



Fall 2014 MRA RAIL UPDATE

A Publication of the Michigan Railroads Association

Railroad K-9 Partners on The Job

Trained Dogs Part of Security Effort Keeping Freight and Communities Safe

Most people probably do not know that “man’s best friend” assists railroad companies in keeping people and communities safe. Here in Michigan, specially trained K-9 partners are a key part of protecting people, property and the freight that is being delivered via rail.

Commonly referred to as “teams,” officers rely on their K-9 partners as an extra tool for what is sometimes very dangerous work. Deep bonds develop with the teams – bonds that are heavily relied upon when on the job in tough circumstances. Sometimes, just having a K-9 partner visible can provide a psychological and physical deterrent to potential threats.

Railroad police dogs receive specialized training and help in efforts against theft and trespassing. Additionally, K-9 partners are trained in explosives detection and learn to protect against those who might want to do harm to railroads or the freight they carry.



K-9 Partner Hondo with CSX Special Agent Paul Brady

K-9 teams are proven tools in the detection of criminal activity and are invaluable assets in the pursuit and apprehension of criminal suspects

and the recovery of stolen property. Railroad K-9 teams frequently conduct and assist in searches for criminal suspects or evidence during building searches.

There is a unique connection that forms between the K-9 partner and officer. In fact, there is a great deal of thought put into matching the dog’s personality with their human partner’s. An average length of service for K-9 teams is about 8-9 years in this line of duty.

The dogs usually go home with the officer at the end of each day, so learning what is acceptable behavior at home – versus work – is very important. The coalescing process is deliberative, and it is common for the entire process for the officer and dog to take over a year.

Here in Michigan, CSX Special Agent Paul Brady – with K-9 partner Hondo – are assigned to the CSX Great Lakes Division – Detroit Unit. The team has been working together for 3 years. Hondo is

(Continued on page 4)

Legislature Approves Trespass Liability Act and Metal Theft Reforms

Grade Crossing Surface Legislation Discussed



**From
The
President**
Jon Cool

Earlier this year the Michigan Railroads Association (MRA) joined a large and diverse coalition in supporting legislation that would protect Michigan’s long standing common law rulings pertaining to trespass decisions. The new law will “freeze” the current responsibilities and duties for those who own land. Concerns about expanded duties being placed on land possessors – pertaining to new types of trespass incidents – was the impetus for this legislation.

After working with key stakeholders, legislators and staff, the measure was unanimously approved by the Senate and was adopted by a large margin in the House of Representatives. Governor Snyder signed the legislation sponsored by Rep. Brad

(Continued on page 2)

In This Issue:

- Railroad K-9 Partners On The Job... pg. 1
- From The President... pg. 1
- Mike Bagwell Retirement ... pg. 2
- 2nd Annual Michigan Rail Conference... pg. 2
- Moving Michigan... pg. 3
- MI Operation Lifesaver News... pg. 5
- John H. Burdakin ... pg. 5
- Rail Insider Spotlight... pg. 6

One of the frequent areas of concern for railroad companies is trespassing and the safety concerns the illegal activity creates. Additionally, with trespass incidents comes potential liability for railroad companies.



Mike Bagwell Retirement



Mike Bagwell (Left),
President & CEO Great Lakes
Central Railroad and Lou Ferris (Right), CEO
Federated Capital Corporation
"Photo Courtesy of Jennifer Ferris"

The Michigan Railroads Association recently helped celebrate the retirement of Mr. Mike Bagwell, President and CEO of Great Lakes Central Railroad. A special evening event was held in Owosso to honor Mike's time and service in the railroad industry – and especially his tenure leading GLC. Mr. Louis Ferris, President and CEO of Federated Capital, spoke of Mike's partnership and time leading GLC – as well as offering his well-wishes for Mike. Chris Bagwell, Mike's son, also spoke about working with his father in the rail industry. Congratulations Mike & Midge!



Mike Bagwell (Left) and Chris Bagwell (Right)

2nd Annual Michigan Rail Conference

The 2nd annual Michigan Rail Conference was held at Macomb Community College in August. Michigan Tech University and MDOT led a diverse group in planning and hosting the 2 day event. Michigan Railroads Association members participated on panels and contributed industry information throughout the conference. The MRA would like to offer

special thanks to Sen. Jack Brandenburg (Senate Transportation Committee) and Rep. Marilyn Lane (Vice-Chair, House Transportation Committee) for welcoming the conference attendees to Macomb County and for sharing with us a strong freight rail message. We appreciate you being a part of the rail conference.



Senator
Jack Brandenburg
(R – Harrison Twp.)



Representative
Marilyn Lane
(D – Fraser)

(Continued from page 1) From The President

Jacobsen (R-Oxford), House Bill 5335, in June, 2014.

Another important issue that we worked on was making changes to Michigan's metal theft law. The MRA partnered to advocate for needed changes to help reduce metal theft. Railroad police personnel testified in multiple committee hearings and were on hand for Governor Snyder's signing of House Bill 4593. (see photo)

The Michigan Railroads Association also continues to work on the long-standing grade crossing surface issue. Rough crossings are not fun for the motoring public or businesses that transport goods across our state on local roads and highways - and can potentially be a safety issue as well.

Rep. Paul Muxlow (R-Brown City) has introduced legislation, House Bill 4757, that would create a grade crossing surface cost-share program to help tackle this infrastructure issue. The MRA will continue to partner with local

road agencies, MDOT and others in the hope of completing this legislation before the end of the year.

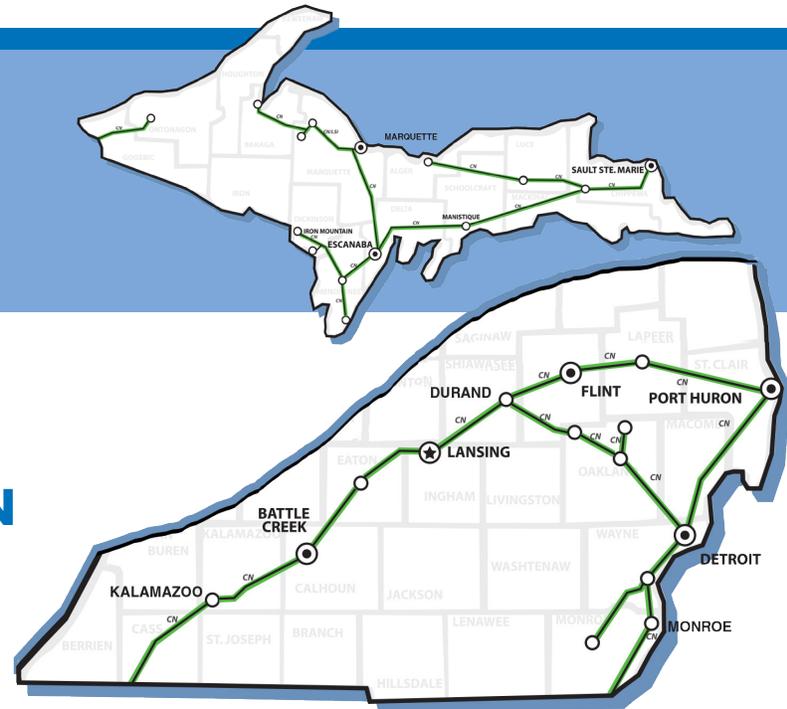
Thank you to Reps. Jacobsen and Muxlow for your hard work and leadership this year on issues impacting the freight railroad industry.

Don't forget to follow the Michigan Railroads Association on Twitter (@MI_FreightRail) for freight railroad industry news. Additionally, the MRA has a new web site with updated railroad company economic development and safety contact information. Take a look at www.michiganrailroadsassociation.com.



Railroad police special agents from CSX, Norfolk Southern and Adrian Blissfield attend metal theft legislation bill signing with Governor Snyder and legislators

MOVING MICHIGAN



Featuring CN

Michigan is fortunate to have three Class I railroads serving businesses across the state and fueling its economy. The largest of those three is CN, with 929 route miles of track stretching from Port Huron to Cass County, around metro Detroit and the Downriver region, and across the Upper Peninsula.

CN serves a number of automotive and other industrial customers through its Michigan network. The railroad has facilities in Battle Creek, Flint, Port Huron, Flat Rock, Lansing, Pontiac, Detroit and Ferndale, which is home to CN's Moterm intermodal terminal. CN's operations across the Upper Peninsula move forest products, metals and minerals, and other goods through Sault-Saint-Marie to markets in the Midwest. Together, these facilities connect CN's Michigan customers to its transcontinental network which stretches from the Gulf Coast to the East Coast of Canada across to the West Coast of Canada. Michigan and neighboring Midwest markets are at the heart of that network.

With nearly 1,000 employees in the state, CN is proud of the partnerships it has formed in communities across Michigan. For example, CN is a proud supporter of the Michigan Technological University Rail Transportation Program and the Community Foundation of St. Clair County's Riverwalk Project.

training includes specific situations that might occur near rail lines where hazardous materials are transported.

Additionally, CN is reaching out to municipalities along its North American rail network to review its safety practices, share relevant information on dangerous goods traffic and discuss emergency response planning. A full 99.998 percent of CN and rail industry movements of hazardous materials – many of which are essential to the North American economy and communities across the continent - arrive at their destination without a release caused by an accident.

Under their engagement program, CN is approaching municipal officials and their emergency responders to ensure that they have contact information for appropriate CN officials as well as targeted information that will assist them in their emergency response planning. In many cases, this outreach includes face-to-

(Continued on page 4)



CN is a true backbone of the North American economy, transporting more than \$250 billion worth of goods each year safely and efficiently. Safety is central to everything CN does and the railroad continually invests in safety training, technology and infrastructure to prevent accidents and injuries. An important component of CN's work is supporting TRANSCAER (Transportation Community Awareness and Emergency Response), an outreach effort to train community emergency personnel. This



CN 5419 moving through Birmingham, Michigan

<i>Employees:</i>	Approximately 1,000
<i>Route Miles:</i>	929
<i>Major Commodities:</i>	Automobiles, Forest Products, Metals & Minerals
<i>Headquarters:</i>	Montreal, Quebec
<i>Michigan Contact:</i>	Patrick Waldron, Manager Public Affairs U.S. (p) 708.332.4377



company/CN



@shipCN



CNrail



CN 2440 moving through Bellevue, Michigan
"Photo Courtesy of Karl Scribner"

face meetings, during which we discuss CN's comprehensive safety programs and solid safety performance, the nature, volume and economic importance of dangerous commodities we transport through their communities, and review emergency response planning.

CN is proud of its role as a supply chain enabler and looks forward to helping our rail customers across Michigan grow their businesses and drive the economy across the Great Lakes State.

**For employment opportunities visit:
jobs.cn.ca**



CN 8008 carrying intermodal containers through Durand, Michigan
"Photo Courtesy of Ramsey Nicholson"

(Continued from page 1) Railroad K-9 Partners on The Job

a dual purpose K-9 trained in patrol and explosives detection – having received his certification from the North American Police Work Dog Association.

He spends his days protecting CSX assets, conducting explosive sweeps, and assisting local police agencies – just to name some of his routine tasks. Hondo and Special Agent Brady also have participated in security efforts for: the 2013 Presidential Inauguration, a Vice Presidential speech, PGA golf tournament, multiple marathons and a special explosive sweep of the Ambassador Bridge.

Special Agent Brady and K-9 partner Hondo put their long hours and extra training to the test in annual competitions. Their hard work paid off at the 2013 Railroad Police K-9 competition in Allen, Texas with Hondo taking 1st Place in the Explosive Detection category.



K9 partner Edo and Norfolk Southern K-9 Specialist Bob McDonald

When K-9 teams get started with their police department, they can plan on a minimum of four weeks in patrol training. Days are long, with dogs experiencing situations they might encounter on the job. These might include area and building searches, general obedience, bark and hold control, and various tracking skills.

K-9 teams do more than just protect railroad industry assets. When asked, these dedicated teams also assist other police departments and offer their services to unique events. They will regularly assist local police departments, state police operations and US Homeland Security as requested. Large events – such as the NFL Super Bowl - that are held near railroad facilities often require specialized railroad K-9 partner security participation.

Railroad companies rely on specially trained K-9 teams to help protect critical infrastructure and customer's goods. They also work to protect passenger rail stations and nearby communities. They are an important piece to the security efforts at railroad companies operating in Michigan and across the country.



K-9 Partner Falon and Amtrak Officer Cardenas on patrol at Grand Rapids station ribbon cutting ceremony

Also covering Southeast Michigan is Norfolk Southern K-9 Specialist Bob McDonald and K-9 partner Edo. Edo has been with the NS Police Department since 2012. A normal day's responsibilities for Edo might include patrolling train traffic, taking part in explosive sweeps, as well as monitoring critical NS infrastructure such as: bridges, overpasses and Amtrak stations. Some of the team's higher profile special event jobs have included: Presidential visits, the Kentucky Derby and international air shows.

Officer McDonald and Edo spent ten weeks in training at K-9 school and they are also certified through the North American Police Work Dog Association. The training doesn't stop, though. Edo and other K-9 teams protecting railroad infrastructure must participate in continuous training in different environments - including indoor and outdoor drills - and also practice odor recognition to stay sharp.



K-9 partner Hondo and CSX Special Agent Brady make their rounds

Michigan Operation Lifesaver News



Sam Crowl (left) and Mark Kalina (right), a speaker at the August Operation Lifesaver meeting in Ann Arbor.
"Photo Courtesy of Rahn Stokes"

Michigan Operation Lifesaver (OL) has begun to use the new "See Tracks – Think Train" (STTT) safety program in its promotional efforts. Upcoming OL signs, brochures and promotional materials will reflect the new "STTT" campaign.

Recent activities for OL have included: "Day out with Thomas" at the Henry Ford and Greenfield Village, where over 6,000 people visited the OL booth at the Roundhouse in May. In June, OL was invited to promote its safety cause at the Steam Fest in Owosso. Nearly 5,000 rail fans and others stopped by the OL

booth for a safety message. Crossroads Village and the Huckleberry Railroad hosted its annual Railfans weekend in August, where over 1,200 people of all ages received information from OL volunteers. At the Howell Mellon Fest, over 200 people were attracted to the OL tent. Curtis Stewart, the retired Lansing Fire Captain and Michigan OL Education Chairman, served as a host with others at all of these events.

This summer 7 individuals took a class to become instructors for the Grade Crossing Crash Investigation (GCCCI) program. The GCCCI instructors will train other law enforcement personnel to properly handle crashes and trespasser incidents along rail right-of-way. The GCCCI class was held by OL consultant Ken Gilsdorf, Earl Morse of CSX, and Dave Cornelius from OL.



Hundreds of school bus drivers received new information regarding railroad safety related laws and were given materials regarding state statutes.

OL has now mandated that all of current OLI "Presenters" will now be called "Operation Lifesaver Authorized Volunteers" or OLAV. The current volunteers as well as all new people getting involved have been or will be trained

in the new program which is mostly an online educational process. The new online program will be available to anyone even if they are not OLAV's. This will allow teachers and others to access OLI material for various venues including classrooms. To date four classes for OLAV's have been held in Detroit, Grand Rapids, Lansing and Durand.

OL will continue to hold new classes for OLAV's (Volunteers) in an ongoing basis at several locations across the state. The dates will be posted on the MI-OL Facebook site and web page at www.mi-ol.org. The OL Facebook and web page are handled by former Conrail and NS yardmaster Rahn Stokes. OL is requesting to be friended on its Facebook page. For additional information regarding Michigan's Operation Lifesaver affiliate, please contact Sam Crowl – State Coordinator - at samcrowl@comcast.net or 248-823-7037.



Sam Crowl (right) presents a plaque to David Berquist (left) of Lansing as "Outstanding Presenter" for Operation Lifesaver at the August meeting in Ann Arbor.
"Photo Courtesy of Rahn Stokes"

John H. Burdakin, Chairman Michigan Railroads Association 1982-1987

John Burdakin, who served as president of Grand Trunk Western Railroad (GTW) in the 1970s and 1980s, died Sept. 11, 2014 in Cedar Rapids, Iowa. He was 92.

Burdakin managed the Panama Canal Railroad from 1960-61. He joined the Penn Central Railroad in 1968 as regional manager of the Lakes Region, and was named vice president and general manager in 1971 of Penn Central's Northern Region in Detroit.

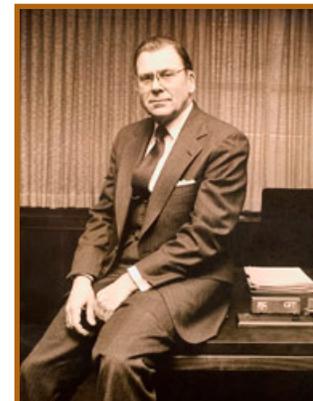
Burdakin later joined the Detroit-based GTW as vice president of operations. He became president of the railroad in 1974 and served in the post until 1986. In his 16 years with Grand Trunk Western Railroad, Burdakin spearheaded a strengthening of Michigan's railroad system, enhancing service to the state's rail

users. The location of new auto assembly plants in Michigan on Grand Trunk lines during his tenure testifies to his success. Burdakin retired as vice chairman of Grand Trunk Corp. in 1987.

Burdakin arranged the merger of the Detroit, Toledo & Ironton Railroad and Detroit & Toledo Shore Line Railroad into Grand Trunk Western, preserving control of those lines within Michigan, and integrating the operations of all three carriers.

As a director of the Association of American Railroads and chairman of the Michigan Railroads Association, Burdakin campaigned throughout the industry for high standards of rail maintenance and safety as exemplified at Grand Trunk, which became known as the "Good Track Road." In 1992,

he became the first railroader to be inducted into the Michigan Department of Transportation's Hall of Honor.



John H. Burdakin,
Michigan Railroads
Association Chairman
1982-1987

Rail Insider Spotlight



Curtis Stewart, retired Lansing Fire Department Captain and MI-OL Education Department Chairman

Q: Please introduce yourself.

Hi, I'm Curtis Stewart. I was born and raised in Pontiac, MI. I served in the US Army in the early 1980's. I moved to Lansing in 1985 and then joined the Lansing Fire Dept. in 1986, where I retired as a Captain in 2009. I received a Kidney transplant in 2010.

Q: How closely did you work with railroads when you were with the Lansing Fire Department?

Since I had a lifelong interest in railroads and trains, I served as the "unofficial" railroad liaison for the department. I was also on our Hazmat team for a while and was sent to tank car school in Pueblo, CO to learn how to handle tank car emergencies.

Q: How long have you been with Operation Lifesaver?

I joined Operation Lifesaver in 2001.

Q: Why'd you get started with Operation Lifesaver?

I joined OL after a young man was struck and killed by a train near my house while fishing off a bridge. I decided to become a presenter to help prevent tragedies like this one.

Q: Tell us about your work with Operation Lifesaver.

I work with other authorized volunteers at various railroad and community related events. I also present to Professional Drivers, School Bus Drivers, Drivers Ed, K-12 and others. I also teach Rail Safety for Emergency Responders that is geared towards Firefighters and EMS.

Q: What is the most satisfying part of your rail safety work?

The most rewarding part for me is the thought that after an event or presentation, someone who listened to me made the right choice at a highway / rail crossing when a train is coming or not trespassing on the railroad right of way.

Q: How often are you able to present OL information in schools?

We try to get into schools whenever possible. I try to get into schools during the year as many times as possible.

Q: What is the key message that you leave with students?

"Stay Off, Stay Away and Stay Alive". Trespassing on railroad property is not only DANGEROUS, but it is also AGAINST THE LAW! Thank You.



www.seetracksthinktrain.org

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