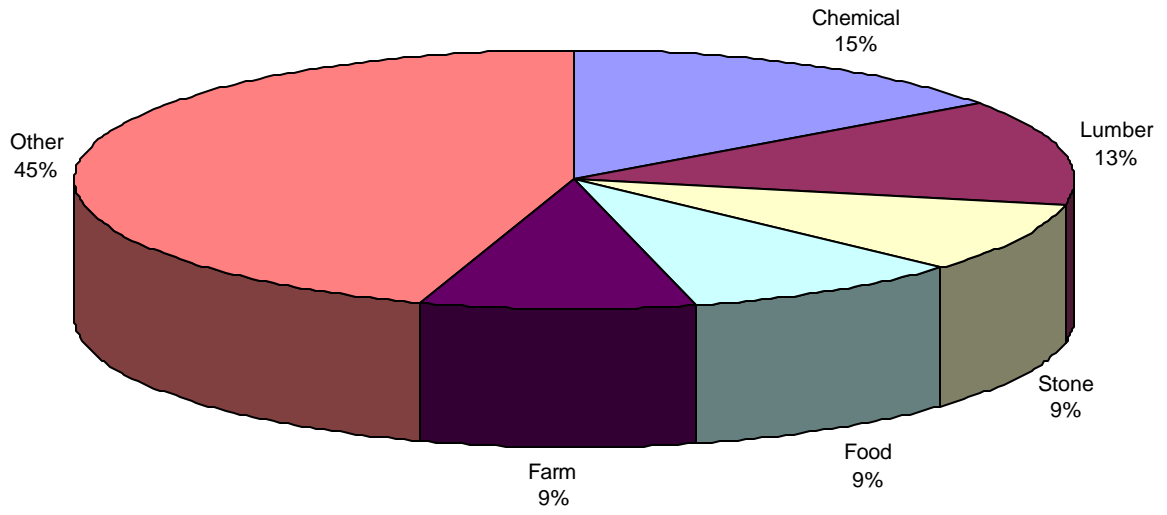


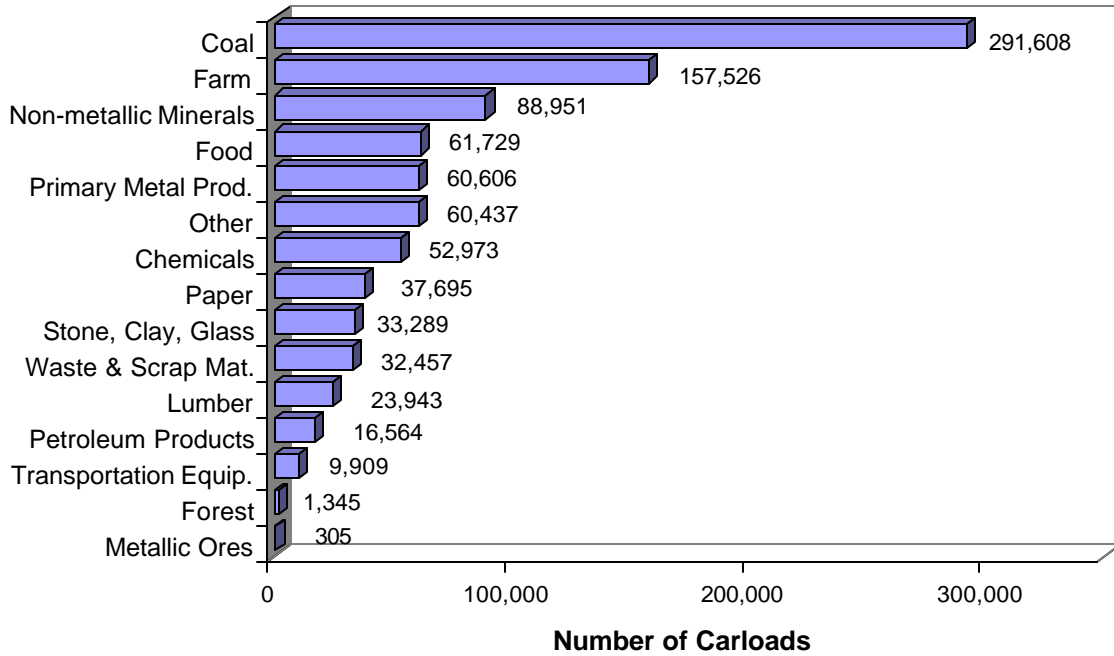
Figure 16 displays the carload traffic volume by commodity type for the Southern region. Coal has, by far, the largest traffic volume of any commodity handled in 2001 for the responding railroads in the Southern region despite its small customer base (Figure 17). Other major commodities generating carload traffic were non-metallic minerals, chemicals, and paper.

Chemical, lumber, food products, farm products, and stone, clay & glass customers are the largest Southern region customer groups as shown in Figure 17.

**Figure 17. Southern Region Customer Mix**



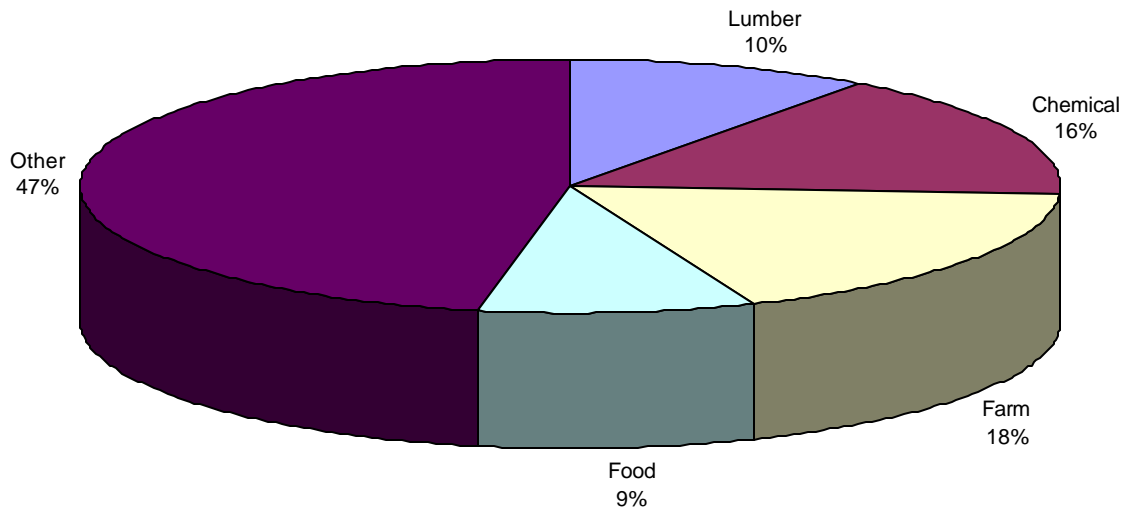
**Figure 18. Central Region Carload Distribution**



The Central region's traffic base is led by the coal category (Figure 18). Small railroads handled over 100,000 carloads of coal and farm products. Other major commodities generating carload traffic were non-metallic minerals, food products, and primary metal products.

Figure 19 illustrates the Central region's customer mix. Eighteen percent of the region's customers are farm product shippers while chemical and lumber customers make up 16 percent and 10 percent respectively.

**Figure 19. Central Region Customer Mix**



**Figure 20. Small Railroad Movement Mix**

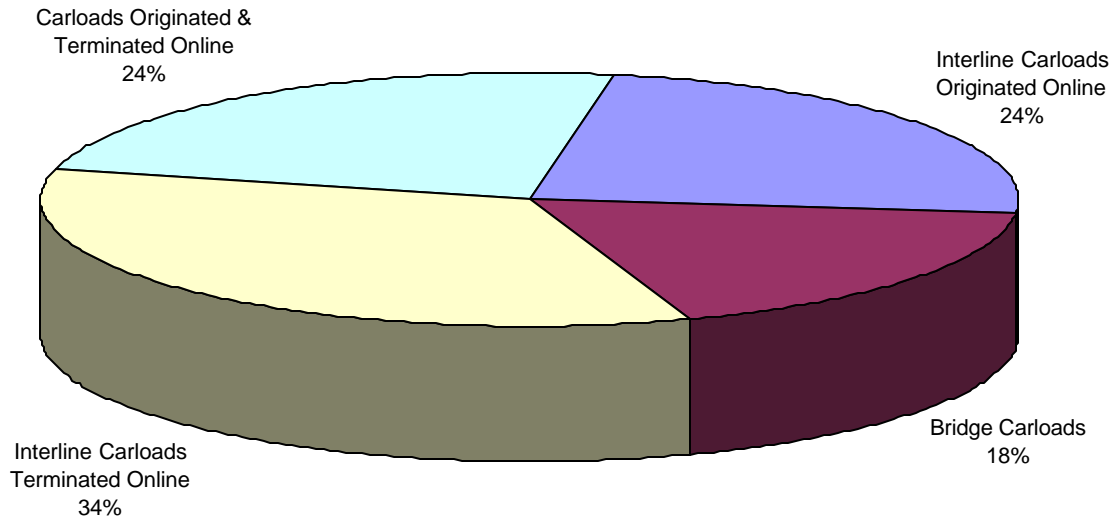


Figure 20 represents the small railroad carload movement mix for 2001. Interline carloads terminated online is the largest carload movement type representing 34 percent of overall carload traffic. Figures 21 through 23 display the carload movement mix of the three railroad types ? Local line-haul, Regional, and Switching & Terminal.

**Figure 21. Local Line-Haul Railroad Movement Mix**

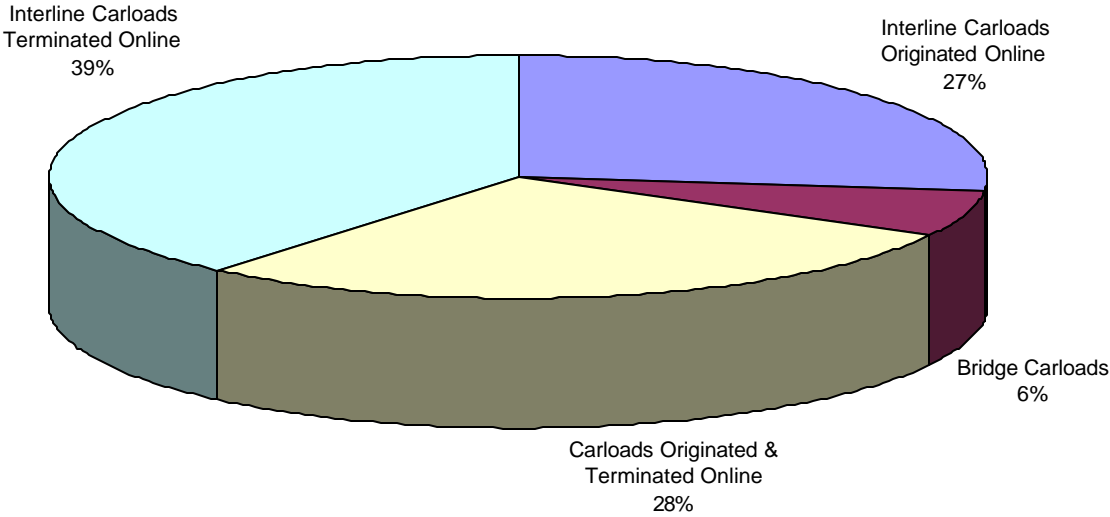


Figure 21 shows that interline carloads terminated online make up a larger portion of the Local line-haul movement mix than for all small railroads as a group as illustrated in Figure 20. Local cars represent 28 percent of the carloads handled by Local line-haul railroads.

**Figure 22. Regional Railroad Movement Mix**

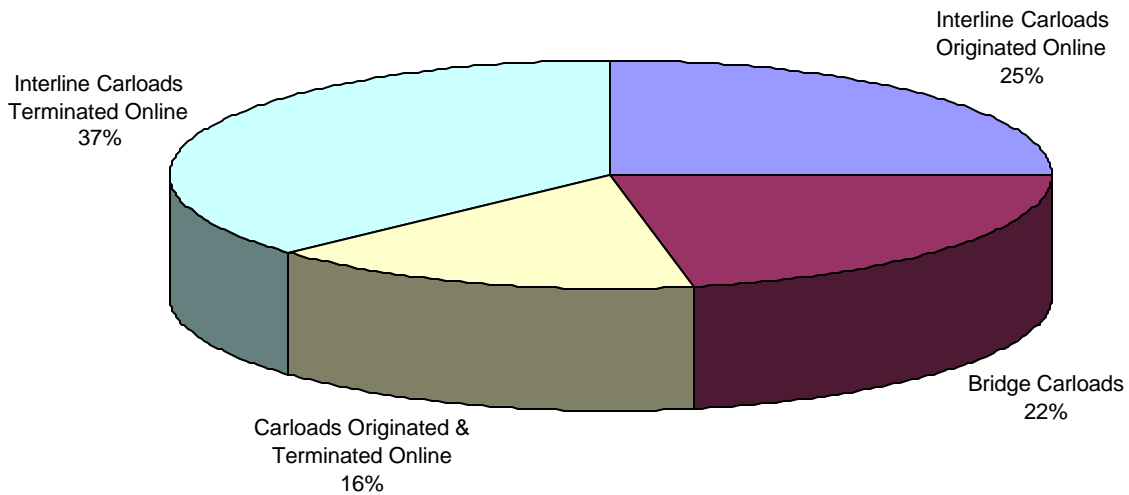
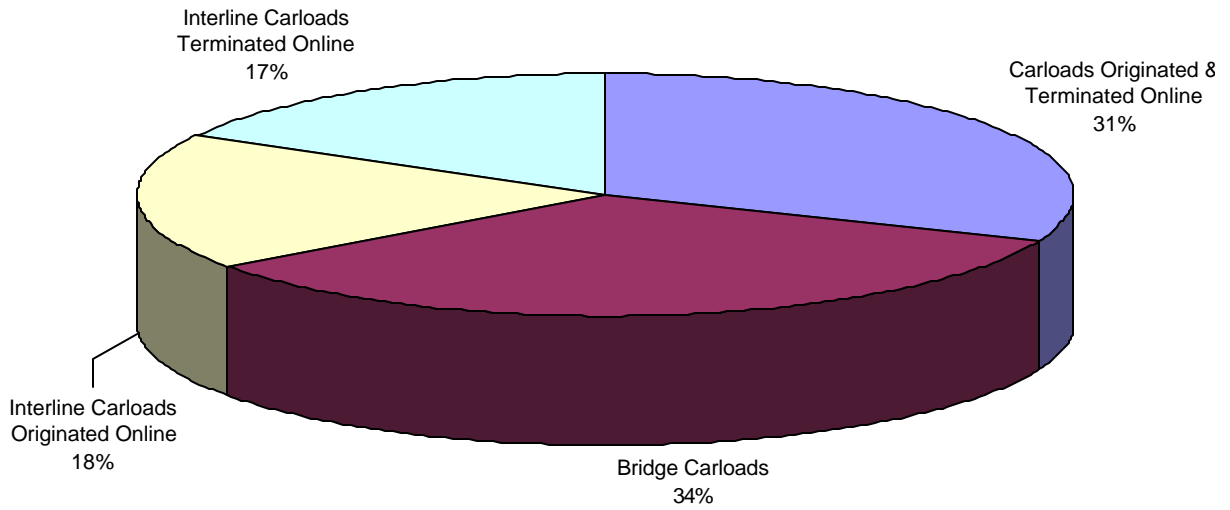


Figure 22 shows that interline carloads terminated and originated online made up the largest portion of the Regional railroad traffic volume, generating 62 percent of the total movement mix. Bridge carloads comprise 22 percent of the Regional railroad's traffic volume compared with 18 percent for small railroads as a whole (Figure 20). By comparison, bridge carloads make up a larger portion of the movement mix for Regional railroads than for Local line-haul railroads (Figure 21).

**Figure 23. Switching & Terminal Railroad Movement Mix**



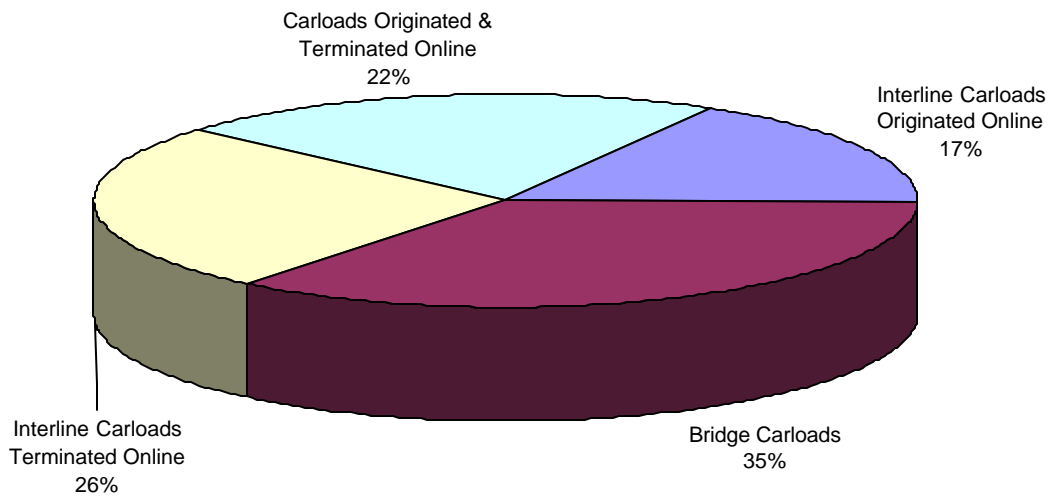
The 2001 Switching & Terminal railroad respondents indicate that 31 percent of their carloads were moved locally. Interline carloads, both originated and terminated, represent 35 percent of the Switching and Terminal traffic volume. Bridge carloads represented 34 percent of the Switching and Terminal carload movement reported in the survey.



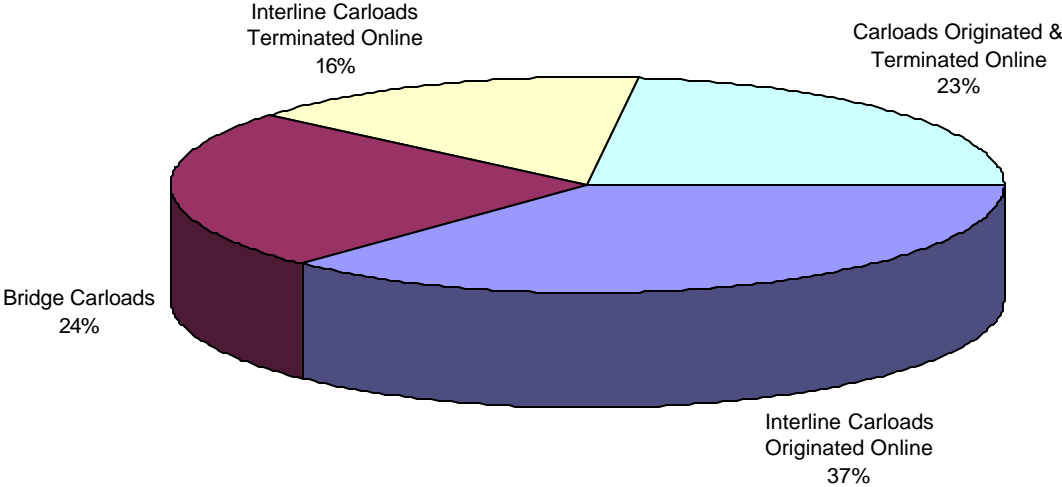
Figures 24 through 27 display the movement mix on small railroads by regions specified by the American Short Line and Regional Railroad Association. The East region movement consists mainly of carloads originated and/or terminated locally.

Figure 25 shows that interline carload traffic makes up 53 percent of the Pacific region carload movement. For the Southern region, Figure 26 shows that interline carloads terminated online make up 44 percent of the South region's carload movement. Figure 27 shows that bridge carloads make up the smallest percent of the Central region's movement at 9 percent, while interline carloads terminated on line are the highest at 48 percent.

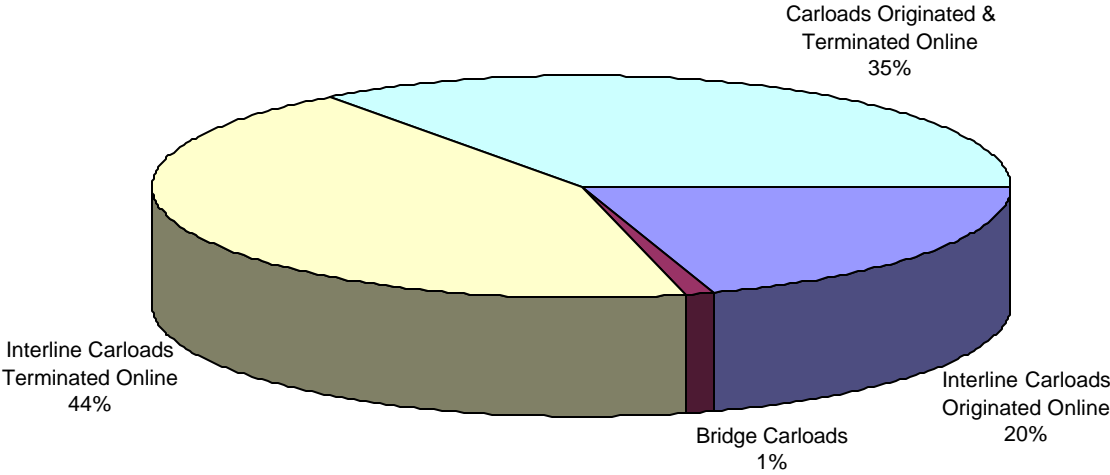
**Figure 24. Eastern Region Movement Mix**



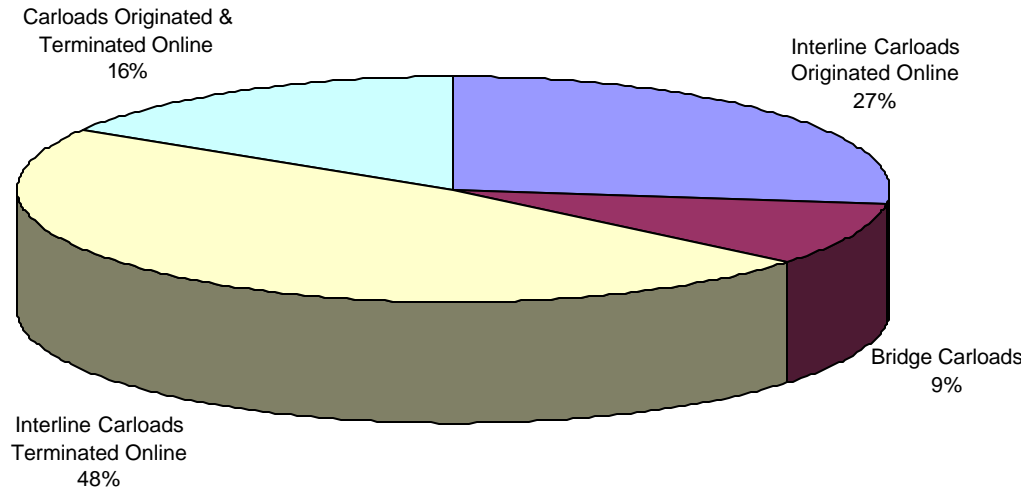
**Figure 25. Pacific Region Movement Mix**



**Figure 26. Southern Region Movement Mix**



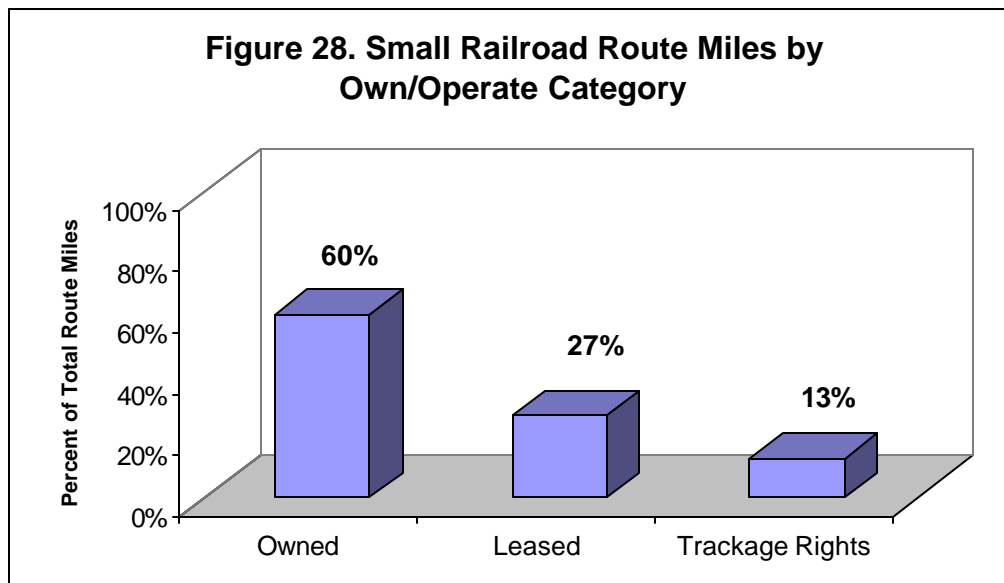
**Figure 27. Central Region Movement Mix**



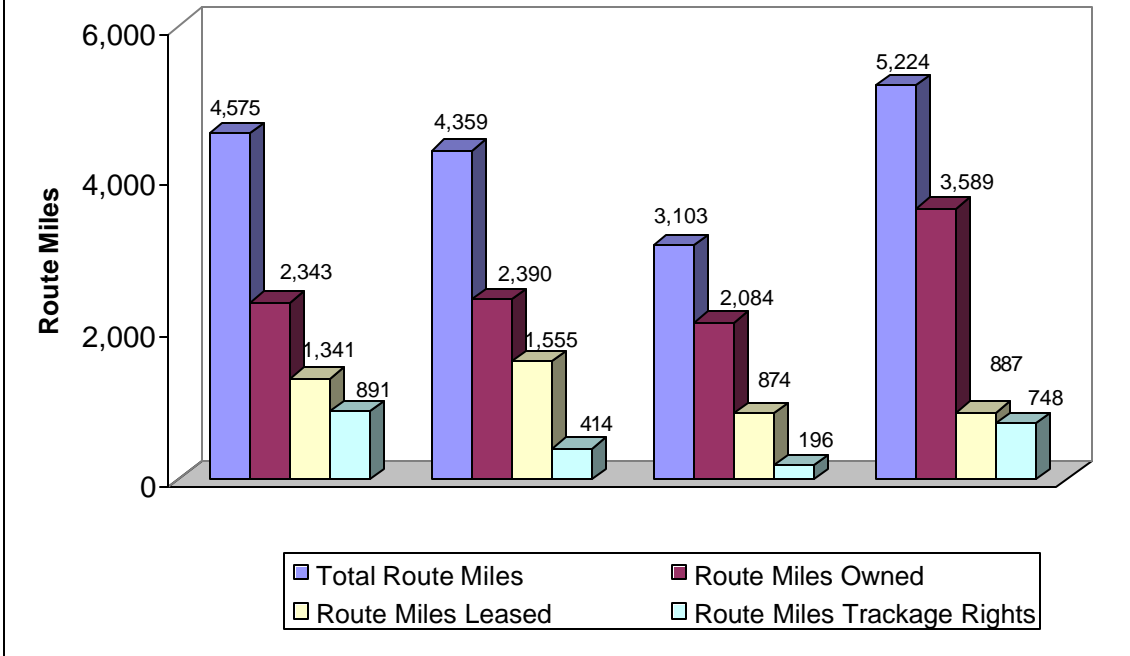
## ***PHYSICAL PROFILE***

Small railroads responding to the 2001 survey operate a total of 17,262 route miles in the United States. Sixty percent of those route miles are owned by the railroads, while 27 percent are operated under a lease agreement and 13 percent are operated under a trackage right agreement (Figure 28).

Figure 29 compares the total route miles, route miles owned, route miles operated under a lease, and route miles operated with trackage rights for each of the four regions. Small railroads responding from the Central region operate the largest share of the route miles reported in the survey. Results from the survey shown in Figure 30 indicate that 69 percent of the Central region's route miles are owned – the largest of any region. The East region has the highest percentage of route miles with trackage rights at 19 percent.



**Figure 29. Small Railroad Route Mileage by Region**



**Figure 30. Small Railroad Route Mileage Percent by Region**

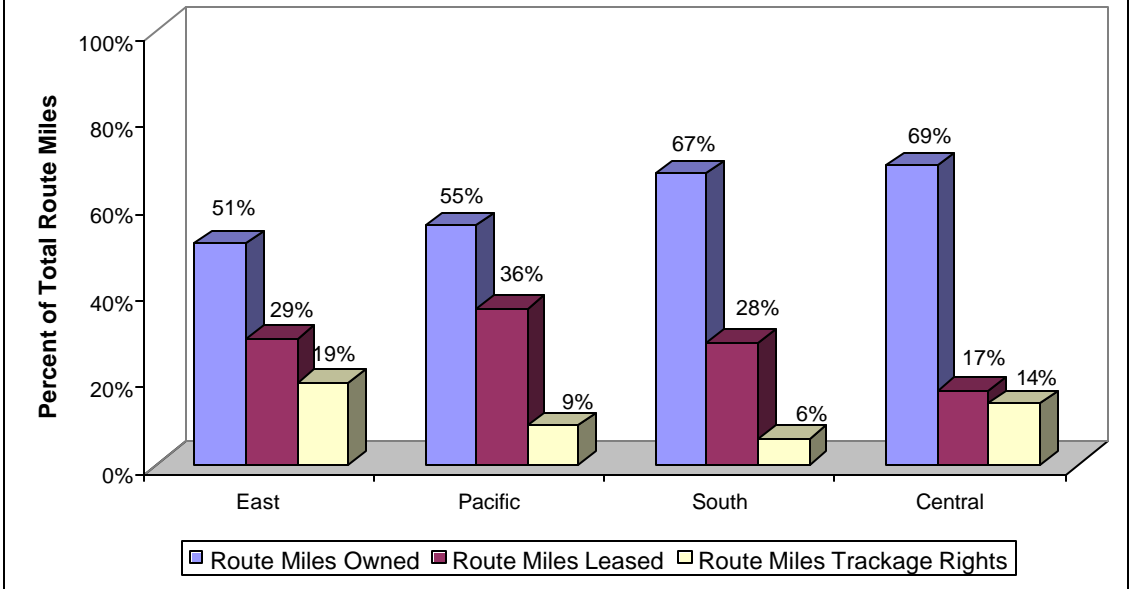
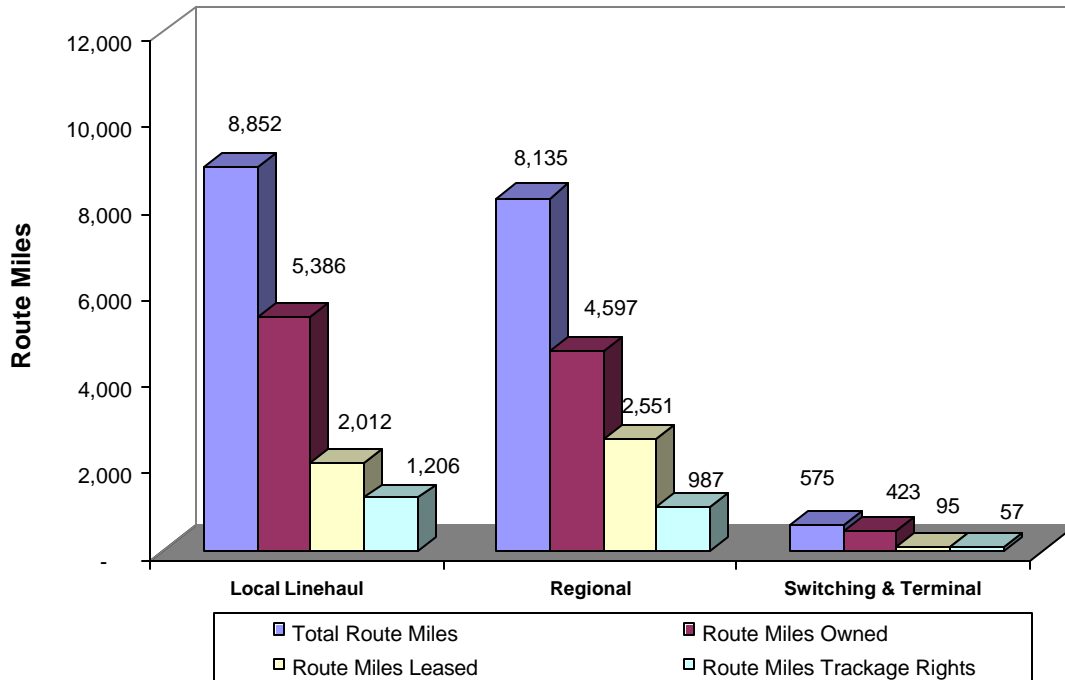
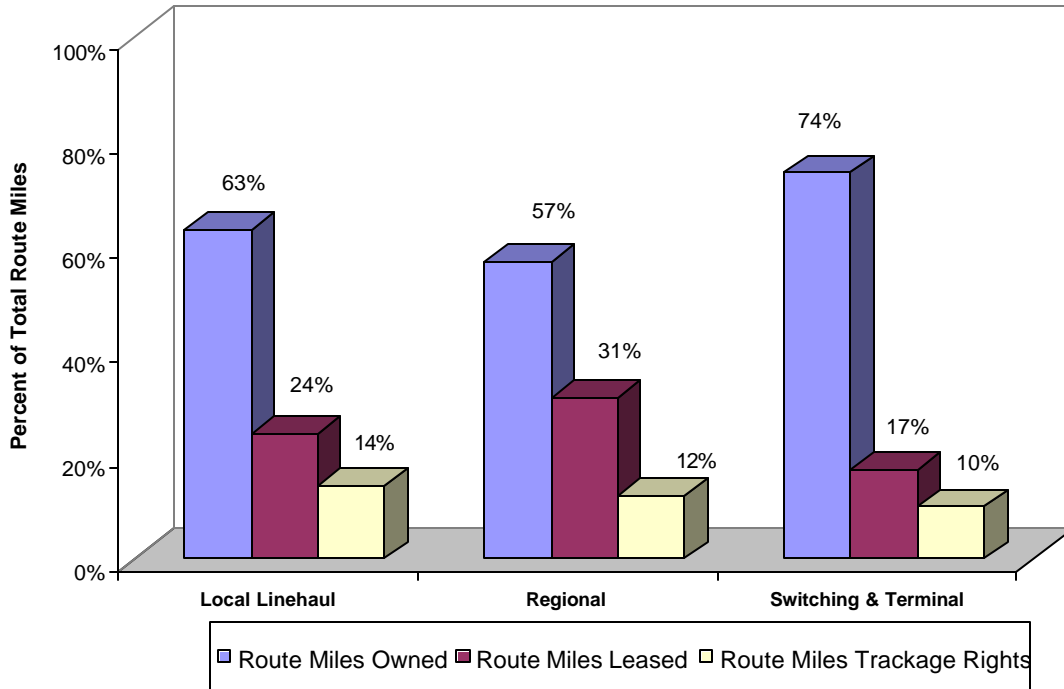


Figure 31 illustrates the route miles reported in the survey according to the type of railroad. Local line-haul and Regional railroads operate the highest amount of route miles reported in the survey while Local line-haul railroads had the highest percentage of route miles with trackage rights. (Figure 32).

**Figure 31. Small Railroad Route Miles by Railroad Type**

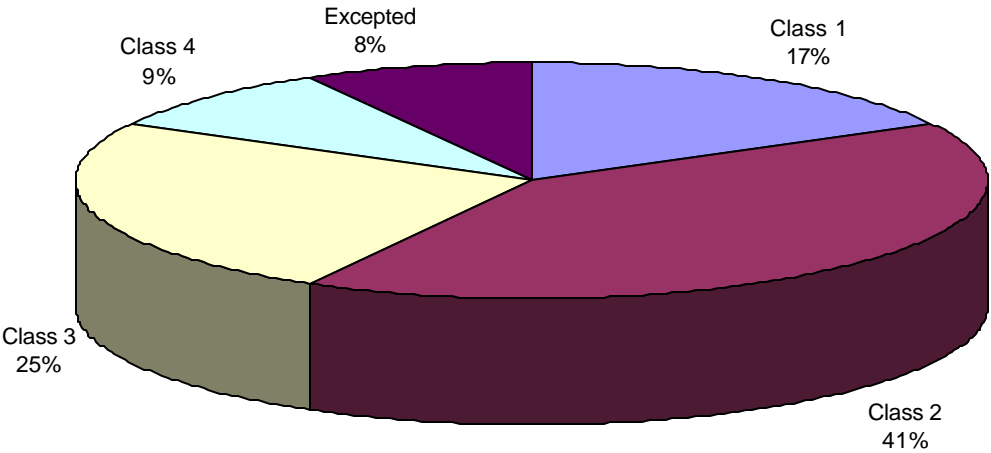


**Figure 32. Small Railroad Route Mileage Percent by Railroad Type**

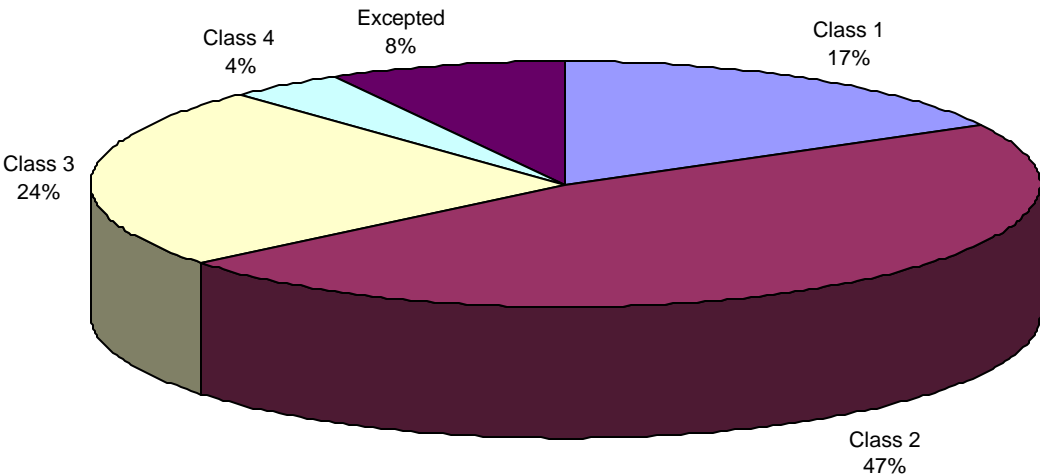


Figures 33 through 36 display the miles of track owned or leased by FRA designated track classes. Forty-one percent of the track miles owned or leased were reported as being FRA Class 2 type track. Local line-haul railroads had the largest percentage of Class 2 track at 47 percent while Regional railroads had the highest percentage of Class 3. Switching & Terminal railroads had the highest percentage of Class 1 track with 54 percent.

**Figure 33. Small Railroad FRA Track Class Percentage**

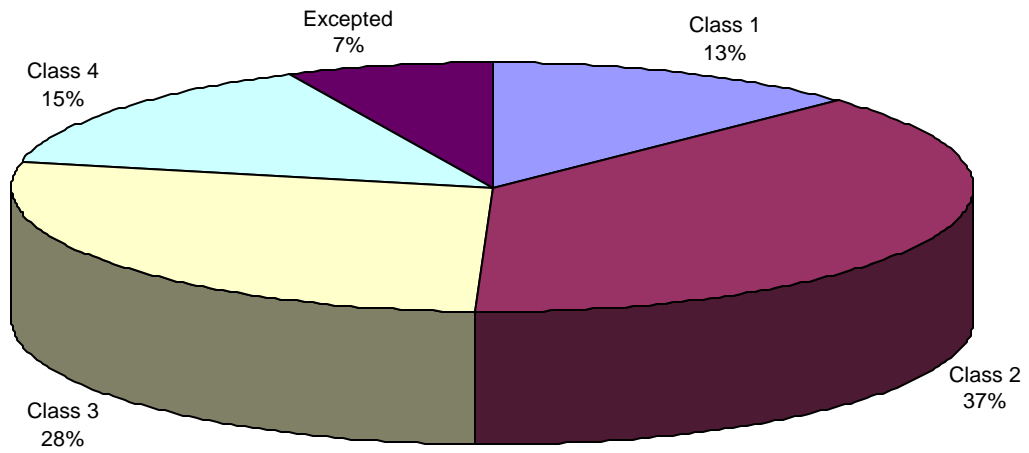


**Figure 34. Local Line-Haul FRA Track Class Percentages**





**Figure 35. Regional Railroad FRA Track Class Percentages**



**Figure 36. Switching & Terminal FRA Track Class Percentages**

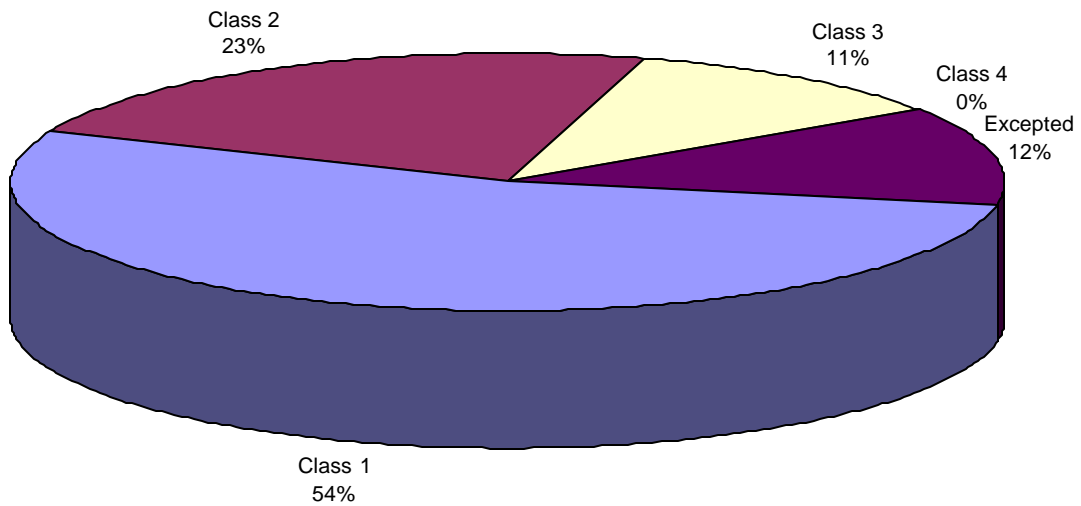
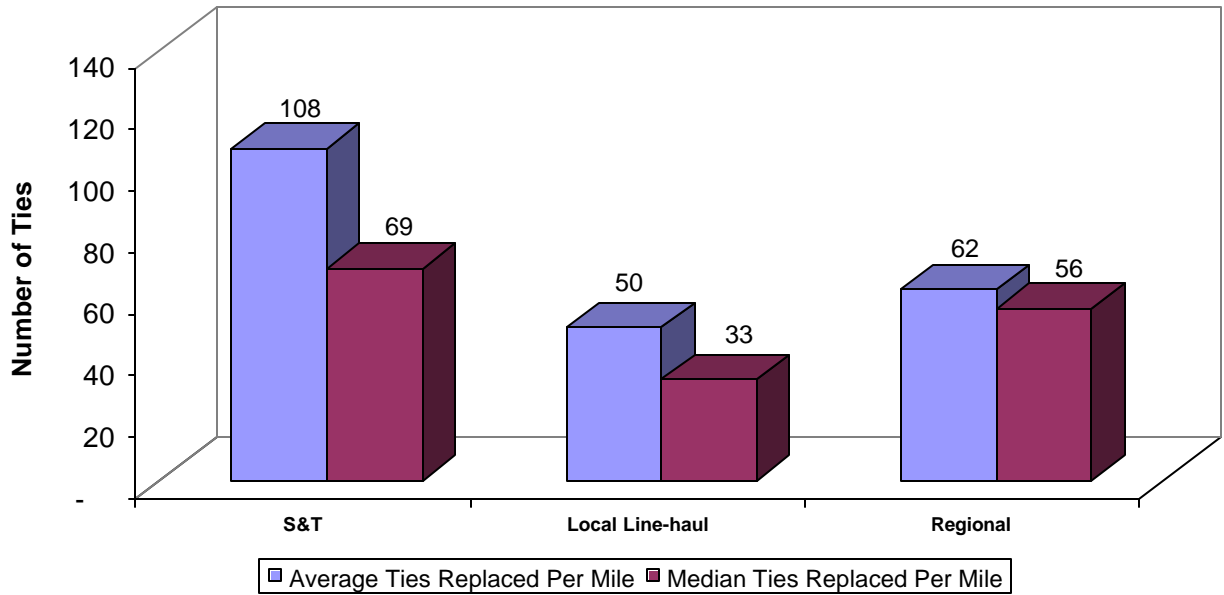
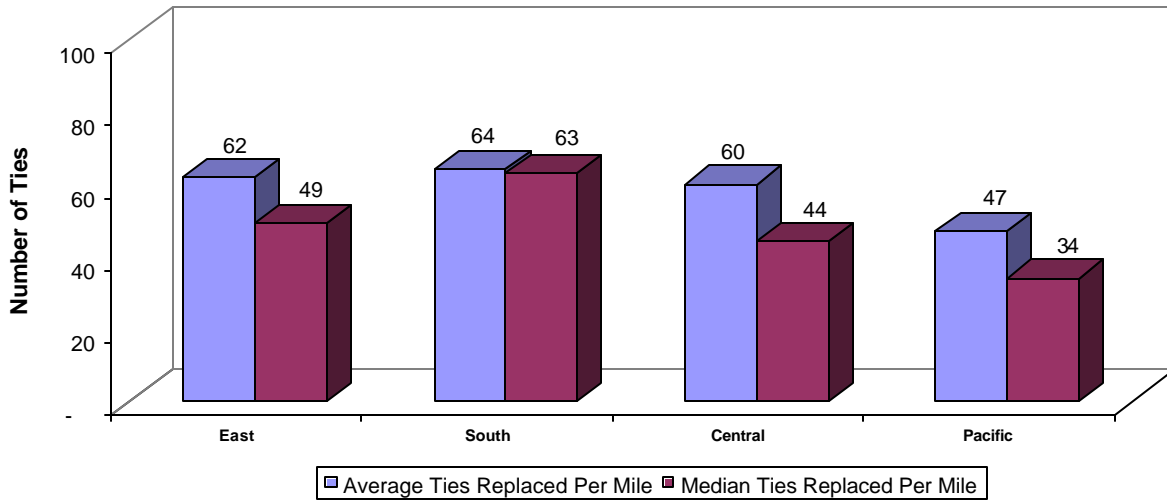


Figure 37 shows the ties replaced (new or used) per mile of road by railroad type. In 2001, Switching & Terminal railroads had the highest median ties replaced per mile with 69. Figure 38 shows the South region had the highest tie replacement rate with an average of 64 ties replaced per mile, followed by the East region's average of 62 ties replaced per mile. The Pacific region had the lowest median tie replacement rate per mile, while the Central and the Pacific had the lowest average tie replacement rate per mile.

**Figure 37. Ties Replaced Per Route Mile by Railroad Type**



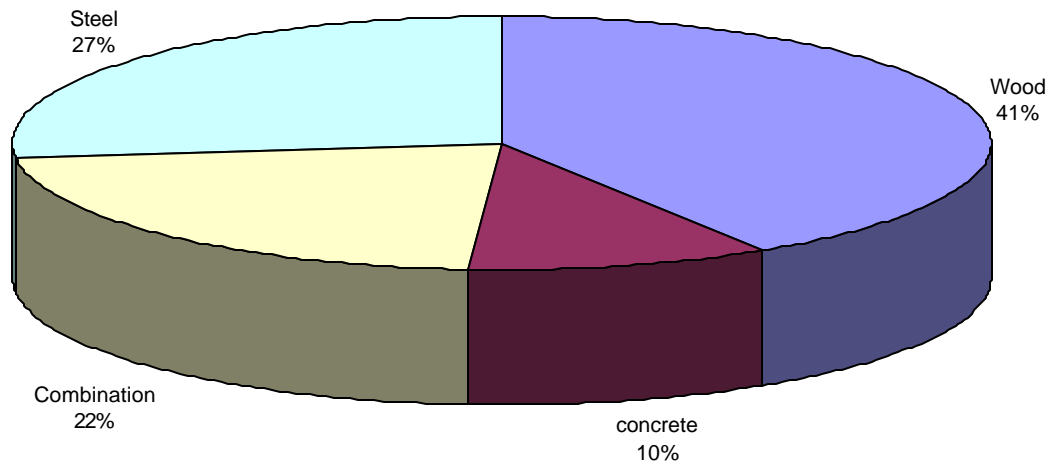
**Figure 38. Ties Replaced Per Route Mile by Region**



The small railroad bridge inventory is shown in Figure 39. Forty-one percent of the bridges reported in the 2001 survey are wood. Steel bridges make up 27 percent of the bridges, while 22 percent are combination, and 10 percent are concrete.

Table 1 lists the number of small railroad bridges reported by region. The East region had the highest percentage of steel bridges with 49 percent while the Pacific region had the lowest percentage of concrete bridges at 6 percent (Table 2).

**Figure 39. Small Railroad Bridge Inventory**



**Table 1. Inventory of Bridges by Region**

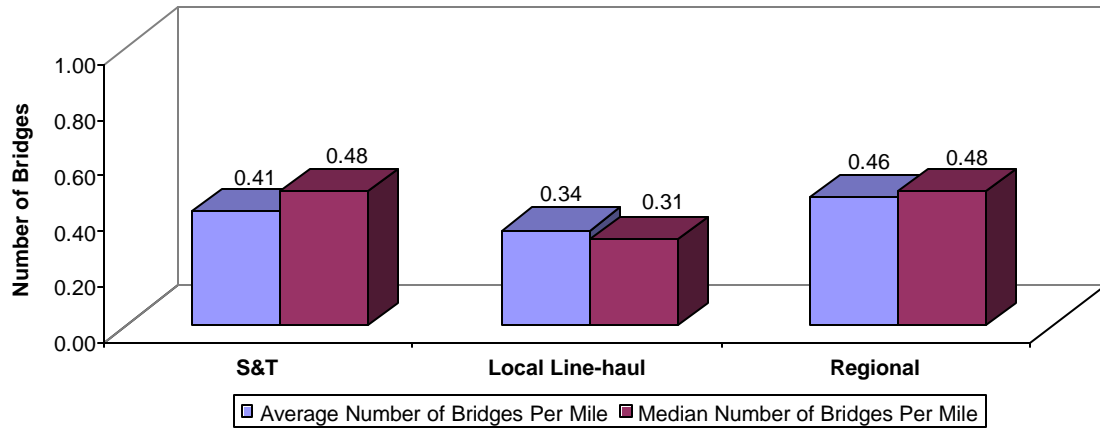
Region	Concrete	Steel	Wood	Combination	Total
East	293	738	359	116	1,505
Central	197	545	1185	535	2,462
Pacific	112	344	727	636	1,819
South	112	228	506	216	1,062

**Table 2. Bridge Type Percentages by Region**

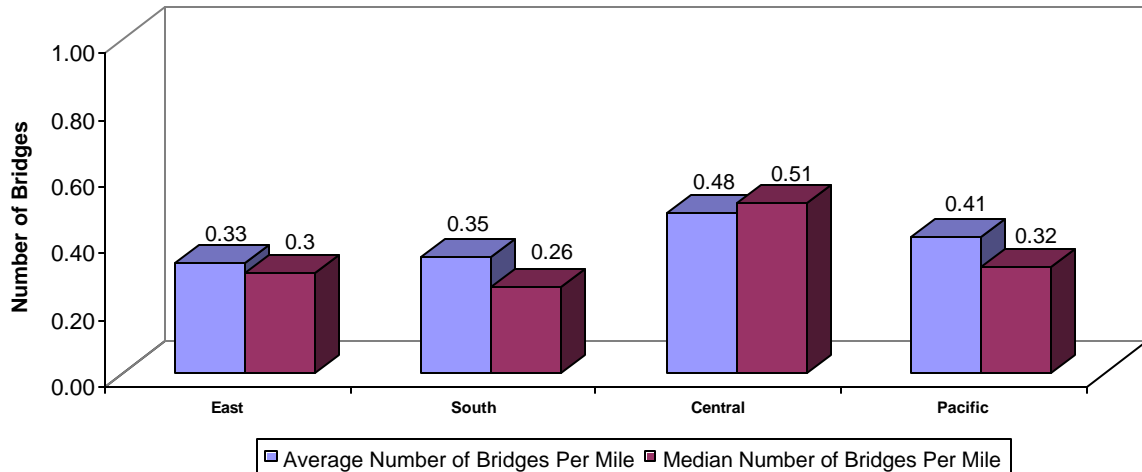
Region	Concrete	Steel	Wood	Combination
East	19%	49%	24%	8%
Central	8%	22%	48%	22%
Pacific	6%	19%	40%	35%
South	11%	21%	48%	20%

Figure 40 shows the bridges per mile of road by railroad type. Regional railroads had the highest average number of bridges per mile while the Local line-haul railroads had the lowest average number of bridges per mile. The Central region had the highest average number of bridges per mile as shown in Figure 41.

**Figure 40. Bridges Per Mile of Road by Railroad Type**



**Figure 41. Bridges Per Mile of Road by Region**



The number of highway grade crossings reported in the survey is shown in Tables 3 and 4. Table 3 lists the grade crossings by railroad type and Table 4 lists by region. Approximately 61 percent of railroad grade crossings reported were public grade crossings. Regional railroads reported 25 percent of their crossings equipped with automatic warning devices - the highest percentage of the three railroad types.

**Table 3. Inventory of Railroad Grade Crossings  
by Railroad Type**

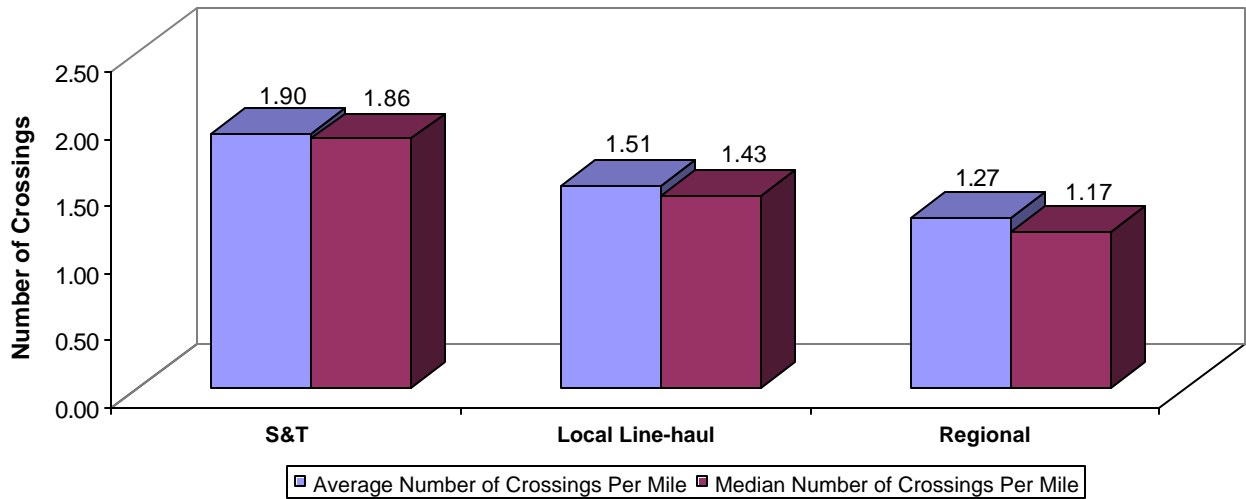
<b>Region</b>	<b>Public</b>	<b>Private</b>	<b>Automatic Warning Devices</b>
Local Line-haul	7,534	4,526	2,788
Regional	6,195	4,113	2,602
S & T	497	554	173

**Table 4. Inventory of Railroad Grade Crossings  
by Region**

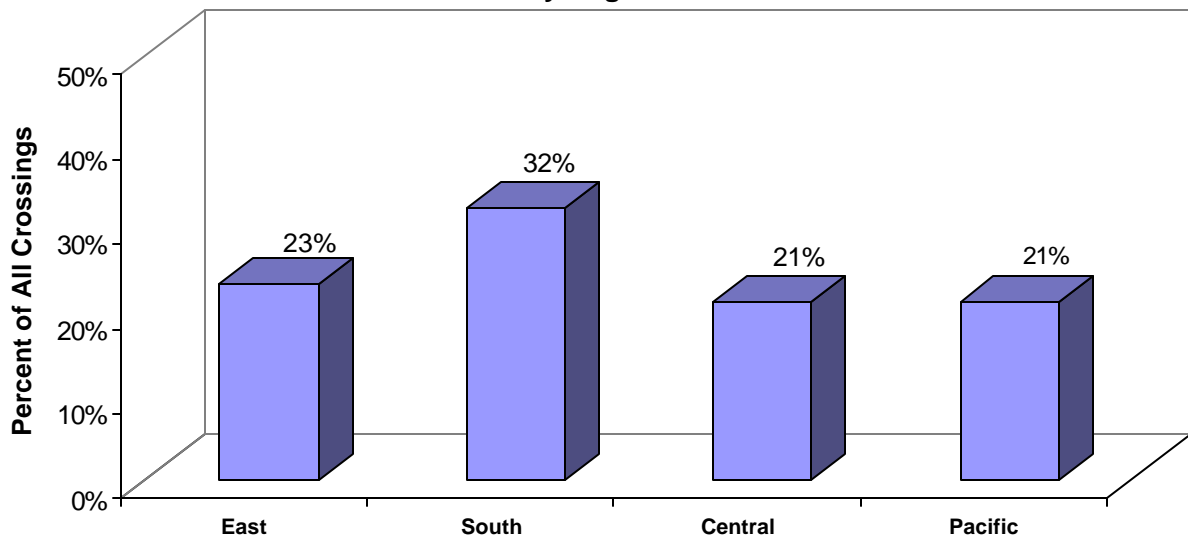
<b>Region</b>	<b>Public</b>	<b>Private</b>	<b>Automatic Warning Devices</b>
East	3,810	2,776	1,494
Central	4,404	2,549	1,443
Pacific	2,416	2,573	1,056
South	3,596	1,295	1,570

Figure 42 shows the grade crossings per mile of road by type of railroad. Switching and Terminal railroads had the greatest number of grade crossings per mile. As shown in Figure 43, the South region had the highest percent of crossings equipped with automatic warning devices.

**Figure 42. Grade Crossings Per Mile of Road by Railroad Type**



**Figure 43. Grade Crossings with Automatic Warning Devices by Region**



## ***EQUIPMENT***

The small railroad locomotive power distribution is given in Figure 44. Seventy-nine percent of all locomotives reported as owned or leased were in the 1,500 to 3,000 horsepower range.

**Figure 44. Small Railroad Locomotive Power Distribution**

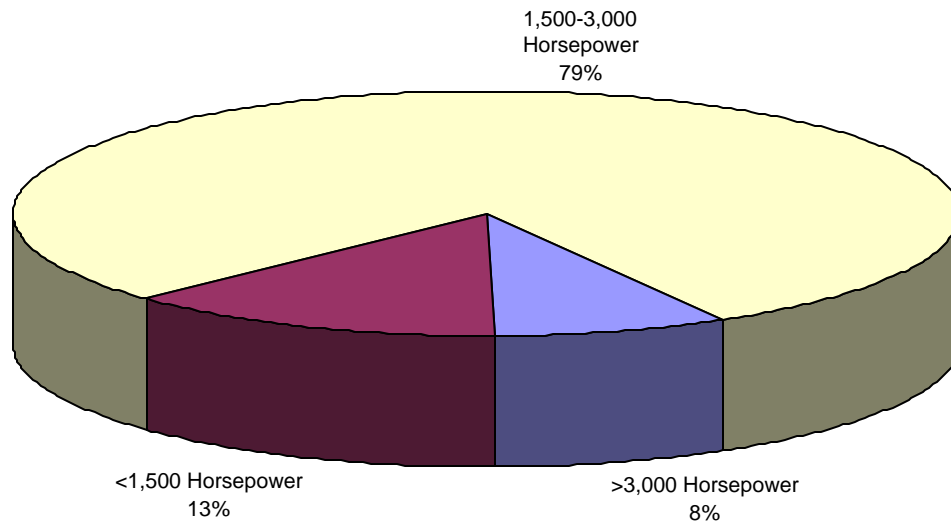


Figure 45 reports the age distribution of locomotives for small railroads reporting in the survey. It also shows a very large majority of locomotives owned or leased by small railroads are over 20 years old. Only 3 percent of the reported small railroad locomotives are less than 10 years old compared to approximately 30 percent for the Class I locomotives reported by the Association of American Railroads.



**Figure 45. Small Railroad Locomotive Age Distribution**

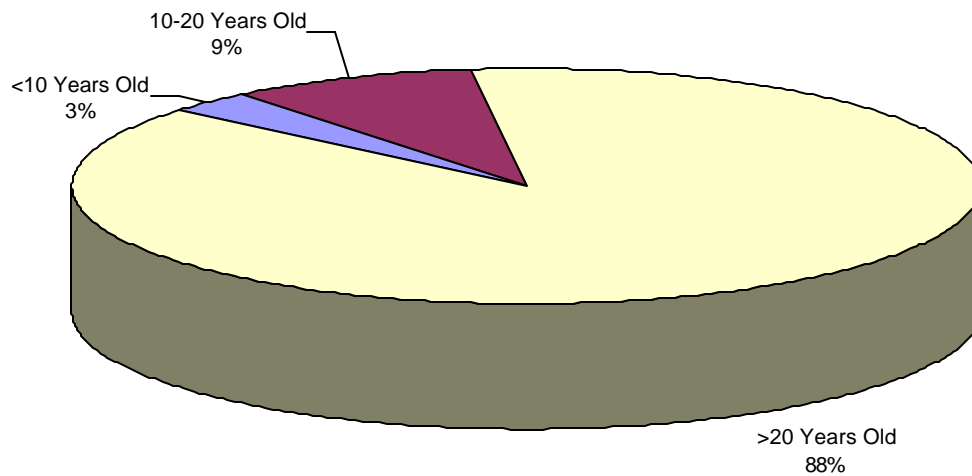
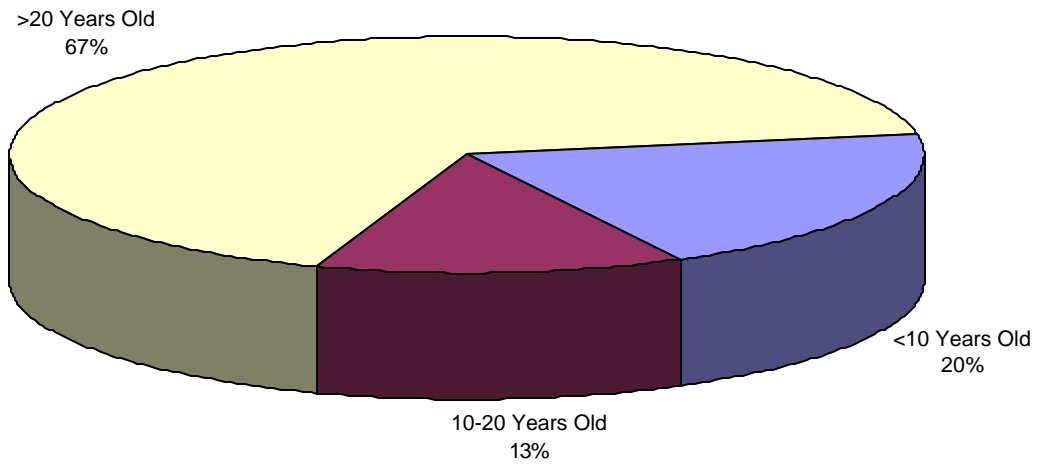
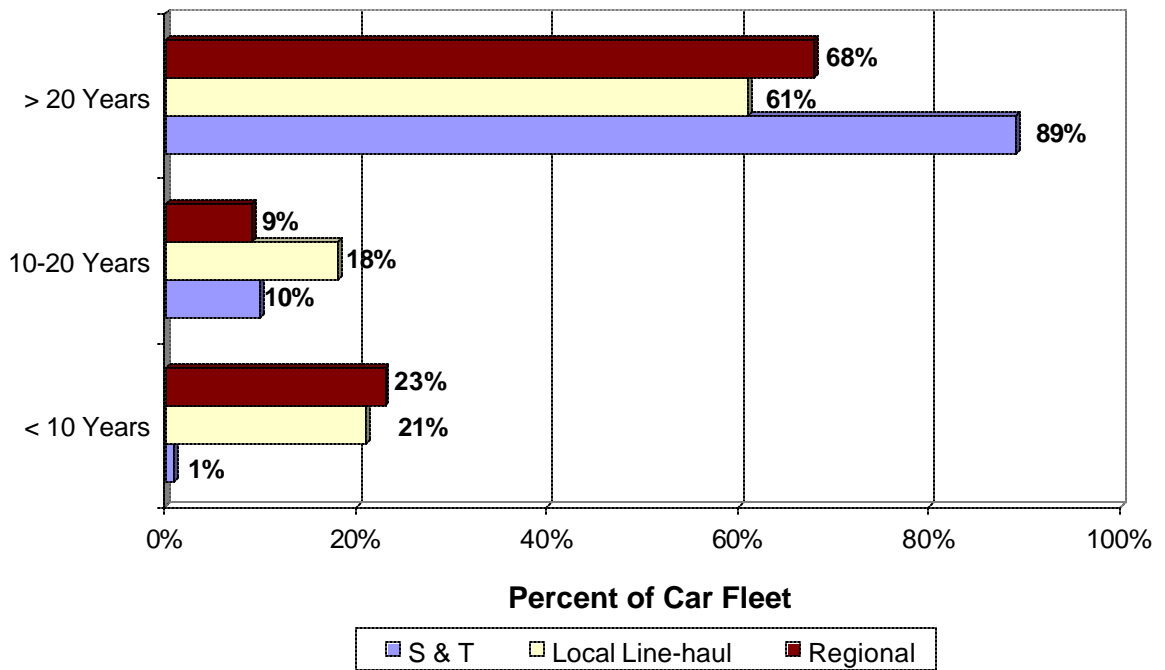


Figure 46 shows the age distribution among railroad freight cars owned or leased by those small railroads responding to the 2001 survey. Sixty-seven percent of the freight cars are greater than 20 years old, while 20 percent are less than 10 years old. As shown in Figure 47, Local line-haul railroads had 21 percent of their car fleet less than 10 years old compared with 1 percent of Switching & Terminal railroads. Switching & Terminal railroads had the highest percent of cars greater than 20 years old at 89 percent.

**Figure 46. Small Railroad Freight Car Age Distribution**

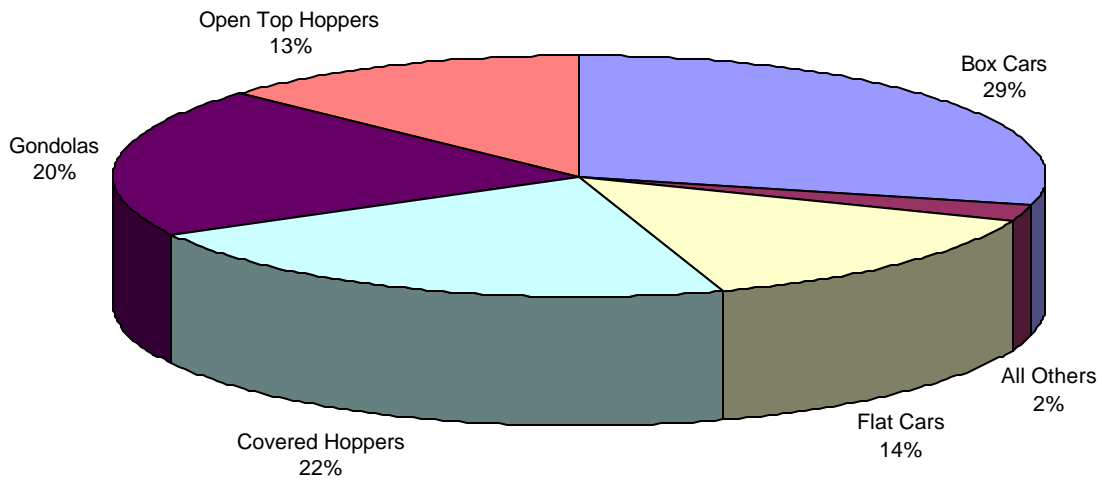


**Figure 47. Freight Car Age Distribution by Railroad Type**

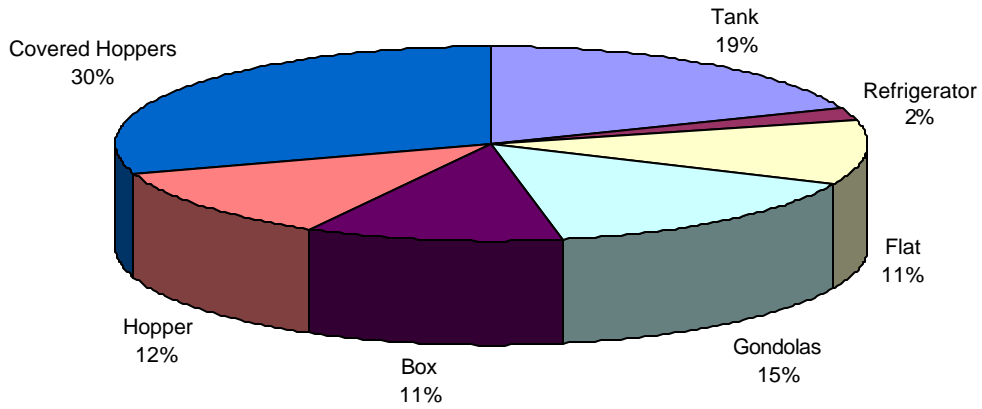


Figures 48 and 49 identify the car type distribution for responding small railroads and Class I railroads. The highest percent of car types for small railroads are the box car and covered hopper. The highest percent of car types for Class I railroads are the covered hopper and the tank car.

**Figure 48. Small Railroad Car Type Distribution**

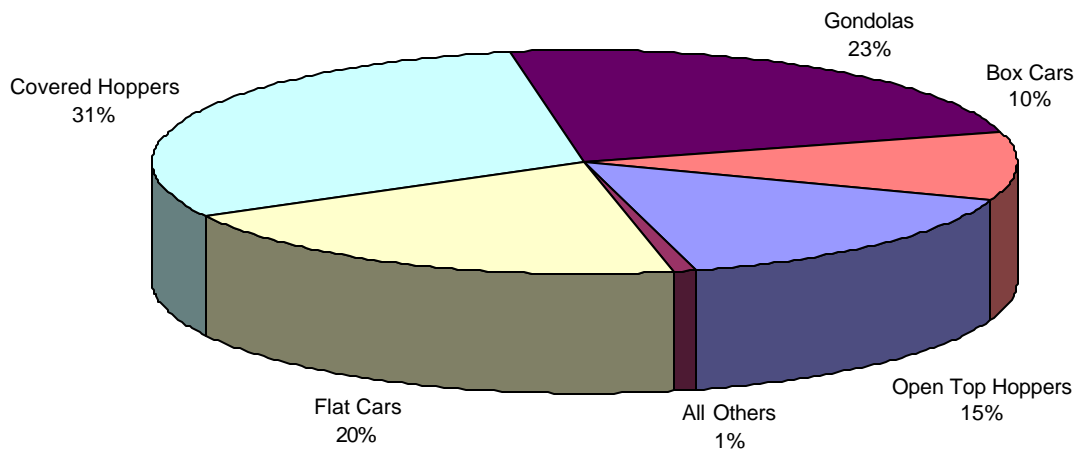


**Figure 49. Class I Car Type Distribution**

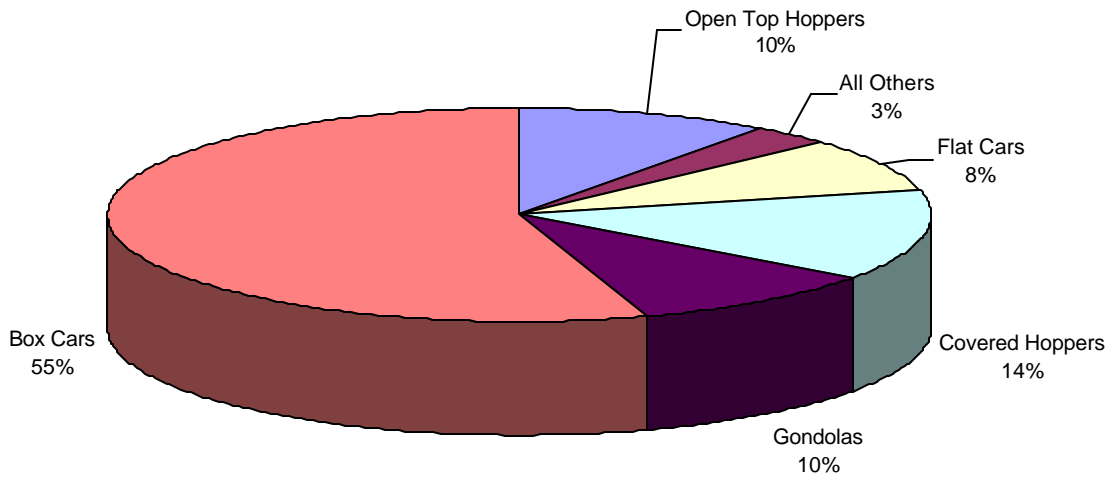


Figures 50 through 52 show the car type distribution by type of railroad. The top car types for Regional carriers are covered hoppers and gondolas. The top car types for Local line-haul carriers are box cars and covered hoppers while Switching & Terminal carriers top car types are gondolas and open top hoppers.

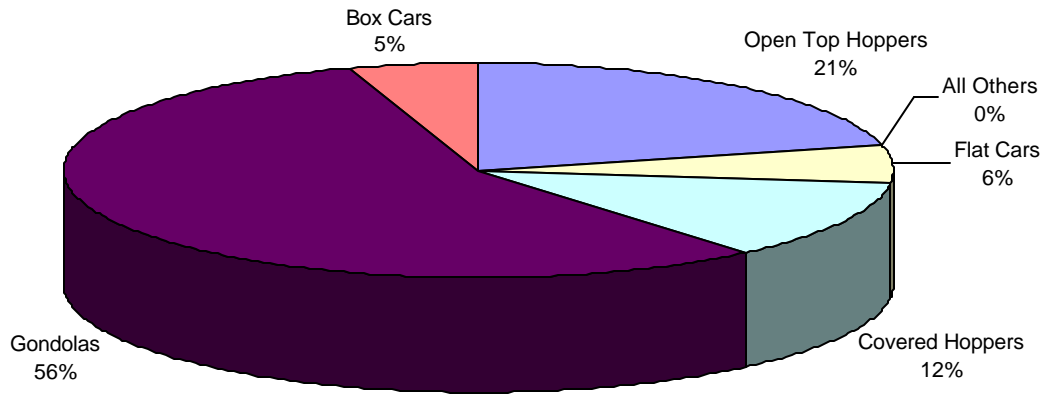
**Figure 50. Regional Railroad Car Type Distribution**



**Figure 51. Local Line-Haul Car Type Distribution**



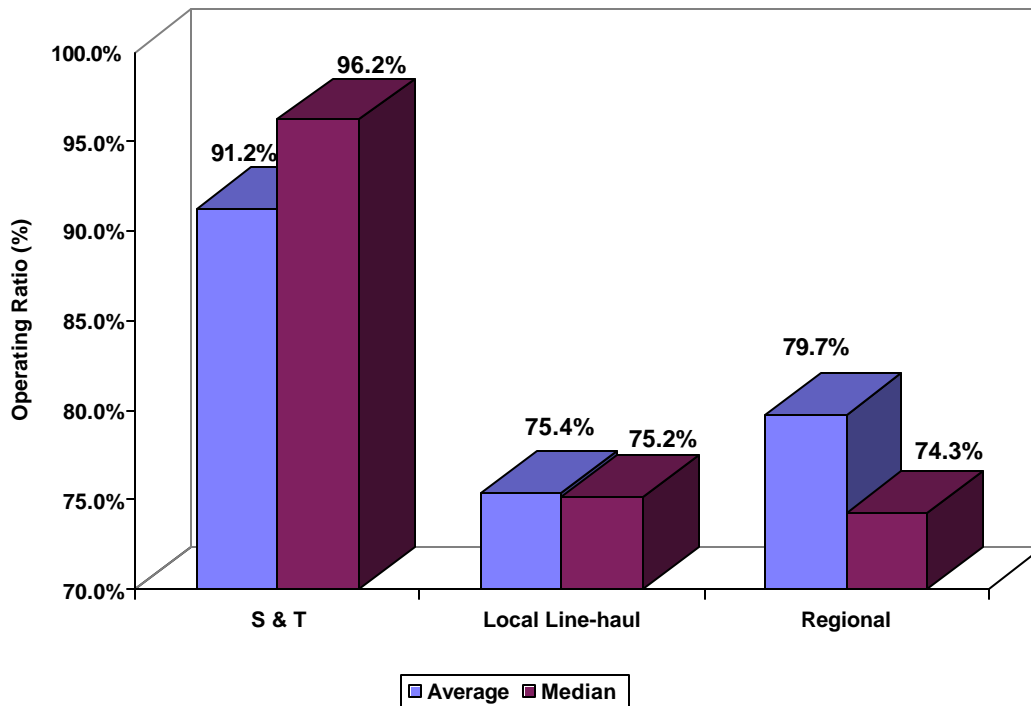
**Figure 52. S & T Car Type Distribution**



## FINANCES

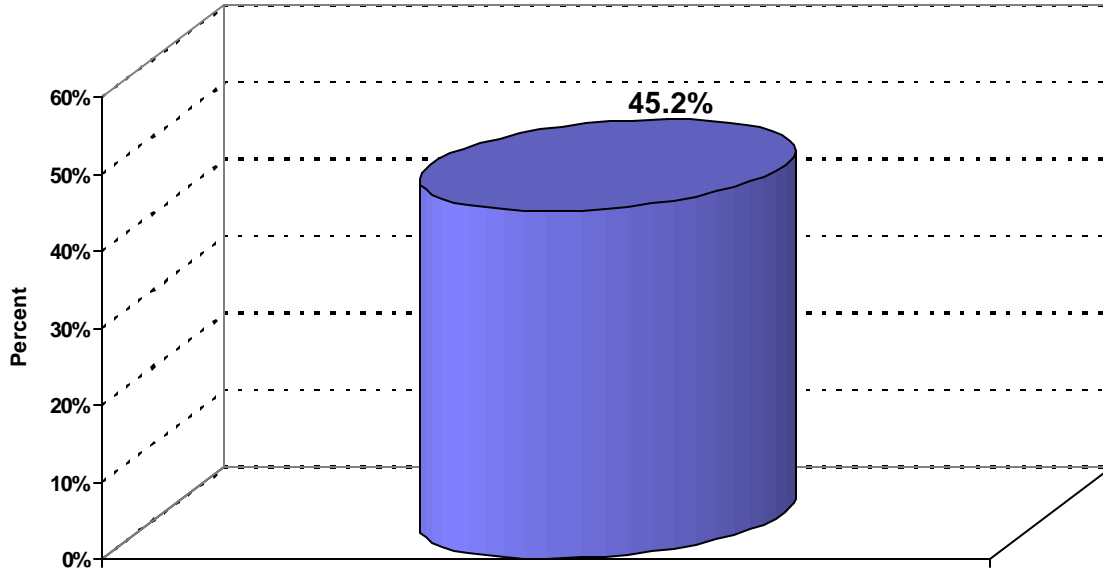
The average operating ratio for each type of small railroad is illustrated in Figure 53. The highest average operating ratio was for Switching & Terminal railroads at 91.2 percent followed by Regional railroads at 79.7 percent and Local line-haul railroads at 75.4 percent. The operating ratio is calculated by dividing a railroad's total operating expenses by total operating revenues.

**Figure 53. Average Operating Ratio by Type of Railroad**



The total liabilities to total assets ratio for all assets and liabilities reported by the small railroads responding to the 2001 survey is illustrated in Figure 54.

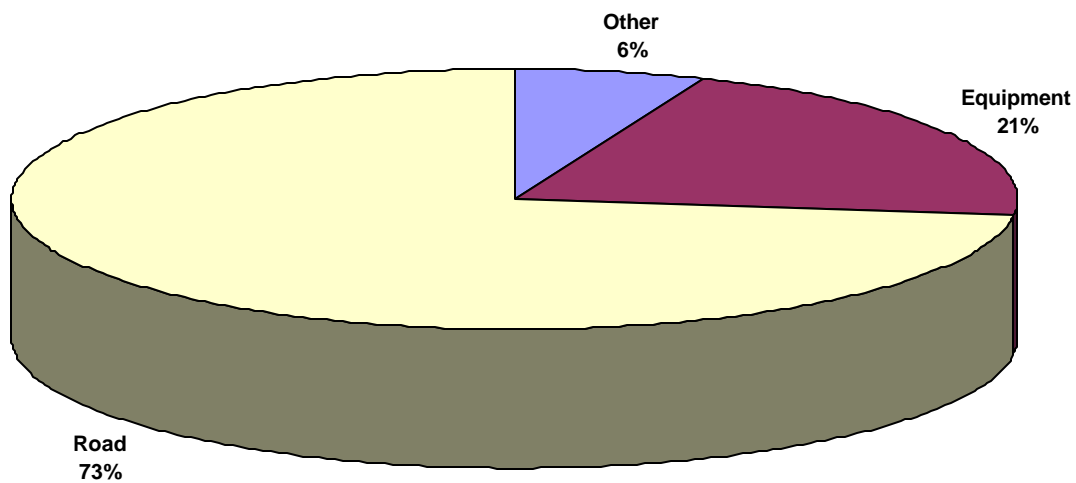
**Figure 54. Small Railroad Total Liabilities to Total Assets Ratio**



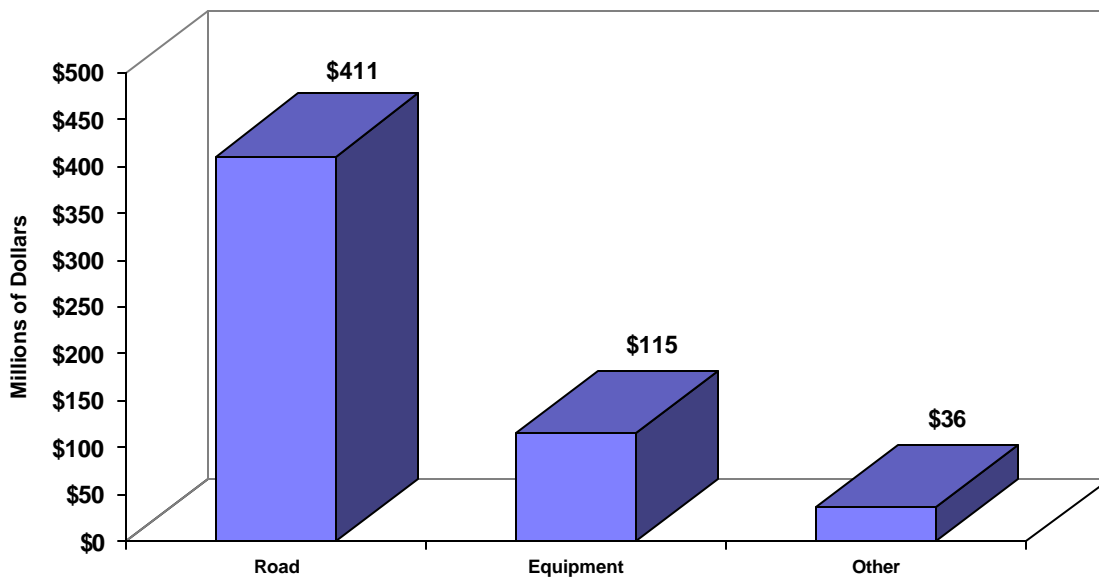


Projected capital investments over the next 5-year period (2002-2006) are illustrated in Figures 55 through 58. Figure 55 illustrates the distribution of projected investments among three major categories: road, equipment and other. The total dollar amount for each investment category is shown in Figure 56. Figures 57 and 58 provide greater detail by subdividing these categories into locomotive, rolling stock, track, structures, and other.

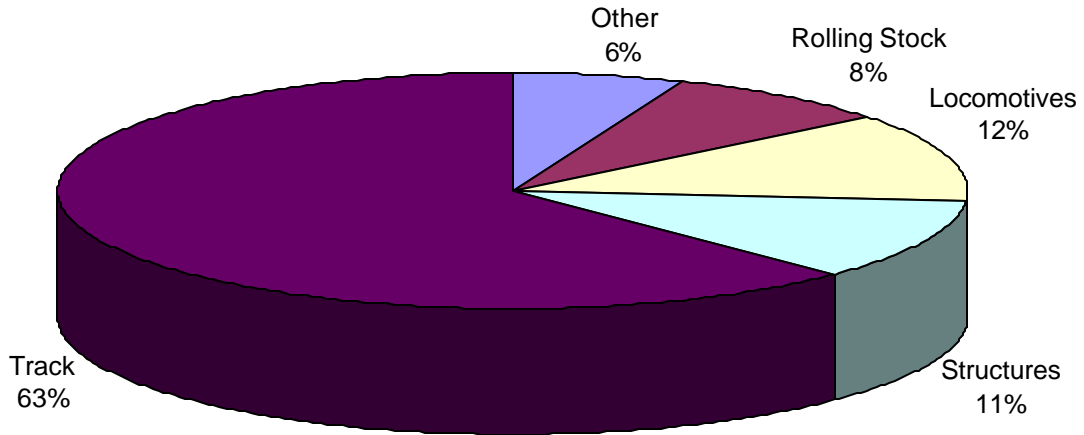
**Figure 55. Projected Capital Investment Distribution for Next 5-Year Period**



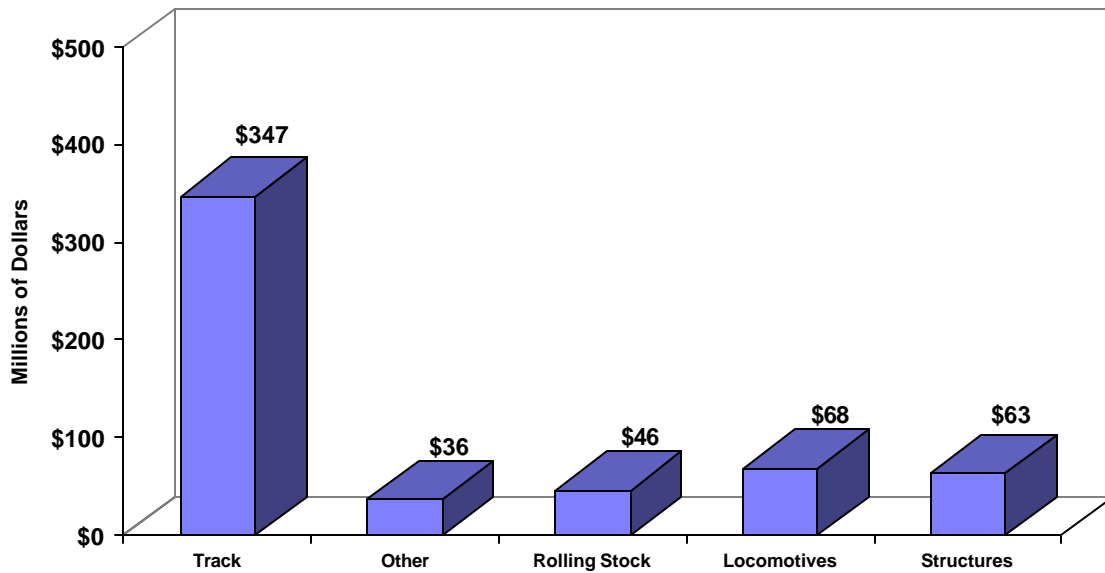
**Figure 56. Projected Capital Investment Dollar Amount for Next 5-Year Period**



**Figure 57. Projected Capital Investment Distribution for Next 5-Year Period**

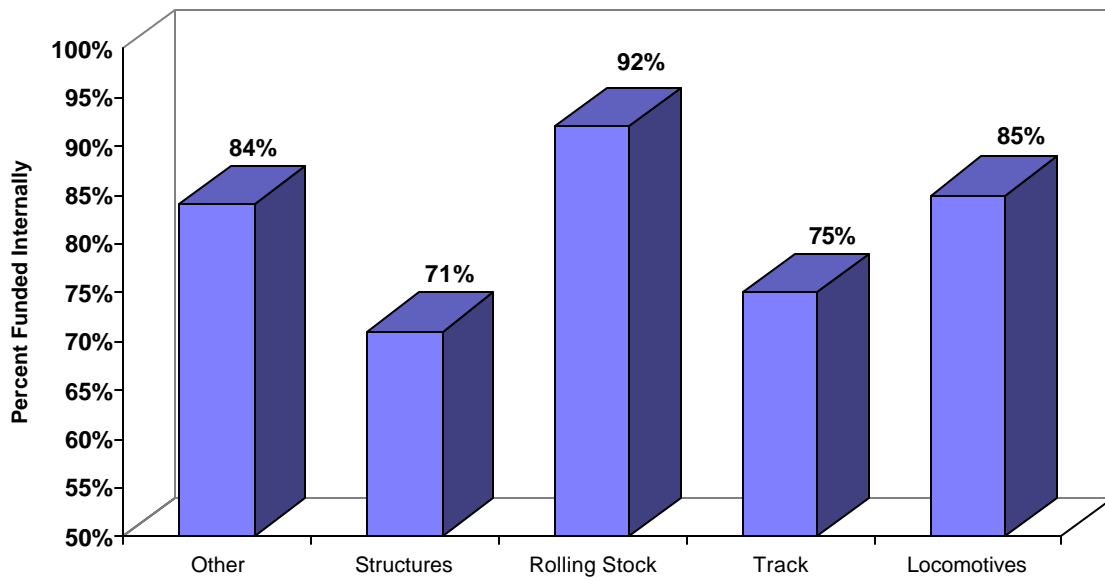


**Figure 58. Projected Capital Investment Dollar Amount for Next 5-Year Period**

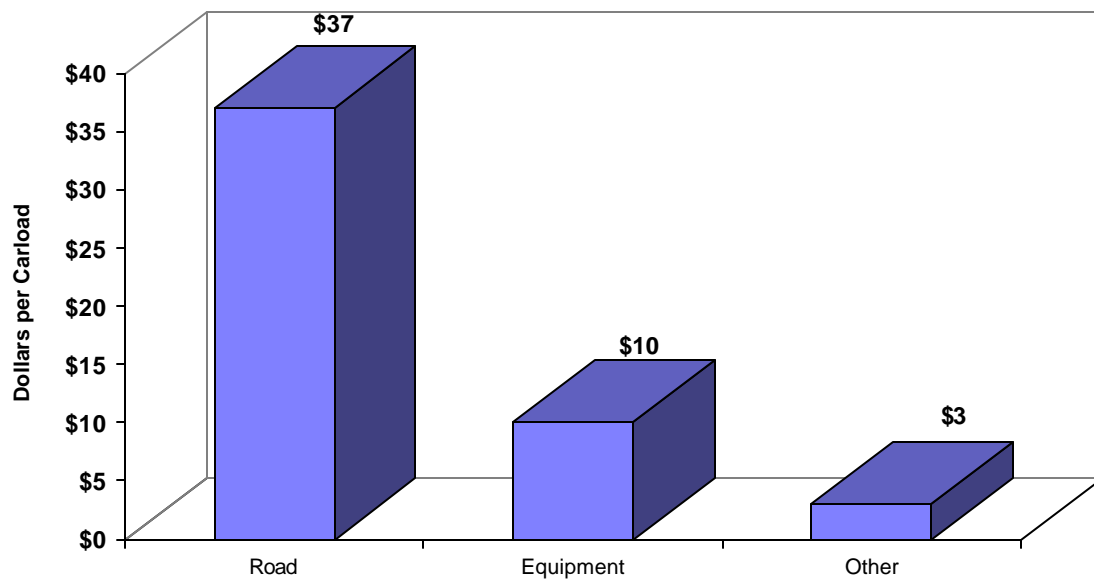


The percentage of an investment funded internally for the more detailed categories of capital investment is shown in Figure 59. Figure 60 illustrates the major projected capital investment categories on a per carload basis. Figure 61 displays the projected capital investments on a per route mile owned and operated basis.

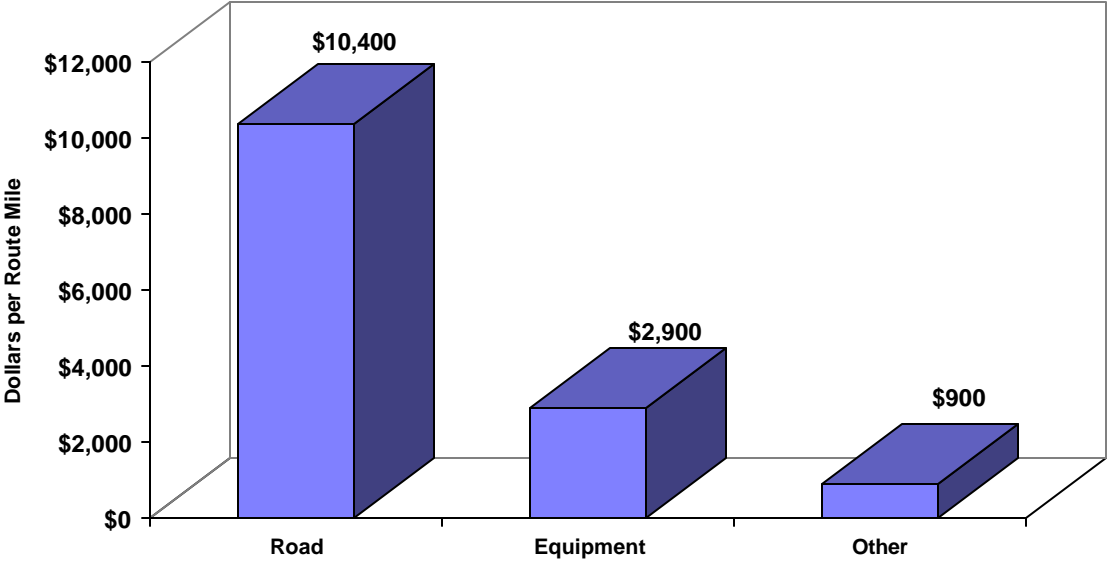
**Figure 59. Projected Capital Investment for Next 5-Year Period Funded Internally**



**Figure 60. Annual Projected Capital Investment per Carload for Next 5-Year Period**



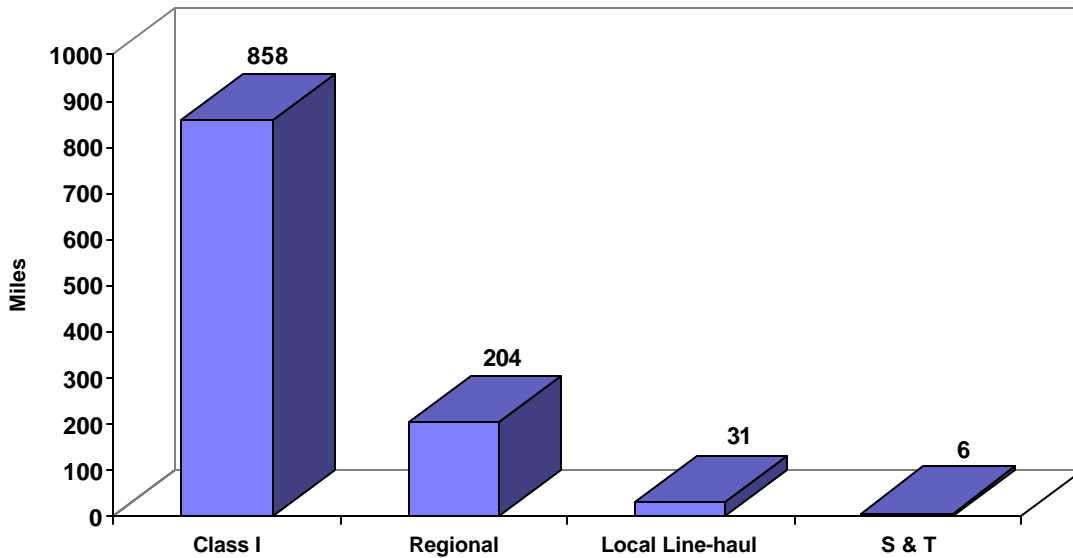
**Figure 61. Annual Projected Capital Investment per Route Mile Owned & Operated for Next 5-Year Period**



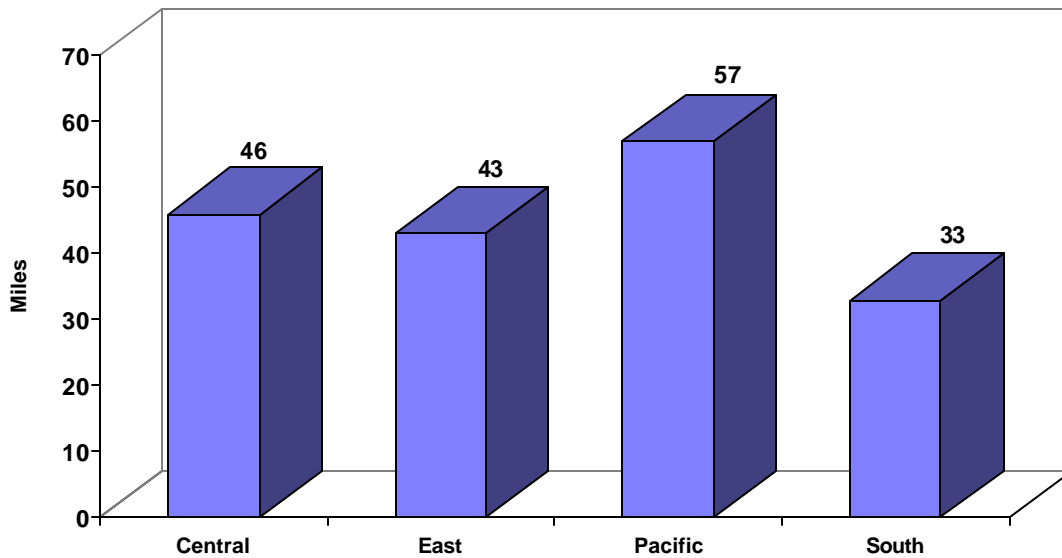
## ***OPERATING STATISTICS***

The average length of haul per railroad for the small railroads responding to the 2001 survey is shown in Figure 62. Regional railroads had the highest average length of haul among the small railroads at 204 miles compared to the Class I average length of haul at 858 miles. The Pacific region had the highest average length of haul per railroad of the four ASLRRA regions as shown in Figure 63.

**Figure 62. Average Length of Haul by Railroad Type**

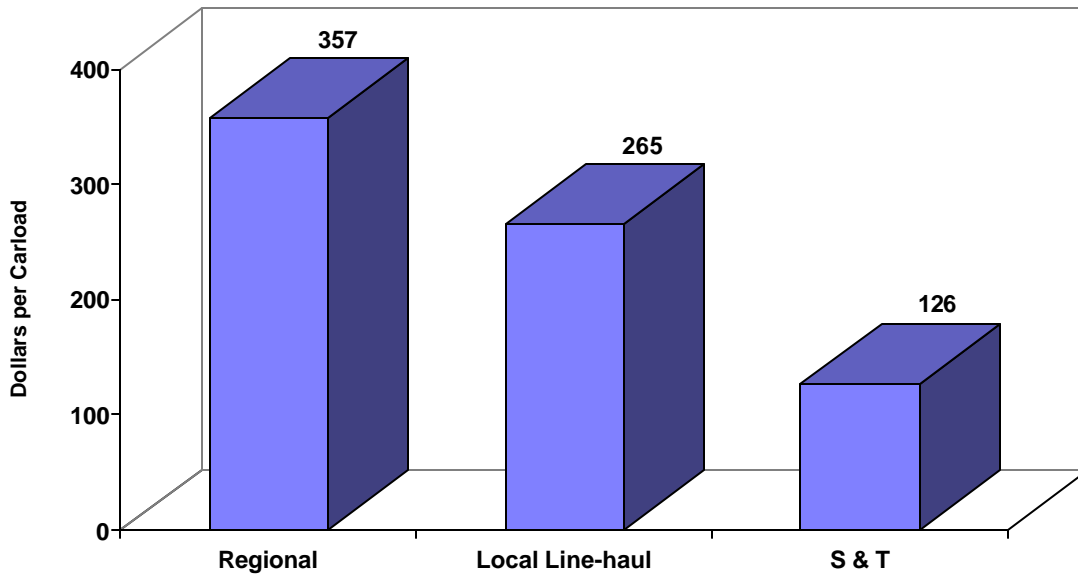


**Figure 63. Average Length of Haul by Region**



The average revenue per carload is shown in Figure 64. Regional railroads had the highest average revenue per carload at \$357 per car while Local line-haul railroads had \$265 per car. The Pacific region had the highest average revenue per carload of the four ASLRRA regions (Figure 65).

**Figure 64. Average Revenue per Carload by Railroad Type**



**Figure 65. Average Revenue per Carload by Region**

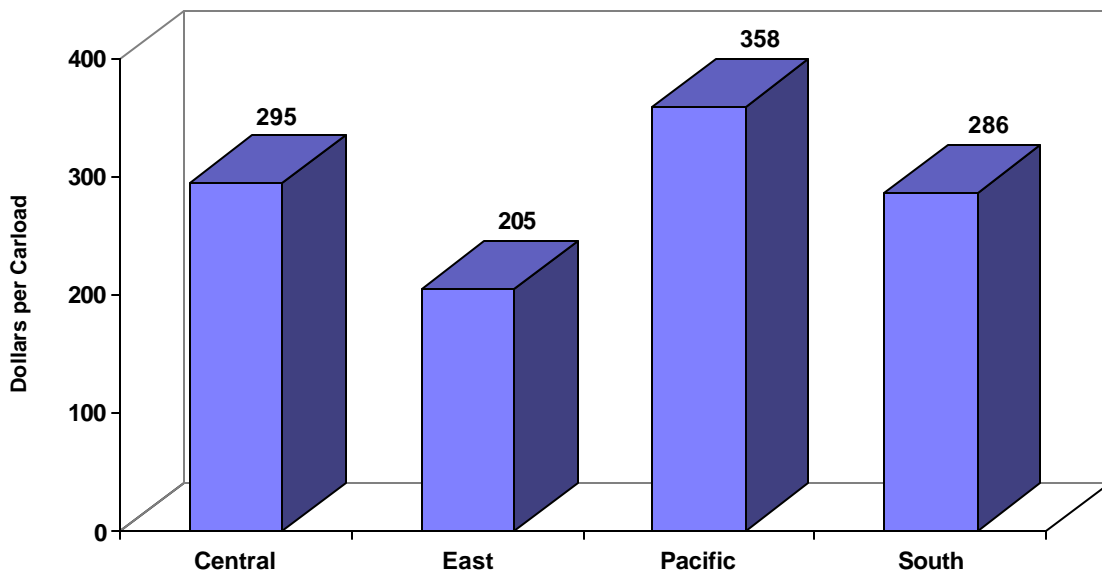
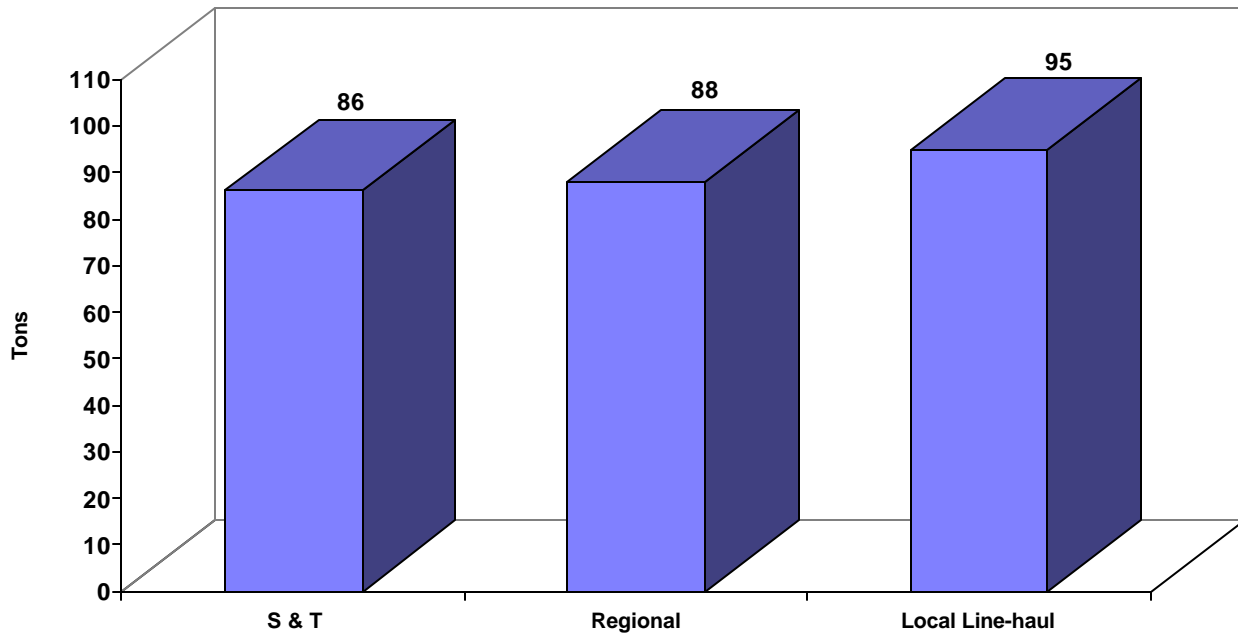


Figure 66 shows the average weight per car for each of the three small railroad types. Figures 67 and 68 illustrate the average fuel cost per gallon for the railroad types and the regions.

**Figure 66. Average Weight per Car by Railroad Type**



**Figure 67. Average Fuel Cost per Gallon by Railroad Type**

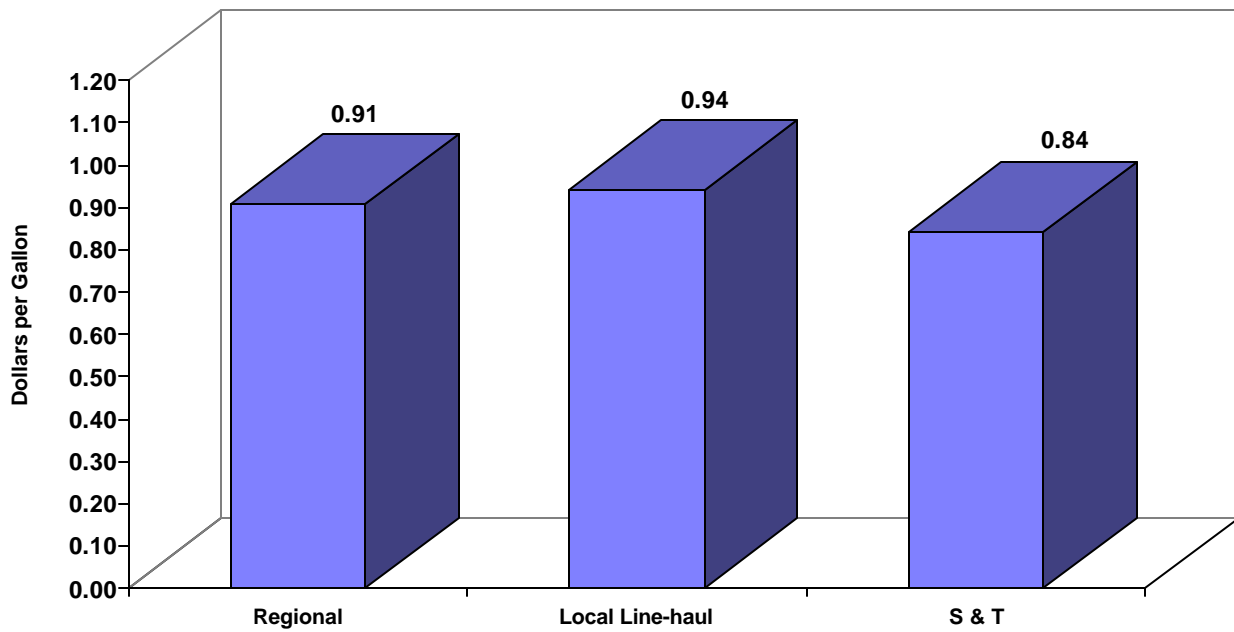
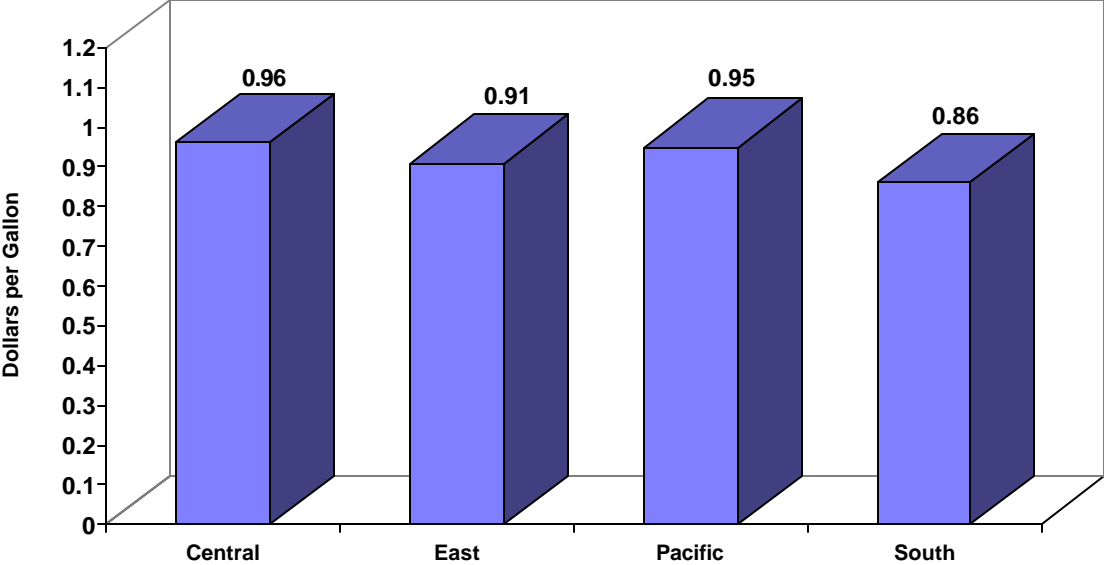


Figure 68. Average Fuel Cost per Gallon by Region





**Participating Railroads**

A T & L Railroad Company  
Aberdeen, Carolina & Western Railway Co Inc  
Appanoose County Community Railroad  
Arkansas & Missouri Railroad  
Arkansas Midland Railroad  
Atlantic & Western Railway LP  
Bauxite & Northern Railroad Co  
Bay Line Railroad LLC  
Bighorn Divide & Wyoming Railroad  
Birmingham Southern Railroad  
California Northern Railroad  
Camas Prairie RailNet, Inc.  
Canton Railroad Company  
Cape Breton & Central Nova Scotia Railway  
Carolina Coastal Railway  
Carolina Piedmont Railroad  
Carolina Rail Service, LLC  
Cascade & Columbia River Railroad Co.  
Cascade and Columbia River  
Central Michigan Railway  
Central Montana Rail, Inc.  
Central New England Railroad, Inc.  
Central Oregon & Pacific Railroad  
Central Railroad Company of Indiana  
Central Railroad Company of Indianapolis  
Central Western Railway  
Central Western Railway  
Chattahoochee Industrial Railroad  
Chesapeake & Albemarle Railroad  
Chicago SouthShore & SouthBend RR  
Columbia and Cowlitz Railway  
Columbia Basin Railroad  
Columbia Terminal Railroad  
Commonwealth Railway  
Conecuh Valley Railroad Co Inc  
Connecticut Southern Railroad  
Copper Basin Railway, Inc  
Crab Orchard and Egyptian  
Dakota, Minnesota & Eastern Railroad  
Dallas, Garland & Northeastern Railroad  
Delta Valley & Southern Railway Company  
E & N Railway Company  
East Cooper & Berkeley Railroad  
East Erie Commercial Railroad  
East Tennessee Railway, LP  
Effingham Railroad Company  
Elgin, Joliet & Eastern Railway Company  
Florida Central Railroad

**Contact Person**

Danny Williams  
William G. Bartosh  
Jim Senior  
J. P. Lipka  
Charles Laggan  
Ella Frye  
Clifton Sherdian  
Jerry Hood/Doug Davis  
Cliff Root  
John F. Marteeny  
Bob Jones  
Kevin Spradlin  
John Handley  
Julie Herbort  
Ricky Shook  
Julie Herbort  
Jody Gillikin  
Julie Herbort  
Buck Workman  
William Salter  
Carla R. Allen  
Bryan J. Belliveau  
Julie Herbort  
Julie Herbort  
Julie Herbort  
Julie Herbort  
Julie Herbort  
Bobby G. Shelley  
Julie Herbort  
H. T. Hearst  
Leann Beall  
Brig Temple  
Christian Johanningmeier  
Ricky Shook  
Ed Shouse  
Julie Herbort  
Jake Jacobson  
Herbert J. Soberg  
Lynn A. Anderson  
Julie Herbort  
Robert H. Fuller  
Julie Herbort  
Jimmy Stuart  
Richard C. Washek  
Keith Holley  
Charles Barenfanger  
John F. Marteeny  
Rene Mayer

Florida East Coast Railway, L.L.C.	T. R. Ballas
Florida Midland Railroad	Rene Mayer
Florida Northern Railroad	Rene Mayer
Galveston Railroad LP	Ronnie R. Surovki
Georgetown Railroad	William B. Snead
Georgia & Florida Railnet, Inc.	W. T. Hart
Georgia Central Railway, LP	Cecil Bowden
Georgia Southwestern Railroad	Julie Herbort
Goderich Exeter Railway	Julie Herbort
Golden Triangle Railroad	Benjy Jones
Grand Rapids	Julie Herbort
Hollis & Eastern Railroad	Danny Pence
Hoosier Southern Railroad	Richard L. Neumann
Huron & Eastern Railway	Julie Herbort
Illinois & Midland Railroad, Inc.	Spencer White
Illinois Railnet	Theodore N. Bissen
Indiana & Ohio Railway	Julie Herbort
Indiana Harbor Belt Railroad Company	James Bendell
Indiana Southern Railroad	Julie Herbort
Iowa Interstate Railroad, Ltd.	Lori L. Frost
Iowa Northern Railway Company	Mark Sabin
Kankakee, Beaverville & Southern RR	Bob Garner
Knox & Kane Railroad	Teri Phillips
Knoxville & Holston River Railroad Co Inc	Ed Shouse
KWT Railway, Inc	Bill Anderson
Lake State Railway Company	Lyle Tolfree II
Lakeland & Waterways	Julie Herbort
Laurinburg & Southern Railroad Co Inc	Ed Shouse
Lexington & Ohio Railroad Co Inc	Ed Shouse
Little Rock & Western Railway, LP	Alan Wagoner
M & B Railroad LLC	Herb Strange
Mackenzie Northern Railway	Julie Herbort
Madison Railroad	Cathy S. Hale
Michigan Shore	Julie Herbort
Mid-Michigan Railroad	Julie Herbort
Minnesota, Dakota & Western Railway	Kristen Wold
Mississippi & Skuna Valley Railroad	Rachel Tutor
Mississippi Export Railroad Company	Bronte Dixon
Mississippian Railway Cooperative	Jason Scroggins
Missouri & Northern Arkansas Railroad	Julie Herbort
Modesto and Empire Traction Company	James D. Ross
Montana Rail Link, Inc.	Mary Semmens
Mt. Hood Railroad Co.	Daniel L. Reynolds
Nash County Railroad Co Inc	Ed Shouse
Nebraska Kansas Colorado RailNet	Jerry Duffy
New England Central Railroad	Julie Herbort
New York & Atlantic Railway Company	Joel Torres
Norfolk and Portsmouth Belt Line	T. L. Hobbs
North Carolina & Virginia Railroad	Julie Herbort
Ohio Central Railroad	Julie Herbort

Ottawa Valley Railway	Julie Herbort
Otter Tail Valley Railroad	Julie Herbort
Paducah & Louisville Railway, Inc.	Tom Greene
Pickens Railway Company	Nancy Johnson
Pioneer Valley Railroad	Bennett Biscan
Port Jersey Railroad Company	Bob Bailey
Port Royal Railroad	Jimmy Stuart
Port Terminal Railroad	Jimmy Stuart
Portland & Western Railroad	Toby J. Van Altvorst
Progressive Rail, Incorporated	Tim Eklund
Public Utilities Commission	Jimmy Stuart
Railroad Switching Service of Missouri, Inc	Barry S. McClure
Rarus Railway Company	Bill McCarthy
Redmont Railway Company, Inc	Gary Dees
Rio Valley Switching Company	Barry S. McClure
Riverport Railroad, LLC	John C. Koster
Saginaw Valley Railway	Julie Herbort
San Diego & Imperial Valley Railroad	Julie Herbort
San Manuel Arizona Railroad Company	Jan Peodle
Santa Fe Southern	Robert Fine
Semo Port Railroad (SE)	Dan Overbey
South Branch Valley Railroad	John J. Philbrick
South Carolina Central Railroad	Julie Herbort
Southern Ontario Railway	Julie Herbort
Southern Switching Co.	Barry S McClure
St. Lawrence & Atlantic Railroad	Rene Duchesne
Tacoma Rail	Dennis H. Dean
Talleyrand Terminal Railroad	Ricky Shook
Tennessee Southern Railroad Co., Inc.	Tony Brunson
Texas & New Mexico Railroad	Julie Herbort
Texas Northeastern Railroad	Julie Herbort
Texas SouthEastern Railroad	Gary Mike Smith
The Huntsville and Madison County Railroad Authority	Laurali Hollister
The Indiana RailRoad Company	Michael Engel
Three Notch Railroad Co Inc	Ed Shouse
Toledo, Peoria & Western Railway	Julie Herbort
Tomahawk Railway L.P.	John Ramassini
Tuscola & Saginaw Bay Railway	James W. Schell
Twin Cities & Western Railroad	Holli Schafer
Utah Railway Company	Barry Olsen
Valdosta Railway, LP	Ed Barrs
Ventura County Railroad	Julie Herbort
Virginia Southern Railroad	Julie Herbort
Western Kentucky Railway, LLC	Tim Wyatt
Wilmington Terminal Railroad	Billy Tucker
Wiregrass Central Railroad Co Inc	Ed Shouse
Yadkin Valley Railroad Co Inc	Ed Shouse