

Delta Nu Alpha

Alphian Connection



EDUCATING TOMORROW'S TRANSPORTATION PROFESSIONALS TODAY

July 2010

Message From the President, Don Adams

Dear Members;

As members of Delta Nu Alpha, you all have taken an action that proves your interest and dedication to transportation. Transportation is the lifeblood of our economy and our existence as modern world humans. As professionals, students or just interested parties in transportation, we have decided to band together to learn, discuss and even forecast the future of transportation.

Later in this issue of the "ALPHIAN" you will learn more about an exciting and long predicted change in the way goods and people will be transported in the very near future; High speed rail. Imagine the changes we have seen in our lifetime, versus the changes yet to come. Many of these ideas will be formulated and developed by people such as yourselves, dedicated transportation professionals. Who knows, maybe a student who wins a Delta Nu Alpha Fraternity or Foundation scholarship will be some one integral to the development of new or improved modes of transportation.

With this in mind, remember that your membership and support of our worthy organization is more than a social or networking endeavor, it is part of our future!

Delta Nu Alpha Alphian Newsletter Advertising

Do you or someone you know have a message to communicate to the transportation world? The Delta Nu Alpha Alphian reaches 100's of people and is a great target audience for your message. We are offering half-page ads in this publications for only \$50. That is pennies per person! If you are interested in placing an ad email, admin@deltanualpha.org.

Table of Contents

Page 2 - Events

Page 3 - The History & Vision for High Speed Rail

Page 5 - Journal of Transportation Management

Page 6 - News You Can Use, etc.

Page 7 - Ask the Expert

Page 8 - Delta Nu Alpha International Board and Delta Nu Alpha Foundation Trustees

Page 9 - Webinar Order Form

Upcoming Events

Chicago Chapter

Chicago chapter golf outing scholarship fund raiser, Thursday July 15 at Glendale Lakes Golf Club Glendale heights IL. Contact Don Adams, dadams9021@comcast.net, for more details

San Francisco Chapter

Next meeting will be in August.

Meeting Opportunities

Below is a list of the current presidents for the various chapters. If you are interested in attending a meeting in these areas you can contact the local president for more information.

Bowling Green Chapter - Marvin Claywell mclaywell@midmark.com phone 270-629-1131

Chapter 750 at Large - David Riggs jasona0327@earthlink.net

Chicago Chapter 253 - Don Adams dadams9021@comcast.net

Louisville, KY Derbytown Chapter 112 - Lori A Kelsey Lori.Kelsey@ky.gov phone 502-266-6084

Milwaukee Chapter 317 - Steve Rose srose@hubgroup.com

Nashville Volunteer Chapter 135 - Jim Hall jim@nwsse.com

San Francisco Chapter - Bob Young robert.young11@att.net phone 650-593-0795

South Florida Chapter 53 - Jim Glover Fortjimfl@aol.com

Western Michigan Chapter 335 - Todd Olson vp@vansdelivery.com phone 616-365-3200

Transportation Person of the Year

Do you know someone who is an outstanding Transportation professional? We are now accepting nominations for the 2010 Transportation Person of the Year award. You can download an application at www.deltanualpha.org (left column). Applications are due by September 1. Completed applications can be emailed to admin@deltanualpha.org.

Delta Nu Alpha Information

Laura Plizka - Delta Nu Alpha Administrator Office Phone: 414-764-3063 Office Fax: 630-499-8505
admin@deltanualpha.org

Reminder on Member Contact Data - Many of you have moved, changed jobs, changed email addresses, or maybe all three - forward this information to the Delta Nu Alpha Office.

The History & Vision for High Speed Rail

Andru Peters, Research Associate
Mineta Transportation Institute (MTI)

SJSU Research Center, 210 No Fourth Street, 4th Floor, San Jose, CA 95112

In today's era, high speed rail initiatives are becoming a prevalent transportation topic in the United States and specifically in primarily ten (10) corridors outlined by the Federal government. These corridors include: Pacific Northwest, California, South Central, Chicago Hub Network, Gulf Coast, Florida, Southeast, Empire, Keystone, Northeast Corridor, and Northern New England. For the student of transportation, the bare definition of transportation is the "physical movement of goods and people" in a point-to-point business model. The historical premise of passenger transportation is for the individual to "escape" from the mundane routine events of their daily life and take the passenger train and view the beauty of this nation from a rail car. For industry, the freight train provided economic advantages in moving large volumes of material and finished product to achieve substantial economies of scale. Freight systems utilized the "hub and spoke" business model in which major cities were designated as primary manufacturing and distribution (hub) points. By coordinating with motor freight using tractor-trailer, business could move inventory from the major hubs in pre-defined spoke routes to smaller cities using the break-bulk distribution technique.

To further enhance these business models, in the past 50 years a number of major US government funding bills were passed to stimulate and enhance the existing freight and passenger systems. In a quick review, this country saw the Dwight D. Eisenhower National System of Interstate and Defense Highways, which was entitled the Federal-Aid Highway Act of 1956. The next major bill which restructured the entire federal-aid highway program was the Intermodal Surface Transportation Act (ISTEA) of 1991, which was signed by George H. W. Bush. This Act authorized 42 high priority corridors.

The **Transportation Equity Act** for the 21st Century (**TEA-21**) signed by President William Jefferson "Bill" Clinton, was enacted June 9, 1998, as Public Law (http://en.wikipedia.org/wiki/Public_Law) 105-178. TEA-21 authorized the Federal surface transportation programs for highways (<http://en.wikipedia.org/wiki/Highways>), highway safety (http://en.wikipedia.org/wiki/Highway_safety), and transit (http://en.wikipedia.org/wiki/Mass_transit) for the 6-year period 1998-2003.

TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities, and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation. The key provisions of this Act, is to protect the natural environment and enhance flexible transportation.

In 2009, signed by President Barack Obama, the American Recovery and Reinvestment Act of 2009 (ARRA), which followed the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) were passed to create funding opportunities to further expand passenger rail service. In signing this bill, President Obama stated: "My high-speed rail proposal will lead to innovations that change the way we travel in America. We must start developing clean, energy-efficient transportation that will define our regions for centuries to come." The ARRA provided funding of \$8 Billion to HSR and \$1.3 to Amtrak.

Continued on page 4

Continued from page 3- High Speed Rail

For the upper Midwest, the important corridor is the Chicago Hub Network with “spokes” branching out to Detroit, Cleveland, Cincinnati, St. Louis, and the Twin Cities. For those residing in Minnesota and Wisconsin, the 420 mile corridor from Chicago-Milwaukee-Madison-Twin Cities is of prime importance in providing high speed rail (HSR) service. In looking back in 1930’s passenger train history, the Milwaukee Road Hiawatha train was capable of running at 90 MPH. The goal of HSR is to have passenger trains attain and exceed 150 MPH. The transit time between the 420 mile Chicago-Twin Cities route with HSR reduces travel time from 7 hours (auto) to 5.5 hours (HSR). Interesting to note air travel is at 4.5 hours which justifies HSR for the leisure and business travelers.

The State of Minnesota and the Minnesota Department of Transportation (MnDOT) issued a final report entitled “Minnesota Comprehensive Statewide Freight and Passenger Rail Plan, dated February 2010. This plan establishes a rail vision for the State coordinating efforts of many public & private providers in establishing a vibrant freight rail system together with a comprehensive passenger rail system to ensure Minnesota’s economic competitiveness and quality of life. Minnesota’s rail system carries an estimated 30% of the nation’s freight, and has the 8th highest number of track miles. The Amtrak Twin Cities-Chicago route has been quoted to be the 2nd highest revenue generator in the system, and the route is the 10th highest in number of passengers carried.

One of the key provisions of the MnDOT Rail Plan is the development of a balanced multimodal freight system which can respond to increased regional and international economic competition, constrained highway capacity, environmental challenges, and rising energy costs.

In the many discussions regarding the Chicago-Twin Cities route, there have been identified three segments of implementing HSR service. The first segment is from Chicago to Milwaukee, the second segment from Milwaukee to Madison, and the third segment which could follow one of three routes from Madison to St. Paul. The primary route being advocated is called the “River Route” which runs from Madison, Winona, Red Wing and St. Paul. The other routes are called the “Eau Claire route”, and the “Rochester Route” both of which have their supporters. It is expected that MnDOT will have a decision in early 2011, in which they will select one these three routes to support. The argument for the River Route is that it is all ready designated a Federal route, in that all maps illustrating HSR corridors show the River route as the preferred route. In addition this route is shovel ready, if you will, since Amtrak is currently running on this route. Canadian Pacific Railroad, which follows the river route, has agreed to give passenger trains priority over freight trains using their tracks, whereas the Burlington Northern Railroad will give priority movement to freight trains over passenger trains.

MnDOT is supporting and embracing the multimodal concept in their plans as well as integrating other passenger movements using common line corridors which will integrate light rail transit, commuter trains, high speed rail trains, and freight trains on one corridor. Major cities or Hubs along these routes will be expanding their passenger stations in the near future to accommodate the change in moving passengers, which will also include being the terminus for inter-city buses, commuter buses, taxis, etc.

Andru Peters
Research Associate, MTI
Minnesota High Speed Rail Commission
Lifetime member Delta Nu Alpha
International Delta Nu Alpha Educational Advisor 2006-2007

Journal of Transportation Management

Delta Nu Alpha Salutes Georgia Southern University Contributions to Association and Journal of Transportation Management

Delta Nu Alpha would like to congratulate and thank Georgia Southern University (GSU), its College of Business Administration, and Dr. Jerry W. Wilson and Karl B. Manrodt, for many years of service to the Association and the Journal of Transportation Management. Dr's. Wilson and Manrodt served as Editors of the Journal for some 15 years. In addition to making Dr. Manrodt and Dr. Wilson available to the Association for many years, Georgia Southern and its Southern Center for Logistics and Intermodal Transportation have supported publication of the Journal with editorial, layout and printing support staff for many years. Dr. Wilson also supported the Journal by obtaining some \$15,000 in Journal funding from the Georgia Freight Bureau.

Dr. Jerry W. Wilson is a Professor of Logistics and Marketing at Georgia Southern, and Chair of the Department of Management, Marketing and Logistics, in addition to serving as Associate Director of the School's Southern Logistics Center. After obtaining his Doctorate in Business Administration from the University of Memphis in 1989 he helped lead development of the Logistics Major at GSU, and has been a prolific author, executive education leader, and consultant to government and industry on transportation policy and management issues. Dr. Wilson took over as Editor of the Journal in 1996, the Journal's eighth year in print, replacing Mike Crum of Iowa State. He served as Editor or Senior Editor of the Journal for some 14 years until turning over the Journal to Karl Manrodt of Georgia Southern in 2007, and continued as Senior Editor after Dr. Manrodt became Editor. He has served on the Delta Nu Alpha Board for a number of years.

Dr. Karl B. Manrodt is an Associate Professor of Logistics at Georgia Southern. He obtained his Ph.D. from the University of Tennessee in 1993 and has also been a leader in the development of GSU's Logistics Program, serving as Co-Director of the School's Logistics Center since 2001. He is a book author, and has published in a number of logistics related journals. He also has been a major contributor at academic conferences and industry association meetings, and has conducted a number of executive education sessions. Dr. Manrodt is also one of the authors of a valuable survey and report on logistics and transportation trends that is presented annually. He has served as Editor of the Journal since October of 2007.

Georgia Southern and Dr.'s Wilson and Manrodt have provided many valuable years of service to Delta Nu Alpha and we would like to thank them for their service. The Association and its members would also like to wish them all success as they work at building on Georgia Southern's #15 ranking amongst university logistics programs, and as they work to begin the Georgia Southern Ph.D. Program in Logistics.

Save the Date

**NASTC / TEC in Nashville, TN
November 11-13, 2010**

New Delta Nu Alpha Address

Please make note when mailing your dues payments that the new mailing address is:
1720 Manistique Avenue
South Milwaukee, WI 53172

Delta Nu Alpha News You Can Use

Articles from **etrucker.com**

FTR: Truck orders jump in June

FTR Associates has released preliminary data showing June Class 8 truck total net orders for all major North American OEM's at 15,667 units, a 20.5 percent increase over May and 90.8 percent better than June 2009.

June orders reflect an annualized rate of 188,000 units, boosting the annualized rate for the first half 2010 orders to 137,000 units. The figure includes U.S., Canada, Mexico and Exports.

FTR President Eric Starks said, "The increase in order activity is a welcome sign that the recovery for the commercial vehicle industry remains on track. With the stronger order activity, production levels in the third quarter will likely be higher than initially anticipated."

Shell sponsors contest, sweepstakes

Truckers may enter a contest describing their passion for their trucks or cars and be part of a sweepstakes for a chance to win an Audi S5, Audi Q7 or a Harley-Davidson Wide Glide motorcycle with five years of high specification diesel, Shell V-Power announced.

In the so-called Fuel My Passion contest, entrants can win one of five category grand prizes, including free V-Power fuel for one year or a \$500 gift card. Qualified contest entrants will be entered into the sweepstakes for a chance to win their choice of the car or motorcycle.

The contest requires entrants to explain why they are passionate about their vehicles and may upload photos of the trucks or cars.

Articles from **ttnews.com**

Fleets Pursue Qualified Drivers as Freight Grows, Rules Tighten

Seeking to capitalize on an ever-tighter market, many fleets are racing to sign up qualified drivers as freight demand rises and stiffer federal driver standards loom, experts said.

Cargo Owners Can't Recoup Full Damages if Freight Originated Overseas, Court Rules

The owners of cargo originating overseas and damaged while traveling to a U.S. destination by rail or truck under a single bill of lading cannot seek full reimbursement of their losses, the U.S. Supreme Court has ruled.

May Truck Tonnage Gains 7.2%

Tonnage hauled by U.S. trucking companies in May rose 7.2% from the same month of 2009, the sixth consecutive year-over-year increase, American Trucking Associations reported last week.

Arrow Says Used Truck Sales Up In 2010, but Shortage Possible

KANSAS CITY, Mo. — Arrow Truck Sales, one of the nation's largest dealers of used Class 8 trucks, said sales increased about 60% during the first five months of 2010, compared with a year earlier.

Ask the Expert

Are you an expert in some aspect of the transportation industry? Are you willing to answer questions on NMFC numbers, how to write a contract, freight claims, shipping hazardous material, etc? Then we need you! We are looking for experts in the field to answer questions or send fellow member in the right direction to the answers. This is a membership benefit and information is given free of charge. If you are interested in being one of Delta Nu Alpha's experts, email us at admin@deltanualpha.org and let us know! We have three experts for you to refer to if needed.

Richard T. Dawson (Tom) is President and Founder of Freight Revenue Recovery of Miami, Inc. A computer whiz with a strong legal background, he is a pioneer and nationally recognized leader in one of America's most dynamic industries. His experience starts at Indiana University where he studied Law. Mr. Dawson got his first job with the Pennsylvania Railroad where he gained an extensive amount of knowledge and experience in the railroad industry. Later, Mr. Dawson joined R-C Motor Lines and thoroughly learned the motor carrier industry. He also had the opportunity to work with RCA Corporation as a J.I.T. inventory specialist where he gained extensive routing and logistics experience.

In 1977, Mr. Dawson opened Freight Revenue Recovery of Miami, Inc. through hard work and dedication, Mr. Dawson built the company into one of the most widely respected freight bill-auditing firms in the nation. A member of the International Internal Auditors Association, Mr. Dawson has presented hundreds of educational seminars throughout the transportation industry. He has worked with the American Management Association with his copyrighted seminar, "How to Audit and Manage Freight Costs", traveling to all major American Cities. Later his Class, "How to Audit Freight Bills," became a classic title in the portfolio of The American Institute in Coral Gables, Florida. This class also became the cornerstone for new trainees with Freight Revenue Recovery of Miami, Inc. You can contact Richard Dawson at: AuditOne@freightrevenue.com.

Kurt Koenig is an account manager with QuikX Transportation Inc. and is an expert in the area of Transportation between Canada and the United States - not including Customs clearance. Kurt has spent last 11 years in the area of cross border sales and worked with customers to produce the necessary paperwork to clear at the border. He will be able to explain how the paperwork trail between the carrier, broker and customs occurs. Kurt can also help you find Customs Brokers to represent them at both borders in clearing their goods. You can contact Kurt at kkoenig@quikx.com or 414-550-3602.

Henry E. Seaton is a graduate of Duke University (A.B. '70) and Vanderbilt School of Law (J.D. '73). He has practiced law for 30 years in the Washington D.C. area representing motor carriers of brokers. He is a member of the Vienna, VA based law firm of Seaton & Husk. The firm specializes in freight claims, freight charge collection, contracting issues, carrier representation before the FMCSA and bankruptcy issues.

Mr. Seaton writes a monthly column on transportation law for the Commercial Carrier Journal (CCJ) and is the author of Protecting Motor Carrier Interests in Contracts. He serves as commerce counsel for the National Association of Small Trucking Companies. He was the Delta Nu Alpha Transportation Professional of the Year in 2001 and is a frequent speaker and lecturer regarding cargo claims, freight charges, contracting and risk/insurance issues effecting carriers and brokers. Mr. Seaton can be reached at HESeaton@aol.com. For articles and other information, visit www.transportationlaw.net.

Delta Nu Alpha International Board

President - Don Adams

Conway Truckload
(847) 287-2268
dadams9021@comcast.net

Vice President- Jim Hall

Nationwide Marketing
(615) 360-6847
jim@nwsse.com

Director - Christopher Burns

christopher.burns@electrolux.com

Director - Sally Lubinski

Rite Hite
(414) 355-2600
slubinski@ritehite.com

Director – Hank Seaton

Seaton & Husk
(703) 573-0700
heseaton@aol.com

Director - Dr. John Taylor

Wayne State University
5201 Cass Avenue, Rm 315
Detroit, MI 48202
taylorjohn@wayne.edu

Director - Jeff Wilmarth

Silver Arrow Express
(800) 397-4892
silverarrow@comcast.net

Director - Dr. Jerry Wilson

Georgia Southern University
(912) 681-0257
jwwilson@georgiasouthern.edu



Delta Nu Alpha Foundation Trustees

Chair - Clifford Smith

(623) 414-1194
cliffsmith49@gmail.com

Vice Chair - Jeff Wilmarth

Liaison to the Fraternity
President Silver Arrow Express
901 22nd Street
Rockford, IL 61108
(815) 397-4892 Ext. 223
silverarrow@insightbb.com

Secretary - Treasurer - Gary Nichols

Director of International Sales US Xpress
3327 S. Highland
Joplin, MO 64804
gnichols01@cableone.net

Trustee - Tom Bock

Vice President - Sales
Oil Purification Systems, Inc.
4123 Apple Blossom Road
Lutz, FL 33558
bocko@mindspring.com

Trustee - Bill Lavier

General Manager
Retired/Tyme-It Transportation, Inc.
130 Heady Avenue
Louisville, KY 40297
(800) 456-4090
williamhlavier@tymeit.com

Trustee - Jim Hall

Liaison from the Fraternity to the Foundation
Nation Wide Marketing
PO Box 2416
Hendersonville, TN 37077
(615) 822-2120
jim@nwsse.com

Trustee - Carol Hackett

Anna's Children's Boutique
6901 Lenox Village Drive, Suite #101
Nashville, TN 37211
(615) 554-0142
carolh24@msn.com

Delta Nu Alpha Webinar Order Form



- February 2008 - "Dark Clouds on the Horizon – Issues Involving Truck Transportation"
- March 2008 - "Accident Liability Travels Up The Supply Chain"
- April 2008 - "Contract Waivers – 50 Reasons to Keep Bill of Lading Terms and Conditions, and Federal Rules" (PPT ONLY NO AUDIO)
- May 2008 - "Multimodal Cargo Claim Issues – A Prescription for Confusion"
- June 2008 - "Contracts of Carriage – A Study of Controversial Provisions Which Divide Shippers, Brokers and Carriers"
- July 2008 - "FMCSA Safety Regulations"
- August 2008 - "Transportation Receivables in the Age of Bankruptcy"
- April 2009 - "Transportation 101 - What you need to know" (PPT ONLY NO AUDIO)
- May 2009 - "Bills of Lading, the Most important Document in Shipping"
- June 2009 - "HAZMAT Transportation Primer & Update"
- September 2009 - "Replacing Inventory with Information"
- October 2009 - "Resolving OS&D and Delay Cargo Claims Win/Win"

For a more detailed description please see the Webinar tab at deltanualpha.org. The cost for each webinar is \$25 for members, \$35 for nonmembers, or \$10 for PPT only files. Nonmembers can join Delta Nu Alpha before purchasing the webinars and pay the \$25 price, however, we have to have membership dues first.

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All orders must be prepaid in U.S. dollars. If you have any questions email admin@deltanualpha.org. **Mail with check payable to:** Delta Nu Alpha, 1720 Manistique Avenue, South Milwaukee, WI 53172. **If paying with a credit card** fax (w/ credit card info) to 630-499-8505.