



NEWS FROM **CHICAGO SOUTHSHORE & SOUTH BEND RAILROAD**

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Chicago SouthShore Railroad Receives Marketing Award From Partner CSX

CHICAGO—The Chicago SouthShore & South Bend Railroad (CSS - SouthShore Freight) has won CSX's Second Annual Short Line and Regional Railroad Marketing Award for the most carload growth in 2004 among its interline partners.

CSS traffic with CSX increased by nearly 11,000 carloads, or almost 60 percent, when compared with 2003. A new contract between CSS, CSX and Northern Indiana Public Service Company (NIPSCO) to handle unit-trains of coal to NIPSCO's Baily Generating Station near Burns Harbor, Ind., and shipments of steel slabs from several International Steel Group (ISG) plants to ISG's Burns Harbor steel mill, accounted for most of the winning margin. CSX is SouthShore's largest interchange partner together handling nearly 30,000 carloads in 2004, representing 50 percent of SouthShore's 2004 carload total.

At CSX's recent annual Short Line Workshop in Jacksonville, Fla., Chuck Compton, SouthShore's director-marketing and customer service, was presented with a check for \$5,000 by Clarence Gooden, executive vice president and chief commercial officer, CSX. The SouthShore plans to use this cash award to help fund two local Michigan City, Ind. charities and for a company-wide luncheon celebration for CSS employees and their spouses.

The Chicago SouthShore & South Bend Railroad (www.southshorefreight.com) provides rail freight service between Chicago and South Bend, Ind. While in the freight railroad business for nearly 100 years, SouthShore began operations as an independent freight carrier in January 1990, connecting Chicago and all its rail carriers with northern Indiana's industrial complex, which accounts for approximately 20 percent of the total steel production in the United States.

CSS is an affiliate of Anacostia & Pacific Company, Inc. (www.anacostia.com), a rail development and consulting firm based in Chicago. Other Anacostia affiliates, the Louisville & Indiana Railroad and the New York & Atlantic Railway, had 2003 to 2004 increases in CSX interchange of 24 percent and 15 percent, respectively.

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