



POWER TO MOVE

CONNECTING INDUSTRY – DELIVERING VALUE

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CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD



ONE SAFE YEAR

With more than a year of injury-free work on the books, Chicago South Shore & South Bend Railroad employees are already looking ahead to the next safety milestone.

“Safety has become a routine for them, and they do it willingly,” said Dennis Eldridge, Manager of Train Operations. “They’re taking ownership of their safety and their safe work practices, which is what they need to do to

continue this streak.”

This is the second time in three years that employees have gone 365 days without an injury.

In a July 28 letter to CSS&SB personnel, Henry Lampe, President, commended them for the achievement in safety, which few other comparably-sized railroads have attained.

“We are a leader in the railroad industry in many ways, but especially in safety, which ex-

ceeds all others in importance,” he wrote. “Congratulations, and may we all continue to strive toward a safe, injury-free workplace.”



Safety is everyone’s responsibility, and each CSS employee contributes in a different way. Here’s how some of them maintain the safest possible work environment ...



“By doing slow, steady, precise and thoughtful work.”

—Jeremiah Scott, Brakeman, three years of service



“I’ve preached safety forever, since I came to the railroad. The only thing you can do is reinforce what people know and learn about safety, and that’s what I try to do every day.”

—LeRoy Kloss, Conductor, 13 years of service, left, reviews paperwork with Dennis Eldridge, Manager of Train Operations.



“Being focused, alert, and paying attention to what I’m doing.”

—Herbert Tillman, Carman, 24 years of service



“Always looking ahead, knowing my surroundings and paying attention to where my co-workers are.”

—Jonathan Manigold, Student Conductor, five years of service



“I try to keep our locomotives well maintained so they’re safe for our crews to ride. I also stay focused on my job and don’t rush.”

—Mike Stantz, Locomotive Mechanic, 29 years of service

Taking Steps for Wellness

As part of a Wellness Program for Chicago South Shore & South Bend Railroad, many employees have opted to participate in Taking Steps, a walking program created to put employees and their spouses on the path to better health.

Experts assert that walking 10,000 steps per day can significantly benefit one's health, from weight loss and control, to lower blood pressure, to reduced risk of heart disease, diabetes and colon cancer. With these facts in mind, the ultimate goal of the Taking Steps Program is to encourage employees to make walking an integral part of their daily lives.

The program, which began June 15, got a very positive response upon its introduction. According to Mona Pilecki, Executive Secretary, 50 people signed up, including railroad staff and their spouses. Each received a free pedometer and software to log their daily steps and graph their weekly results.

"We've had a good turnout, and we're pleased with everyone who's participating," said Pilecki, who's responsible for gathering participants' data and selecting prizes for those who meet the daily average.

For the first four weeks of the program, June

15-July 12, participants were asked to average 8,000 steps per day. At the end of the period, those who completed this received a water bottle with the CSS logo. During the subsequent four weeks, from July 13-Aug. 9, those who logged 10,000 steps each day received another incentive item. Anyone who walked the minimum number of steps throughout the entire eight-week program was entered into a drawing for a chance

Melissa Zdyb, Chief Customer Service Representative, displays the water bottle she and other walkers received for logging at least 8,000 steps each day for the first four weeks of the Taking Steps Program.



to win \$100 or two \$50 prizes.

Melissa Zdyb, Chief Customer Service Representative, was enthusiastic about the Taking Steps Program the minute she heard about it.

"I think it's great that the company is sponsoring this kind of program and taking an interest in the health of its employees, because it's always wise to invest in your best asset," she said. "And, you get a cool pedometer out of it."

As someone who exercises each morning at the health club, attaining 8,000 a day for the first four weeks of the program was not terribly difficult.

"Ten thousand is a bit more challenging, but I've managed," Zdyb said.

Sometimes, only small adjustments are necessary to fulfill the program goals and cash in on its many benefits.

"I've started parking my car a few more spots away from the door," Pilecki said. "I make each step count."



Each participant in the Taking Steps program received a free, top-notch pedometer.



Mona Pilecki, Executive Secretary, records and monitors data submitted to her by participants of the Taking Steps walking program.

In conjunction with the Taking Steps Program, the Chicago South Shore & South Bend Railroad also offers a tobacco cessation program as part of its Wellness initiative.

CSS will provide up to \$300 to both employees and their spouses for completion of an approved cessation product or program, as eliminated tobacco use is in the interest of the employees and the company.

If you are interested in learning more about the Tobacco Cessation Program, you may review it in the Employees tab on the Anacostia & Pacific Web site, www.anacostia.com.

As of press time, no one had taken the company up on its offer for assistance in kicking the habit, though there have been some inquiries.

NIPSCO and CSS 'Coal'esce

Ever wondered how much coal and natural gas it takes to provide electricity to the northern portion of Indiana?

Kevin Strnatka, Director-Fuel Supply for Northern Indiana Public Service Company, can answer that question and many more.

Strnatka's department is responsible

for all coal and natural gas procurement for NIPSCO's three generating stations in Bailly (Burns Harbor), Michigan

An aerial photo of NIPSCO's Michigan City generating station illustrates the expansive operation necessary to provide power to Northern Indiana.



City and Wheatfield. The Fuel Supply Department also coordinates transportation of coal to those stations.

And, the Chicago South Shore & South Bend Railroad helps make that happen.

"On average, we generally bring between seven and eight million tons of coal into the system per year, and nearly three million of that is split between the Michigan City and Bailly stations," Strnatka said. "The South Shore Railroad has been transporting coal to those locations since the stations' inceptions."

When Strnatka acquired his current role with NIPSCO in 1995, one of his priorities was restoring the relationship between the energy provider and the short line. Now, he says, he would consider the professional and working relationship between the two parties one of

the best he and his company maintains.

"It's to the credit of everyone involved for working together and building a strong relationship through the years," he said. "The railroad has been very cooperative, probably more so than any other railroad, and they consistently step up and assist us any way they can."

Regardless of how many rail cars are coming or going or how close-to-schedule the Class I railroads are running on a daily basis, Strnatka says the CSS does what is best and most helpful to his organization.

"We've never had a bad word to say about the crews," he said. "They're attentive to detail, and they respond in a timely manner to our requests to get things done."



TAKIN' CARE OF BUSINESS

Several new Chicago South Shore & South Bend Railroad customers have come online throughout the last few months, and the CSS has ascertained their needs, met their demands and exceeded their expectations.

Bulk Transit Corporation, a trucking firm headquartered in Plan City, Ohio, started doing business with the South Shore nearly four years ago. Since the beginning of the partnership, the average of inbound railcars of PVC compound brought by the CSS to the company's Kingsbury, Ind., location has increased to 125.

"I can't say anything bad about the South Shore; they do a fantastic job, and the service has been great," said Bob Giles, Midwest Operations Manager. "I know which cars are coming and when they're going to be here, and I'm glad to have gotten the chance to work with them."

Once the rail cars of plastic powder arrive at Belfast, it is transloaded to trucks and delivered to industries throughout La Porte County, as well as facilities in Michigan, Ohio, Illinois and Wisconsin.

"It's nice to see some new business on the Kingsbury Branch," said Andy Laurent, Manager-Growth Initiatives for the CSS.

Sims Metal Management, the largest scrap metal company on the globe with 2,000 facilities worldwide, switched its rail service to and from the Port of Chicago to the CSS, as of April 1.

And Tom Cohrs, Sims' Transportation Manager, is pleased with the change.

"We were very anxious to do something different, and we are very glad we took the CSS offer," he said. "We haven't had a huge number of transactions, but so far, the railroad is doing very well for us."

In addition to providing dependable rail and switching service, Cohrs says he appreciates the partnership for enabling the completion of a track rehab project near Sims entrance, which was split 50/50 by both companies.

"Our previous carrier didn't seem too interested in fixing it, but we've fixed it up and it's working very well for us and for the railroad," he said.

Sims ships and receives product by rail, though quantities depend on which steel facilities are operating and other variables. Cohrs expects business to double when the economy returns to normal, which will take the company



An employee of Sims Metal Management at the Port of Chicago loads a railcar with scrap metal.

back to the 50 outbound car-per-month range.

Katoen Natie, a metals warehouse in Gary, received its first batch of 18 rail cars Jan. 17. At that point, the company was looking to CSS to move 400-500 carloads this year.

"We're working with them to develop and optimize their service plan, as far as meeting deliveries and staffing the warehouse," Laurent said of the partnership. "I think we've sharpened that edge."

KTN's Gary facility, most recently owned by Georgia Pacific, was originally a paper mill. A group of investors bought the plant and executed a lease with KTN, subsequently providing CSS with some business. Currently, the warehouse distributes smelt aluminum to manufacturers and extruders via rail for fabrication of various products.

Although relatively new to his current role, Greg Harris, KTN's North American Operations Manager, has already witnessed the first-rate customer service that the CSS consistently provides its customers.

"Their service has been great; everything we've needed, they've done it," he said. "They have supported us as a business, and they knew that the better they served us, the more opportunity they'd have for additional business."

Harris added his appreciation for the fact that customer service at CSS is not limited to the phone or a computer, but that the railroad's employees take the time to make sure things are done right the first time.

"I've never before experienced anything of this caliber with any other short line," Harris said.



KTN Warehouse



With fewer poles, better lighting and smoother walkways, Chicago South Shore crews enjoy an enhanced work environment at Burnham Yard.

A Better Burnham Yard

"Safety isn't expensive; it's priceless."—unknown

Yes, the rehabilitation projects at Burnham Yard have a price tag, but the enhancements were completed in the name of safety for Chicago South Shore & South Bend Railroad employees who work there.

"We've significantly decreased the risk of injury at that location and allowed the crews to do their jobs more safely and efficiently," said Tom Leopold, Anacostia & Pacific's Director of Safety. "There have been many positive changes made at Burnham Yard, and it's great to see."

According to Jim Thompson, Chicago South Shore Vice President-

Operations, some of the improvements include installation of 16 lights for added safety, visibility and security; excavation and replacement of old ballast for smoother walking surfaces and better footing;

removal of 10 unnecessary catenary poles; and implementation of new, easy-throw switches to eliminate the potential for back injuries and strain.

"We evaluated what needed to be done to improve conditions, and we did it," Thompson said.

Crews have noticed and appreciated the difference.

"Some employees have mentioned that the new and improved lighting makes it like a lit football field, which helps them do their job more safely and easily," Leopold said.



The implementation of ergonomic switches is one of many safety enhancements made at Burnham Yard.



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Several changes to the diesel fueling facility in Michigan City have proven beneficial.

According to Gary Lied, Chief Mechanical Officer, the new plan greatly eases the ability to fill the sand tower and apply sand to locomotives. He said the rebuilt fueling system has increased capacity to expedite the fueling process.

Enhancements made to the area late last year include a refurbished sand tower, two new environmentally up-to-date oil drip pans, repainted fuel tanks and a renovated fueling system.

With the rebuilt sand tower in the background, engine No. 2002 sits atop the new drip pans in the refueling area in Michigan City. Inset: A new coat of paint on diesel tanks give the refueling area a much-needed face lift.

