

## Message from Todd Bjornstad



News for Customers, Employees & Friends of the Chicago South Shore and South Bend Railroad

*At the time this newsletter was published, we were managing issues related to the COVID-19 virus. We assure you that CSS always puts the health and safety of our customers and employees first, no matter what challenges confront us. We thank you for your continued support.*



Our focus on safety and customer service made 2019 another year of success for CSS. I'm glad to report that our Train Service employees worked hard to keep customers happy and protect our safe operations, resulting in a record of 2,000 injury-free days as of January 1, 2020.

We also take great pride in operating safely through all the communities. You can learn more about our commitment to safety (see page 3). Plus, as part of our commitment to being good community partners, we were pleased that the CSS employees and family on Team Beach Bums raised more than \$15,000 for Alzheimer's research last year.

Recently, we've started an innovative new service to United States Steel (see article at right) that has greatly sped up

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## CSS and NS Partner for Improved US Steel Service



Photo by Kevin Ebi

*In 2019, CSS began service between the CN yard in Gary and the USS mill in Portage.*

***The distance between United States Steel Corporation's Midwest facility in Portage, Indiana and CN's Kirk Yard in Gary isn't significant, but the volume of traffic on the NS line that runs between them certainly is.***

That 10 miles of track is part of the busy NS mainline between Chicago and major East Coast markets. Scores of time-sensitive freight trains—as well as Amtrak passenger trains—operate daily on this stretch. The density of traffic posed a challenge for the short-haul movement of some 7,000–8,000 cars annually from USS to the CN yard.

As the result of discussion and some “out of the box” thinking between USS, NS, CN, and CSS, a solution was developed to the mutual benefit of all parties.

The traffic now moves over our less congested line between those points on behalf of NS.

USS is now much better served with reliable and faster movement of their products, as well as faster turns of equipment. Prior to CSS taking over the operations last year, loaded cars took five to seven days to move one way from CN to the mill. Now, CSS provides a round trip of 3.5 days or less.

“NS has a more satisfied customer, and we are delighted to have a major piece of new business,” said CSS President Todd Bjornstad. “This agreement is an example of how cooperation between a short line and a Class 1 railroad can result in a win-win-win.” ♦

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## Message from Todd Bjornstad

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their deliveries. With the addition of that volume—as well as other expected traffic increases—we anticipate double-digit growth in carload traffic this year.

To support that growth and overall service levels, we are also embarking on another significant capital improvement project including renewal of 7.5 miles of track, tie replacement, and highway crossing upgrades (see article at right).

A regular feature of our newsletter is the “Milestones” column. It might look like a list of names you can just skim over or skip, but I suggest you take a closer look. It’s no longer common for people to stay with one company for a long time. I think it’s remarkable that within the ranks of our 55 employees there are a significant number of railroaders who have been with us for more than 20 years. We are proud of our dedicated team.

Todd Bjornstad

## Improvements on Tap for 2020

***Every year, CSS—with support from Anacostia Rail Holdings—invests in the upgrade of our railroad to continue providing safe and high-quality service to our customers. In addition, CSS also invests in partnerships with customers and potential new customers to improve or add capacity in support of growth.***

In 2019, CSS made improvements to our switch yards, added fuel-saving devices to several of our locomotives to help reduce fuel emissions, and upgraded two public crossings for a smoother and safer encounter by motorists.

For 2020, we will continue to invest in our railroad. With support from a Federal Railroad Administration CRISI Grant, we will upgrade 7.5 miles of rail on the



***New APU units will help reduce emissions.***

mainline between Michigan City and La Porte, Indiana, and replace 90-lb. jointed track with continuously welded rail.

We also plan to make upgrades in our yards, locomotive fleet, and public crossings. ♦

## Networking

***Shippers without direct rail access can use transloading to profit from the logistical and environmental benefits of the North American railroad network.***

The recent addition of independently operated Precision Terminal Logistics (PTL) to the Anacostia family adds 22 terminals to our network, offering customers more high-quality distribution locations.

The economic, safety, and environmental benefits of rail service are attractive, but the potential complexities of multi-modal transactions can be discouraging. That is what motivated us to introduce a new company whose transload terminals provide seamless transfer of shipments between rail, water, and truck services.

PTL handles a broad range of dry bulk,

### Anacostia ‘On the Move’

***by Eric Jakubowski  
Vice President & Chief Commercial Officer  
Anacostia Rail Holdings***

breakbulk, and liquid commodities, and has the flexibility to support a variety of supply chain and logistics strategies. It was formed by Anacostia

Rail Holdings and Brown Brothers Harriman Capital Partners to operate, build, and acquire transloading terminals across the United States.

As an independent neutral third-party operator, PTL develops optimized network services, selecting the best partners for specific requirements.

PTL is proud to have a significant geographic footprint throughout the supply chain, with storage and processing facilities at select locations. PTL is in this for the long haul, and looks forward to expanding locations and capabilities, and to adding terminals wherever demand warrants. ♦

## Power To Move

Connecting Industry ♦ Delivering Value ♦ 2020

News from the  
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## JBC Rail Services Thriving at Kingsbury



*This 400-acre site has plenty of room for JBC Rail Services' current and future operations.*

***When the co-owners of JBC Rail Services talk about their operations on a CSS-served site at Kingsbury, Indiana, you can tell it's more than just business for them.***

"We've put our hearts and souls into this location," says JBC President Jim Carroll, and Vice President Kim Macdonald is quick to agree.

They learned about the unique site 12 years ago and saw its potential as an excellent Midwest car storage location for their oil and chemical customers. The property had been abandoned for many years, requiring JBC to make a substantial investment—including 100 percent tie replacement, ballasting, and some reconfiguration of the track plan.

Carroll and Macdonald like the fact that there is plenty of room for expansion. Their 400-acre site can hold up to 800 railcars, and there is plenty of room within the footprint of the former 13,000-acre munitions plant where the JBC facility is located.

"We also do some transloading now,"

says Macdonald, "and we definitely plan to grow both our car storage and transloading activity."

JBC can also perform a variety of other railcar services as it expands at Kingsbury. At its nationwide network of 14 locations, the company provides a broad menu of storage, cleaning, repair, management, and other services.

"Our customers expect great service from us," says Carroll, "and so I expect great service from the railroads that serve us. We have developed a strong relationship with CSS, and we are all on the same page."

The JBC facility is switched three days a week by CSS, and Carroll appreciates that the railroad provides special service when needed. "We mostly work with Arnold Niederer, and we also receive great support from the CSS customer service team," he says.

Macdonald adds, "We definitely plan to grow here, and it's good to know we can rely on CSS." ♦

## Craig Mowery Joins CSS

***CSS is glad to welcome our new Director of Operations Craig Mowery.***

Mowery has been in the railroad industry for 39 years and began his career in car repair. In 1995, he started working for the Belt Railway of Chicago (BRC) in Operations holding various positions such as switchman, engineer, dispatcher, trainmaster, and then both Manager and

Director of Operating Practices.

Originally from Fort Worth, Texas, he moved to the Chicagoland area in 1979. He and his wife have two sons and three grandchildren.

Welcome aboard, Craig! ♦



## Safety Celebrated, Commitment Renewed

***There was reason to celebrate last year as our Train Service employees achieved five years of injury-free performance on July 11, 2019. And, celebrate we did with a cookout and awards presentation later that month.***

Even better, our transportation employees kept adding to that accomplishment, passing 2,000 injury-free days on January 1, 2020.

"This success has created a strong sense of pride and ownership within our team," says Mike Shore, CSS vice president-operations. "It was accomplished over time with the support of every employee, every department, and every manager."

In addition to the laser focus on safety by our transportation employees, track and mechanical departments respond to and address issues before they become a hazard or as they are reported.

"Employees recognize this support and go above and beyond to help one another in the performance of their work," Shore says.

CSS has received significant industry recognition for its excellent safety performance including the American Short Line & Regional Railroad Association President's Award in 2018. In 2019, CSS marked five consecutive years as a winner of the ASLRRRA's Jake Award for safety performance.

Other notable recent CSS safety milestones include best-ever injury-free periods by MoW (3,354 days) and Administration (2,708 days) as of January 1.

"We believe in safety, and we support our team's commitment to doing what is right and what is safe," says Shore. ♦

## Milestones

### Anniversaries

#### 40 Years

Charles McLemore  
Engineer

Anita M. Mizia  
Car Hire Accountant

Melissa S. Zdyb  
Chief Customer Service Representative

#### 35 Years

Kevin D. Luchene  
Carman

Donald W. Buford  
Engineer

#### 25 Years

David Cain  
Trainmaster/D.S.L.E.

#### 20 Years

Steve Gropp  
Assistant Manager MOW

#### 15 Years

Adrian E. Arnholz  
Customer Service Manager

#### 5 Years

Kevin Vahey  
Engineer

*Congratulations to our employees for their service, especially those who are celebrating the following accomplishments in the past year.*

Brian Colburn  
Engineer

Joseph Tobias  
Engineer

Matthew Lastovich  
Engineer

### Retirements

Ramona Pilecki  
Administrative Assistant  
33 years

Michael Stantz  
Carman  
39 years

Melissa Zdyb  
Chief Customer Service Representative  
40 years

### New Hires

Dawn M. Bailey  
Office Manager

Craig D. Mowery  
Director of Operations

Barbara Sidor  
Customer Service Manager

Meredith DeLeon  
Customer Service Representative

Oswaldo Alvarado  
Carman

Andrew Appleton  
Train Service

Walter A. Cimbaljevich  
Train Service

Christopher Dodrill  
Train Service

Jesus Hernandez  
Train Service

Marcus Lewis  
Train Service

Brendon Swindle  
Train Service

Drew Wayne  
Train Service

Jacob Moreno  
Train Service

Humberto Sanchez  
Train Service

## Dougherty Serves on Regional Board



*In January, the Northwest Indiana (NWI) Forum elected 14 members to serve on its Managing Board of Directors. Among them was CSS Director of Sales and Marketing Greg Dougherty, who was re-elected to a three-year term.*

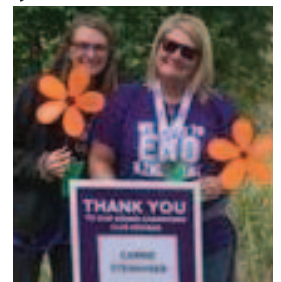
NWI Forum is a regional voice for the business community and promotes economic development and retention of quality jobs. ♦

## CSS in the Community



*Congratulations to Team Beach Bums—made up of CSS employees, family, and friends—for raising more than \$15,000 this past fall during the annual Alzheimer's regional fundraising event.*

The Beach Bums took the top spot for private fundraising for Northwest



*Carrie Steinhiser (at right) receives the Grand Champion Award.*

Indiana. Carrie Steinhiser, wife of CSS Engineer Mike Steinhiser, received the Grand Champion Award for individually raising almost \$4,000. Great job, Carrie and team! ♦