



CONNECTIONS

News for customers, employees, and friends of the Louisville & Indiana Railroad

BETWEEN THE LINES

In baseball the sweetspot on a bat is the location of maximum performance where the collision with the ball is felt the least and yet the ball travels the farthest. According to experts there are several methods to determine or identify the sweetspot, but no one technique stands out as being the absolute best because of the many variables that must be taken into consideration.

For a railroad, then, the sweetspot would be that point of maximum performance where its operating plan provides the greatest value to the customer while expending as few resources as necessary. To accomplish this would mean that equipment, manpower and all other resources provided by the railroad matched the needs of the customer as evidenced by shipments tendered. That is difficult to accomplish as the month to month volume of business is as erratic as it has been in the last year. Add to the mix, recent changes in federal law, limits the hours train crews can work. The changes that went into effect on July 17th resulted in a fundamental change in our service design that created the initial problem that still has us scrambling over a month later.

Clearly we are by no means in the sweetspot right now at L&I. Our "attempts to match the railroads" resources to volume in the current unstable economic climate have met with limited success, and resulted in

some lapses of service. Those lapses were obviously not the intent and we are committed to doing better and have recently. We apologize for any inconveniences resulting from our operational changes.

Moving forward and looking ahead we know the economy will eventually recover and look forward to that happening sooner rather than later. In the meantime, we will be busy at work implementing the many new unfunded mandates recently enacted dealing with a host of railroad industry issues. We agree that it is time that some of the issues were addressed, while others seem to make no sense to us. Ultimately, the funds to get these initiatives in place are the same funds that could be used to rebuild the railroad or repair road crossings. In the end we all know who will be paying for that, the same people paying for the bank and automotive industry bailout and the healthcare initiative. If you are as dissatisfied with what you see happening everywhere around you as I am, please make your feelings known at the ballot box in the next several elections. Our country depends on it.

John Secor,
President

GEORG UTZ, INC.

Georg Utz celebrated it's grand opening on May 18th. Track installation was completed in mid June, and we are expecting to see rail activity in September. Georg Utz specializes in making plastic units for both storage and transport needs.



RILEY ROAD PROJECT

The LIRC completed a signal upgrade project at Riley Road 98.42, which included installation of a new crossing protection. Maintenance of way employees replaced 160 feet of rail on the east track while TCR Rail Systems, a signal contractor installed the new crossing protection consisting of gates and cantilevered flashers.

TAKING STEPS PROGRAM

On June 1, 2009 the LIRC kicked off the "Taking Steps Walking Program" to heighten the awareness to a healthier lifestyle.

Each employee and their spouse that entered were given a pedometer, a T-shirt with our company logo on the front with the words "Taking Steps" underneath, and a goal to reach.

The goal for the month of June was to average 8000 steps per day. Each employee and spouse who met that goal were given a

\$25.00 Visa Gift Card. The employees and spouses that went forward were issued another goal of 10,000 steps per day for the month of July. Those who met this goal were put into

a drawing for a \$100.00 Visa Gift Card.

The Gift Card Winners were: Matt & Michelle Ferguson, Loran Mitchell, Mike Gary, and Lee & Linda Smith.

The Grand Prize Winner was Mike Gary. Congratulations!





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MEET OUR NEW TRAIN MASTER



We are pleased to announce that on March 5th Jason Sprinkle was promoted to a newly created position of Trainmaster. Jason began as a conductor for the L&I in 2004. Since then he has completed training in several positions including; dispatcher, tower operator, customer service, and he recently completed his engineer's training. Being cross-trained in several areas has proved beneficial for Jason,

"I'm thankful for the opportunities and experiences associated with learning positions on the railroad". Prior to working for

the L&I, Jason held several different positions at various companies. When a company he worked for outsourced production overseas he turned his attention to the railroad. Working for the CSXT for only one year he decided it was not a good match for him due to the travelling involved, "I loved the work but hated being away from my family". He was attracted to the L&I due to the fact that the crews are home every night, which allows time for his two children.

When not at work Jason enjoys spending time outdoors. His hobbies include hunting, fishing and canoeing.

REN TRAINING

Rate EDI Network (REN) offers a way for carriers to enter rate quotes and publish rate documents in one place. The system "provides an electronic means for all North American carriers to define and publish information on rates for rail freight movement of commodities". In July, Amanda Malthamer, went to Rail Inc. in Cary, NC for REN training. There are many advantages to using REN, but

the biggest advantage is being able to exchange rate information with the click of a mouse. Upon entering a rate into REN electronic notification is sent to each carrier listed in the route with a breakdown of how rates are to be applied. Having an electronic database reduces the opportunity for errors, or miscommunication.



2009 TIE PROJECT

In cooperation with Atlas Railroad Construction Co., this year's tie project replaced 4,992 cross ties. The project covered 10 non-consecutive miles of track in Seymour averaging 500 ties a mile. The project started on July 8 and was completed on July 12. Total costs are in excess of \$360,000.00.

Atlas Railroad Construction Co. has been in existence for 50 years and prides itself on service. Both Short Line Railroads and Class I Railroads employ Atlas for track maintenance and repair needs.

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