



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
January 25, 1982

FRA 1-82
Contact: Beth J. Hillson
Tel: (202) 426-0881

RAIL ADMINISTRATOR COMMITS FUNDS TO IMPROVE STAMFORD STATION

Federal Railroad Administrator Robert W. Blanchette today signed an agreement with the City of Stamford and the State of Connecticut committing Federal funds to rehabilitate Stamford's Rail Passenger Station.

Under FRA's Northeast Corridor Improvement Project, the Federal government will spend \$14 million to reconstruct the Stamford Station complex. Another \$10.3 million will come from State and local sources.

Participating in the signing ceremony for the station funding were Louis Clapes, Mayor of Stamford; Congressman Stuart McKinney; and Connecticut Commissioner of Transportation J. William Burns.

Plans call for complete reconstruction of the railroad complex including a new overtrack station, a 755 car parking garage, new access roadways and an intermodal transfer center for local and intrastate buses and vanpools.

Construction of the new station and its associated components are targeted to begin in late 1982 and completion of the project is slated for late Fall of 1984.

"These improvements will totally revitalize the existing rail transportation facilities which serve the metropolitan area of Stamford," said Blanchette during the ceremony.

According to the Administrator, "Large numbers of daily commuters as well as intercity patrons will be able to make use of a first class integrated transportation facility in the heart of Stamford's commercial district."

The Stamford station was built in 1895 and includes two nearly identical structures -- one which has served as a rail station and one which previously served as a bus depot.

The Northeast Corridor Improvement Project is a multi-billion dollar project to improve rail passenger service from Washington, D.C. to Boston.

#####

U.S. Department
of Transportation

**Federal Railroad
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Railroad
Administration
DOT 516





U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
February 2, 1982

FRA 2-82
Contact: Beth J. Hillson
Tel: (202) 426-0881

FRA AWARDS \$2.85 MILLION
FOR NEW LONDON RAIL STATION

Federal Railroad Administrator Robert W. Blanchette today announced the award of a \$2.85 million contract to expand the parking garage at New London, Connecticut's railroad passenger station.

The contract was awarded to A. F. Lusi Construction, Inc., of Johnston, Rhode Island, as part of the FRA's Northeast Corridor Improvement Project (NECIP).

The construction will provide two new levels of parking to the station's overcrowded Water Street parking garage. Built in the early 1970's by the City of New London, the garage currently handles approximately 400 cars. The additional space will accommodate nearly 400 more vehicles.

Included in the contract are provisions for improvements to the garage's electrical and mechanical systems and construction of a surface parking lot between Water Street and the garage.

State and local governments are contributing approximately 50 percent of the total cost of parking facility improvements. Work on the garage is expected to begin in February 1982, with completion in early 1983.

The NECIP is a multi-billion dollar project to improve rail passenger service from Boston to Washington, D.C.

#####



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
FRIDAY, FEBRUARY 26, 1982

FRA 05-82
Contact: John Winston
Tel.: (202) 426-0881

FRA ISSUES UPDATE ON RAIL SAFETY PROPOSALS

Federal Railroad Administrator Robert W. Blanchette has issued two rail safety proposals to update the Power Brake Rules and the Track Safety Standards.

The Power Brake Rules have not been revised since they were originally issued in 1958, and the Track Standards have not been changed since 1971 when they were first issued.

"These proposed changes could result in hundreds of millions of dollars in savings to the railroad industry without in any way endangering the safety of operations," Blanchette said.

"We are attempting to revise the FRA's safety standards both in accordance with President Reagan's executive order for less regulation of industry and in direct response to a unique request submitted jointly by the Association of American Railroads and the Railway Labor Executives Association suggesting specific modifications to these regulations," he added.

The first proposal would make several significant changes in the Power Brake Rules. It would: (1) modify the interchange inspection requirement; (2) extend the current 500 mile inspection interval to 1,000 miles; (3) extend the maximum permissible piston travel limit from 10 to 10½ inches; (4) eliminate the requirement for single car test of brake equipment on a date of last test basis; and (5) revise the initial terminal test requirements.

The second proposal would make numerous technical changes in the Track Safety Standards. It would also permit certain yard and low density branch lines to be excepted from the standards and would provide more flexibility to railroads in dealing with track problems.

- more -

Public hearings on the track proposal will begin at 10 a.m. on March 6, 1982, in Room 2230 of the Nassif Building. Public hearings on the power brake proposal will begin at 10 a.m. on March 17, 1982, at the same location. Persons desiring to make oral statements at either hearing should notify the Docket Clerk before March 10, 1982, by telephone (202-426-2761) or by writing to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Washington, D.C. 20590.

Written comments on either proposal must be received by the Docket Clerk before March 22, 1982.

#

U.S. Department
of Transportation

**Federal Railroad
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Railroad
Administration
DOT 516



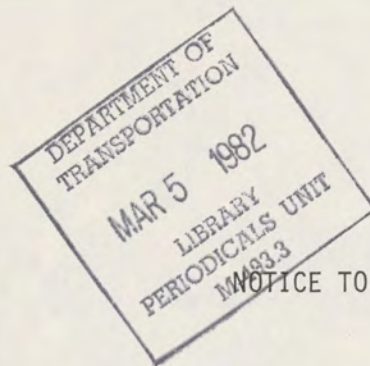


U.S. Department of
Transportation

News:

M-493

Office of Public Affairs
Washington, D.C. 20590



FRA 05A-82
Contact: John Winston
Tel.: (202) 426-0881

NOTICE TO EDITORS

This notice is to correct a date listed in Federal Railroad Administration news release number 5-82 concerning public hearings on proposed Track Safety Standards and Power Brake Rules.

The release should have read: FRA public hearings will begin on proposed Track Safety Standards at 10 a.m. March 16, 1982, in Room 2230 of the Nassif Building, 400 7th Street, SW, Washington, D.C. The hearings continue on proposed Power Brake Rules beginning at 10 a.m. the following day, March 17, 1982, at the same location.

#####



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
April 5, 1982

FRA 06-82
Contact: Jerry Clingerman
Tel.: (202) 426-0881

FRA REOPENS PROCEEDINGS TO FIND BUYER FOR TWO CONRAIL BRANGLINES IN MASSACHUSETTS

Federal Railroad Administrator Robert W. Blanchette today reopened proceedings to locate a buyer for Conrail's Florence and Holyoke Secondary rail lines near Westfield, Mass., previously awarded to New England Southern.

The Northeast Rail Service Act, which was enacted in August 1981, requires the FRA to attempt to locate a company financially able to purchase the two Conrail branchlines and operate them for at least the next four years.

FRA will accept applications until April 30, 1982, from companies wishing to buy the Conrail properties.

"When we awarded the two branchlines to the New England Southern last December, we required certain conditions, mostly financial, be met by March 1. Unfortunately, these requirements have not been met by the applicant," said Blanchette.

The FRA allowed the firm to miss its March 1 deadline "in light of the sincere effort the company had made and the interest of the shippers and affected communities. But, public interest requires that I now permit other firms that might be interested to make proposals," the Administrator said.

Mr. Blanchette added that he would continue to consider the NES proposal if the company wishes to pursue acquisition of the two Conrail properties.

- more -

If more than one acceptable application is received, FRA will hold a public meeting in the Springfield, Mass., area on May 10, 1982, to obtain further information from the applicants and solicit the views of shippers and other interested persons.

FRA will announce its decision regarding a purchaser by May 28, 1982, and the lines will be transferred by July 1, 1982.

The Florence Secondary runs between Westfield and Easthampton, Mass. The Holyoke Secondary links Holyoke with Westfield. Both lines connect with Conrail's main line between Boston and Albany, N.Y.

#####

U.S. Department
of Transportation
**Federal Railroad
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Fédéral Railroad
Administration
DOT 516





U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
April 9, 1982

FRA 07-82
Contact: Beth Hillson
Tel.: (202) 426-0881

TRANSFER OF CONRAIL LINES ORDERED BY RAIL ADMINISTRATOR

Federal Railroad Administrator Robert W. Blanchette has announced the transfer of Conrail operations on three secondary lines in Massachusetts to the Boston and Maine Railroad.

The transfer of the lines -- from Pittsfield, Massachusetts, to Canaan, Connecticut; North Adams to Pittsfield; and Springfield, Massachusetts, to Hazardville, Connecticut -- took place at 12:01 a.m. on April 1, 1982.

This is the first in a series of transfers scheduled to take place under the Supplemental Transaction Process (STP) which directs the sale of Conrail operations to other railroads in Southern New England.

The Boston and Maine transfer was ordered by Administrator Blanchette last December as required under the STP section of the Northeast Rail Service Act of 1981.

"Congress gave us a difficult job in finding buyers for these Conrail lines," said Blanchette.

"I am pleased to report that this transfer of lines in Massachusetts to the Boston and Maine marks the beginning of the end of this task," he said.

In December, the Administrator also submitted a proposal to the Special Court asking it to direct the transfer of Conrail's Rhode Island properties to the Providence and Worcester Railroad on May 1, 1982, and certain of Conrail's Connecticut properties to the Boston and Maine on June 1, 1982. The railroads involved have agreed to go along with this schedule.

In addition, Blanchette reopened proceedings to locate a buyer for the remaining two lines in Massachusetts. They had previously been awarded to New England Southern which was unable to meet certain conditions for the transfer.

#####



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
April 19, 1982

FRA 08-82
Contact: Joann Sloane
Tel.: (202) 426-0881

NEW DEPUTY FRA ADMINISTRATOR APPOINTED

Federal Railroad Administrator Robert W. Blanchette today announced the appointment of Thomas A. Till, a transportation specialist and former Washington, D.C. manager for a Connecticut-based transportation consulting firm, as Deputy Administrator of the Federal Railroad Administration.

Till has spent the last two and one-half years as Principal and Manager for Reebie Associates.

Administrator Blanchette said at a swearing in ceremony that he was very pleased with the high level of technical capability that the new Deputy Administrator was bringing to the job.

"We need the reasoned approach that Tom takes in assessing the problems and arriving at solutions," Blanchette said. His abilities will be put to very good use in the FRA."

Till has had previous experience at the Department of Transportation, where he served in several capacities between 1971 and 1979 in the Office of the Secretary and the FRA. He began his career with the Department in 1971 as a policy planning analyst in the Office of the Secretary.

From 1974 to 1975, he was a Special Assistant to the Deputy Administrator of the FRA with primary responsibility for overseeing the Department's Amtrak program.

In October 1975, he was promoted to the position of Special Assistant to the Associate Administrator for Policy and Program Development and in 1977 was named Director of the Office of Rail Industry Structure.

Till served in the U.S. Air Force from 1964 to 1971 where, after preliminary tactical duty assignments, he served as an intelligence staff officer in South Vietnam. He received the Bronze Star and the Air Force Commendation medal.

The 39-year-old native of Texas attended the U.S. Air Force Academy where he received a B.S. in international relations in 1964. He then entered Georgetown University Graduate School and received an M.A. in international relations in 1970 and a J.D. from Georgetown University Law Center in 1975.

Mr. Till lives with his wife, Chris, and two sons in McLean, Va.

#####



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 5, 1982

FRA 10-82
Contact: Jerry Clingerman
Tel: (202) 426-0881

FRA RECEIVES THREE PROPOSALS FOR TWO CONRAIL SECONDARY RAIL LINES IN MASSACHUSETTS

Federal Railroad Administrator Robert W. Blanchette today announced the FRA has received three proposals to acquire Conrail's Florence and Holyoke Secondary rail lines in Massachusetts.

The branchline transfers will take place under provisions of the Northeast Rail Service Act of 1981. It requires the FRA to attempt to locate a company financially able to purchase the two Conrail branchlines and operate them for at least the next four years.

"We are now in the final stages of transferring these properties to ensure shippers the rail service necessary to continue their operations," Blanchette said.

Companies which submitted applications for the lines are:

- Pinsky Railroad Company which proposes to pay \$250,000 for the lines; provide service three days a week on the Florence Secondary, five days a week on the Holyoke Secondary; and will institute no surcharges on either line.

- New England Southern which seeks to acquire the lines for \$230,000; provide three day a week service on the Florence Secondary and five day a week service on the Holyoke Secondary; and impose a \$25 surcharge per car for traffic processed at Holyoke, \$50 at Southampton and \$100 at Easthampton.

- Massachusetts Central which proposes to buy the lines for \$230,000; provide service three days a week on the Florence Secondary and five days a week on the Holyoke Secondary; and institute a surcharge of about \$25 per car.

- more -

The FRA will hold a public meeting on May 10, 1982, to solicit comment. The meeting will be in West Springfield, Mass., at the Municipal Office Building, 26 Central Street.

Copies of the three proposals are available for public review at the West Springfield address from the Lower Pioneer Valley Regional Planning Commission and from the Massachusetts Executive Office of Transportation and Construction at One Ashburton Place, Room 1610, in Boston.

Written comments on the proposals are welcome and should be addressed to: Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Room 7321A, 400 Seventh Street, S.W., Washington, D.C. 20590.

FRA will announce its decision regarding a recipient of the branchlines by May 28, 1982. The properties and service obligations will be transferred by July 1, 1982.

The Florence Secondary runs between Westfield and Easthampton, Mass. The Holyoke Secondary links Holyoke with Westfield. Both lines connect with Conrail's main line between Boston and Albany, N.Y.

#####

U.S. Department
of Transportation

**Federal Railroad
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Railroad
Administration
DOT 516





U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 26, 1982

FRA 11-82
Contact: Jerry Clingerman
Tel: (202) 426-0881

FRA, SOUTH DAKOTA SIGN \$30 MILLION AGREEMENT FOR RAIL LINE REHABILITATION

Federal Railroad Administrator Robert W. Blanchette today announced an agreement to provide South Dakota with \$30 million in Federal funds to rehabilitate and preserve service on the 482-mile Ortonville, Minn., to Terry, Mont., railroad line.

The track, referred to as the South Dakota Main Line, traverses nearly the length of the State east to west. It is being purchased by the State from the former Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

During signing ceremonies with South Dakota Governor William Janklow, and Congressional members from South Dakota, North Dakota and Minnesota, Blanchette said, "This agreement, combined with the revenue bonds the State plans to issue shortly, ensures this service will continue.

"We at FRA are pleased and proud to be part of the great effort put forward by the people of South Dakota to preserve this rail line which is so important to the State's economy."

Preservation of the line will ensure the continued steady flow of coal by railroad from the Knife River coal mine at Gascoyne, N.D. to the electric utility at Big Stone City, S.D which serves the citizens of South Dakota and neighboring states. The line also connects with the core of South Dakota's branch line system providing grain shippers and other local customers with mainline, east-west access.

The \$30 million loan is being made available under provisions of the Railroad Revitalization and Regulatory Reform Act of 1976 and will be used to finance rehabilitation of the 482-mile line. The agreement is between the FRA and the South Dakota Railroad Authority and is contingent upon final purchase of the line by the Authority. The Authority plans to issue revenue bonds to finance the purchase now that rehabilitation funds will be forthcoming.

Major items of work to be done in the project include installing ballast and crossties and repairing highway-rail grade crossings as needed. Rehabilitation and operation of the line will be by the Burlington Northern Railroad under a separate agreement with the State's railroad authority.

#####



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
June 9, 1982

FRA 12-82
Contact: Joann Sloane
Tel.: (202) 426-0881

NEW FRA ASSOCIATE ADMINISTRATOR OF POLICY APPOINTED

Federal Railroad Administrator Robert W. Blanchette has announced the appointment of James C. Rooney, a former investment banker, as Associate Administrator for Policy of the Federal Railroad Administration.

Mr. Rooney was involved in rail and intermodal transportation activities while employed in the investment banking and brokerage industry during the past ten years.

From 1971 to 1982, he was Senior Vice President of the Chicago, Illinois-based investment banking firm, The Chicago Corp. In that capacity, he was responsible for public and private placement of investment securities, mergers and acquisitions, leasing and government backed financing.

Mr. Rooney was Production Manager for Litton Industries from 1969 to 1971 and served as Assistant to the Treasurer at the Corning Glass Company from 1967 to 1968.

The 39-year-old Pennsylvania native attended Dartmouth College and received a B.A. in Economics in 1965. He earned his M.B.A. in International Finance at the University of San Marcos in Lima, Peru, as an exchange student.

Mr. Rooney is a certified Financial Analyst and is a member of the financial Analysts Federation, the Transportation Analysts Society and the Railway Supply Group of Chicago.

#####



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
August 10, 1982

FRA 14-82
Contact: JoAnn Sloane
Tel.: (202) 426-0881

JOHN MASON APPOINTED FRA CHIEF COUNSEL

Federal Railroad Administrator Robert W. Blanchette today announced the appointment of John M. Mason, a Washington, D.C., attorney, as Chief Counsel for the Federal Railroad Administration.

Mr. Mason was an associate for six years with the law firm of Williams & Connolly where he handled complex criminal and civil litigation at the trial and appellate levels.

Mr. Mason served as law clerk to Justice William H. Rehnquist on the U.S. Supreme Court from 1975 to 1976, and served in the same capacity with the late Judge J.B. Craven of the U.S. Court of Appeals, Fourth Circuit, from 1974 to 1975.

The 39-year-old native of Norfolk, Virginia, received his B.A. from Yale University in 1968 and his J.D., summa cum laude, in 1973 from Washington & Lee University Law School where he was editor-in-chief of the law review.

Mr. Mason is married and the father of four children.

###



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
August 11, 1982

FRA 13-82
Contact: Joann Sloane
Tel.: (202) 426-0881

FRA AWARDS OVER \$1 MILLION IN 3 RAIL LABOR/MANAGEMENT COOPERATIVE PROGRAMS

Federal Railroad Administrator Robert W. Blanchette has announced the award of three assistance contracts totaling more than \$1 million for railroad labor/management programs.

One contract, for \$250,000 is to Conrail and two of its major unions to help establish a labor/management program designed to increase operating efficiency and employee productivity.

The cooperative program will assist Conrail's transition into the private sector by developing a number of local labor/management groups modeled on the Corporation's successful experiment in Cleveland, Ohio. That program brings local supervisors and employees together to develop projects to reduce costs and increase traffic and operating efficiency. The two unions participating are the United Transportation Union and the Brotherhood of Railway and Airline Clerks.

The other two awards, totaling \$836,730, are to the Association of American Railroads and the Houston Belt & Terminal Railway Co. to continue the labor/management programs in St. Louis, Missouri and Houston, Texas.

These programs have brought about changes in procedures and work rules that have resulted in greater efficiency in handling export grain movements in Houston; improved rail traffic flow through the St. Louis gateway; increased cooperation among competing railroads in New England; and provided assistance to the Milwaukee Road reorganization effort through a wage deferral program.

Blanchette noted that the FRA co-sponsors five labor/management programs designed to improve productivity and operations throughout the railroad industry. These projects are supported jointly by the participating carriers, labor organizations, the Association of American Railroads and the FRA.

According to Blanchette, evaluation of the programs is provided by a steering committee of senior labor and management executives and a small full-time staff is responsible for project implementation.

#####



**U.S. Department of
Transportation**

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, October 22, 1982

FRA 20-82
Contact: John R. Winston
Tel.: (202) 426-0881

FRA AWARDS \$26 MILLION IN GRANTS DURING FY 1982 FOR LOCAL RAIL FREIGHT SERVICE

Federal Railroad Administrator Robert W. Blanchette has announced the award of approximately \$26 million in grants during Fiscal Year 1982 to help 46 states preserve local rail freight service.

Almost \$23 million was awarded to 37 states for rail facility improvement projects, including the rehabilitation of 690 miles of line and the construction of projects to help connect shipper facilities on abandoned rail lines to viable rail systems.

In addition, 31 states and the District of Columbia received a total of \$3 million to continue their rail planning efforts. Both the project and planning grants were awarded under the FRA's Local Rail Service Assistance program.

"These funds will help ensure continuation of the most essential local rail freight lines as feeders to the national rail system," Administrator Blanchette said.

Following is a list of the various states involved and the FY 1982 funds received.

Persons seeking more information should contact the Office of Public Affairs, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590.

- more -

FISCAL YEAR 1982
LOCAL RAIL SERVICE ASSISTANCE GRANTS

<u>STATE</u>	<u>OBLIGATION</u>
ALABAMA	\$ 350,000
ALASKA	100,000
ARIZONA	350,000
ARKANSAS	622,174
CALIFORNIA	100,000
COLORADO	412,300
CONNECTICUT	100,000
DELAWARE	77,074
DISTRICT OF COLUMBIA	100,000
FLORIDA	350,000
GEORGIA	138,955
IDAHO	350,000
ILLINOIS	1,787,152
INDIANA	100,000
IOWA	3,185,815
KANSAS	100,000
KENTUCKY	355,003
LOUISIANA	382,858
MAINE	350,000
MASSACHUSETTS	100,000
MICHIGAN	693,630
MINNESOTA	1,677,181
MISSISSIPPI	615,351
MISSOURI	928,867
MONTANA	1,223,049
NEBRASKA	765,102
NEVADA	350,000
NEW HAMPSHIRE	350,000
NEW JERSEY	328,542
NEW MEXICO	350,000
NEW YORK	503,298
NORTH CAROLINA	350,000
NORTH DAKOTA	1,766,028
OHIO	920,406
OKLAHOMA	1,454,861
OREGON	350,000
PENNSYLVANIA	100,000
SOUTH DAKOTA	1,238,756
TENNESSEE	392,754
TEXAS	100,000
UTAH	100,000
VERMONT	350,000
VIRGINIA	350,000
WASHINGTON	776,788
WEST VIRGINIA	350,000
WISCONSIN	<u>100,000</u>
TOTAL	\$25,895,944



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
December 1, 1983

FRA 10-83
Contact: Pamela Gardner
Tel.: (202) 426-0881

DOT SECRETARY ANNOUNCES
\$12.5 MILLION TO STATES
FOR RAIL REHABILITATION

Secretary of Transportation Elizabeth Hanford Dole has announced the allocation of \$12.5 million to states participating in the Federal Railroad Administration's Local Rail Assistance Program in Fiscal Year 1984.

The funds are largely used for rehabilitation of railroad branchlines.

Funding is determined by a formula established by Congress based on the amount of low density track miles in each state or jurisdiction, except that each state is guaranteed a minimum of one percent of the funds available.

States and jurisdictions applying for funds under the Local Rail Assistance Program must contribute 30 percent of the cost of the project proposed, with FRA providing the remaining 70 percent.

The eligible mileage and dollar entitlements available to each state or jurisdiction in FY 1984 are:

- more -

Local Rail Service Assistance Program
Fiscal Year 1984 Entitlements

STATE	ELIGIBLE MILEAGE	PERCENTAGE	ENTITLEMENT
ALABAMA	446.75	1.78	223,084
ALASKA	0.0	1.00	125,000
ARIZONA	148.19	1.00	125,000
ARKANSAS	546.12	2.23	278,987
CALIFORNIA	629.34	2.43	303,444
COLORADO	354.83	1.50	187,460
CONNECTICUT	2.60	1.00	125,000
DELAWARE	18.59	1.00	125,000
DISTRICT OF COLUMBIA	2.00	1.00	125,000
FLORIDA	377.24	1.46	182,561
GEORGIA	316.87	1.15	143,412
IDAHO	217.32	1.00	125,000
ILLINOIS	1,564.19	5.56	695,037
INDIANA	759.71	2.63	328,912
IOWA	2,673.39	10.47	1,308,272
KANSAS	724.40	2.92	365,275
KENTUCKY	295.94	1.00	125,000
LOUISIANA	340.50	1.25	156,104
MAINE	214.25	1.00	125,000
MARYLAND	23.08	1.00	125,000
MASSACHUSETTS	69.68	1.00	125,000
MICHIGAN	1,177.84	4.04	504,573
MINNESOTA	1,059.16	4.08	510,361
MISSISSIPPI	397.51	1.18	147,361
MISSOURI	891.49	3.39	424,353
MONTANA	467.29	1.80	225,212
NEBRASKA	452.47	1.62	202,007
NEVADA	41.00	1.00	125,000
NEW HAMPSHIRE	120.71	1.00	125,000
NEW JERSEY	239.84	1.00	125,000
NEW MEXICO	51.30	1.00	125,000
NEW YORK	413.86	1.36	170,468
NORTH CAROLINA	510.48	1.93	241,229
NORTH DAKOTA	585.48	2.25	281,000
OHIO	993.80	3.34	417,601
OKLAHOMA	973.42	3.74	467,675
OREGON	11.15	1.00	125,000
PENNSYLVANIA	1,210.54	4.23	528,459
RHODE ISLAND	0.0	1.00	125,000
SOUTH CAROLINA	218.35	1.00	125,000
SOUTH DAKOTA	598.94	2.37	295,914
TENNESSEE	439.44	1.54	192,265
TEXAS	1,135.82	4.48	559,512
UTAH	10.09	1.00	125,000
VERMONT	12.23	1.00	125,000
VIRGINIA	88.80	1.00	125,000
WASHINGTON	354.02	1.30	162,925
WEST VIRGINIA	72.86	1.00	125,000
WISCONSIN	592.32	1.97	246,537
WYOMING	0.04	1.00	125,000
TOTALS	22,845.24	100.00	\$12,500,000