

## NEWSLETTER



934 Royal Court, Canonsburg, PA 15317 Office: 724-873-7333 Fax: 724-873-5733  
Cell: 973-222-1300 — E-mail: zuspan@trackguy.com — Website: www.trackguy.com  
by: John Zuspan, Track Guy Consultants



### Some Bid Results

#### Track Rehab, Leetsdale, PA

- |    |                   |         |
|----|-------------------|---------|
| 1. | CR Construction   | 309,000 |
| 2. | Amtrac of Ohio    | 369,800 |
| 3. | Acme Construction | 413,500 |

#### Track Rehab, Punxsutawney, PA

- |    |                 |           |
|----|-----------------|-----------|
| 1. | Delta RR Const. | 2,760,500 |
| 2. | Atlas RR Const. | 2,816,000 |
| 3. | GW Peoples      | 3,124,000 |

#### Railroad Track, Meadville, PA

- |    |                       |         |
|----|-----------------------|---------|
| 1. | Railroad Constructors | 558,000 |
| 2. | GW Peoples            | 568,200 |
| 3. | Atlas RR Const.       | 586,900 |

#### Railroad Track, Jamestown, NY

- |    |                       |         |
|----|-----------------------|---------|
| 1. | GW Peoples            | 389,500 |
| 2. | Atlas RR Const.       | 424,600 |
| 3. | Railroad Constructors | 437,900 |



### Track Guy Consultants

We are a few weeks late in getting this addition out. We have been very busy with Training and Inspections. There have been no exotic trips this past quarter but we have a few possibilities in the works.

Our 2008 Training tour is shaping up to be another success. Along with the Trackwork 101 & 105 classes we will be doing 3 other special ones along the way. Our stops this year:

**Chicago-October 1, 2.**

**Minneapolis-October 7, 8**

**Seattle October-16, 17**

**San Francisco-October 27, 28**

**Albuquerque-November 5, 6**

**Dallas-November 12, 13**

If anyone would like a special class along the way, just call and we will fit it in. We have added some video clips to our presentations and continue to educate ourselves in order to pass it on.

We have been doing some intense Management Training for one of our Customers. It consists of 2-sessions, 4-days each. This is fun stuff.



### Spotlight:

An article I wrote and published in Destination Freedom, 2000 Hindsight is always 20-20, but if we had only invested some of that money into passenger railroads, we would not have the congestion we do today. People would have choices as to which mode of transportation they wish to use. The baby boomers would be more willing to ride mass transportation because they would have been born with it. Now we must at least wait another generation or two to change that mindset. We Americans love our privacy and do not invade that magical 3.7 foot space around my human body. The country must change or develop a way to entertain people while they sit in hours of bumper to bumper traffic. The outcry for a better transportation system is overwhelming. Anyone who has been commuting the same route for more than 15 years, can express their aggravation the best. The commute is 10 times worse and takes at least 60% longer, depending on which metropolitan region you come from. If you could measure the tension in a cloud that looms over a traffic jam, it would be off the richter scale. Just imagine all that tension and aggravation somehow being put to productive use. Congestion in the morning causes terrible attitudes when people get to work. They may need an hour or so just to unwind before they tackle their daily activities. What a way to start a day. Then the commute home causes tension again and the anger at the end of the day may be transferred to our family, either by outbursts or total exhaustion. The kids, unfortunately are the ones that suffer indirectly to road rage. Everyone's quality of life is being jeopardized, whether directly or indirectly. Even vacations are creating tension. Who would have imagined that the south rim of the Grand Canyon suffers from gridlock? Congestion should be the # 1 issue for all that inhabit the United States of America. It is affecting everyone.....

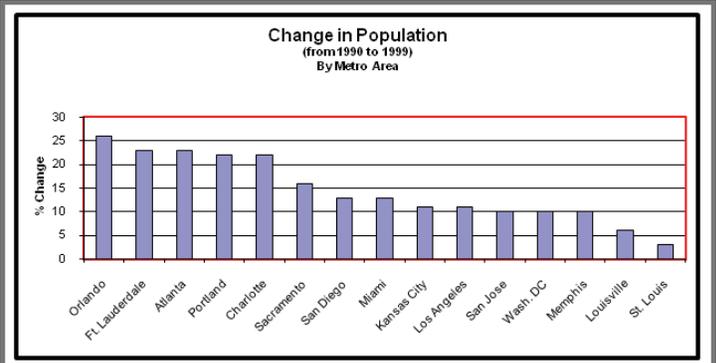
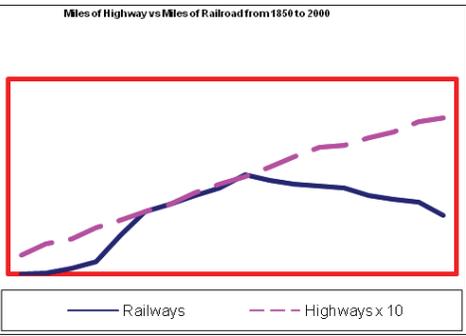
The Texas Transportation Institute has reported that 4 billion hours are spent in congestion per year. We have to wonder how much more is spent to recover from the aggravation of congestion. (con't Page 2)

This is where you, the reader get to ask questions about Railroad Track engineering, design, construction, maintenance or anything to do with Trackwork. Simply write or e-mail a question and we will answer in a timely manner. Some questions will be published here.

Road rage is a common buzz phrase now. People are fighting and getting shot in traffic fights, even without the use of alcohol. Instead of bar room brawls, we now have roadway riots. The American way of life is being jeopardized and we must do something NOW. "Build it and they will come", will work.....

Another problem is how do we get the people out of the cars and the commodities out of the trucks? How do we change the mind set that rail travel is a subordinate way to travel? It seems more trendy to fly from Washington DC to Philadelphia rather than taking a train. Let's challenge the advertising industry to promote rail travel with all the zest they put into selling sneakers or beer. Billboards on highways that are always bumper to bumper. Futuristic and very comfortable trains with coffee shops and mood music. Show everyone what the alternatives are and how they can improve their quality of life. No railroad wants to spend money on marketing, but they must. Someone must spend big dollars on marketing rail. Word of mouth is just not enough. I truly believe that once anyone takes a metro liner or Acela from New York to Boston or New York to Washington, they will rarely fly again.

The freight carriers must get better on time service and have their own dedicated right of way to manage as they see fit, however some of these corridors can support high speed, commuter and light rail, but not on the same tracks. I would suggest a 4-track corridor and where there is not enough room, offer a gauntlet slab track were as each railroad can have their own rails with their own geometry and stiffness. We must not do this half way; we must do what Eisenhower did with creating the interstate highway system. We must have dedicated rail corridors for each discipline.....



Let's not save a nickel so the next generation must spend a buck. We have a responsibility to give our children a first class rail transportation system just like Eisenhower did with the interstate system for our generation. We must design for the distant future and not settle for band aid construction. The time is now and we all must be ready for the challenge. So let's jump on a train and read a book, take a nap, do some homework, play solitaire, develop a strategic business plan, read a paper, write a thesis, play with the kids, enjoy our mates company or write this paper. As John RePass puts it, "Rail is Real".

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### *What's Happening in Salt Lake?*

This city knows how to do it right when it comes to solving congestion. Their foresight for mobility is one to be admired. It all started with the Olympics when they built their LRT. Then in 1999 they raised the sales tax by one quarter of one cent or 0.25%. That is only 25 cents on \$100. They then bought a 20' piece of right of way 185 miles long next to the UP for \$185 million. This meant no shared track. Stacy Witbeck and Herzog have built or will build almost a hundred miles of Commuter Lines. The City voted to up the sales tax by another 0.25% in 2006 to pay for \$2-billion in further extensions such as a 6-mile link to the airport, a 4-mile line to Draper, an 11-mile line to Jordan and 5-miles to the West Valley. Private Partnership and Value Engineering are a big part of the success and cutting cost. The amazing thing is that at the end of 2007 the Contractors had gone 1.4 million man-hours with **no lost-time injuries!!!!**