

Crossties



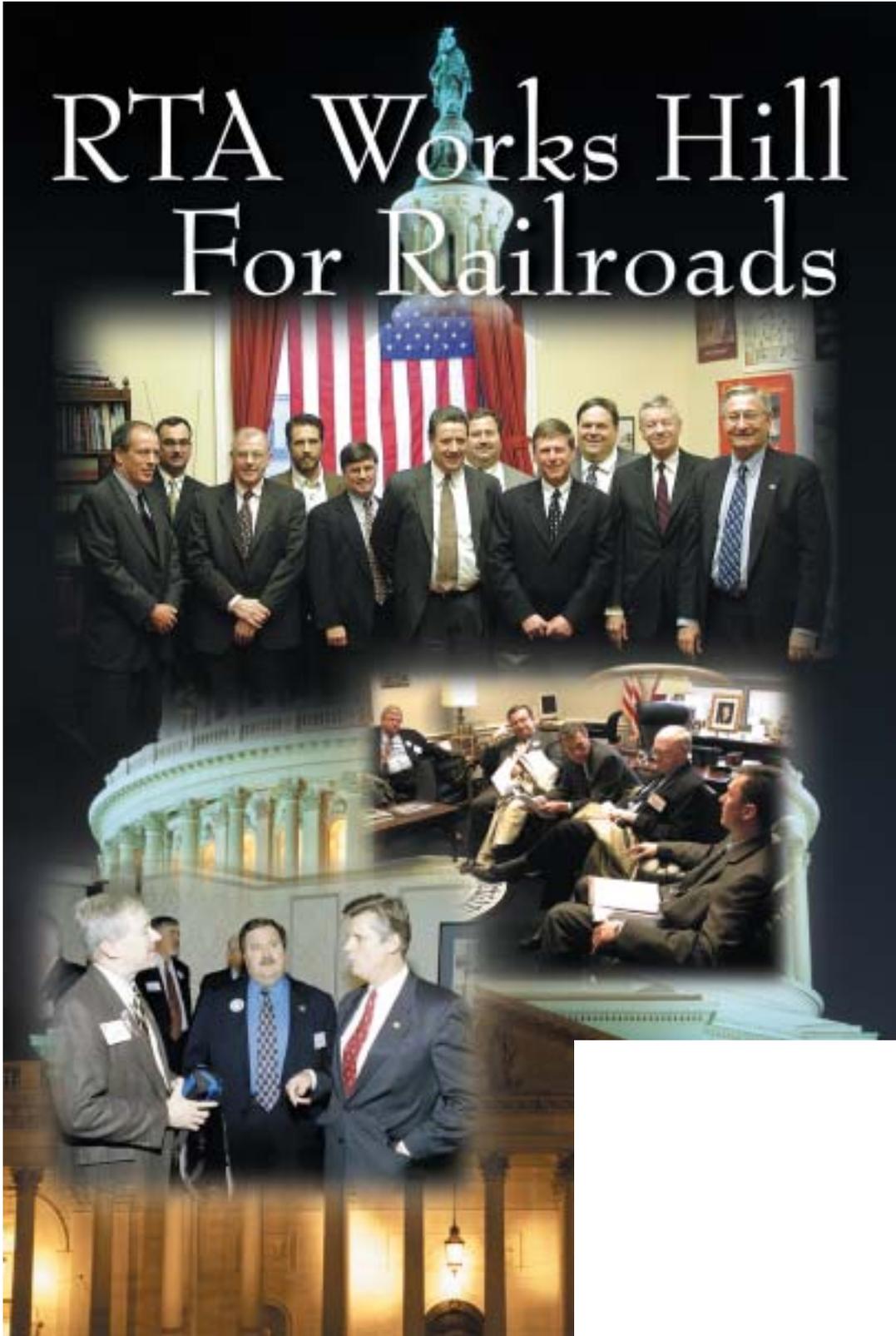
United We Stand

MAY/JUNE 2002

The Magazine For Producers And Users Of Treated Wood Crossties And Related Products.

2002 RTA CONVENTION
HEADED FOR ST. LOUIS
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RTA Works Hill For Railroads



Special Reports

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RTA Joins Railroads To Seek Infrastructure Funding

From RTA Staff Reports

During a series of congressional meetings in March, RTA members joined with rail interests to seek support for several key legislative initiatives. This year's focus for Railroad Day on the Hill was HR 1020 and the repeal of the 4.3-cent fuel tax (HR 1024).

HR 1020 would provide \$350 million annually for three years to help smaller railroads upgrade track to handle 286,000-pound rail cars. A recent study conducted for the short line industry indicated that final capital requirements to make this happen would exceed \$6 billion. HR 1020 would provide federal assistance in this effort.

For suppliers, the benefits are self-evident. More capital for maintenance and track upgrade means more ballast, rail and tie purchases. "HR 1020 is a not only vital for the health of the short lines but is also absolutely critical for the producers of track components," said Jim Gauntt, RTA executive director.

Gauntt further explained that approximately 40 to 50 percent of track maintenance money is used for tie installation. He said, "It doesn't take much to see that tie suppliers who have suffered several slow years in a row need this capital infusion as much as their customers."

Thus, in the largest RTA turnout ever for Railroad Day on the Hill, representatives from Koppers Industries, Gross & Janes Co., Kerr-McGee Chemical LLC, and Burke-Parsons Bowlby Corp. joined RTA staff in a day and a half of congressional calls. A complete list attendees appears in the sidebar.

The first meeting with House Transportation Committee Chairman Tom Petri (R-WI) occurred in conjunction with the Rail Supply and Services Coalition (RSSC); RTA is a member of RSSC.



Above, John McGinley, Tony Chambers and Matt Clarke join NRC President Larry Laurello and others in hearing encouraging words from Congressman Tom Petri, right, (R-WI), chairman of the House Transportation and Infrastructure Committee.



Jeff Broadfoot, Tony Chambers and John McGinley meet with Congressman Todd Tiaht (R-KS) during a fund-raiser breakfast.

RTA wishes to thank the following companies and individuals for making such a strong showing in support of railroads on Capitol Hill during Railroad Day on the Hill 2002.

Gary Ambrose, Koppers Industries Inc.; John McGinley and Jeff Broadfoot, Kerr-McGee Chemical LLC; Matt Clarke, Gross & Janes Co.; Tony Chambers and Floyd Bowlby, Burke-Parsons-Bowlby Corp.; Anne Holloway, American Wood Preservers Institute; Steve Bolte, *Progressive Railroad Magazine*; and Jim Gauntt, RTA executive director.

Several of these individuals, along with RTA Administrator Debbie Corallo, joined in supporting the fundraiser for Congressman Todd Tiaht (R-KS) that was held during the proceedings. Tiaht is now circulating a letter asking for support from Republican members of Congress who have not yet signed on to HR 1020. §

railroads, which privately finance their infrastructure, and barges, which do not, are the only modes of transportation still discriminated against in this way.

By the end of the day, team leaders were reporting success. Many new supporters for the swift passage of HR 1020 had been secured, raising the hope that passage could come within a few weeks. "It can't come soon enough" was a quote heard loudly and often as Railroad Day on the Hill 2002 came to a close. §