



# Connections

2021

Message from John Goldman



News for Customers, Employees & Friends of the Louisville & Indiana Railroad



Our team handled significant disruptions caused by the pandemic during the past year with dedication and care. I am proud of everyone on the LIRC team. In addition to making sure we could provide reliable and safe service, we were also in close contact with customers so we could respond to their changing business conditions and needs. By constantly updating our operating plan, we were able to keep the freight moving.

With things returning to something like normal, we are continuing to invest in the railroad and our people are ready for the opportunities that are arising.

I recently participated in an American Short Line and Regional Railroad Association panel to share ideas for succeeding in this demanding industry. We all agreed that it's largely about attention to detail. Executing a reliable

Continued on Page 2

## Voss Clark Keeping Customers Happy with LIRC Service



Photo by DeWayne M. Grant

Voss Clark Industries relies on LIRC to help coordinate complex rail movements at the Ports of Indiana–Jeffersonville.

**Cooperation—that's the key to many successful business relationships, including our service to Voss Clark at their Ports of Indiana–Jeffersonville location.**

Their 540,000-square-foot facility is sited in an ideal logistics location, served by multiple modes of transportation providers (see map on page 4). Companies doing business here are within 250 miles of nearly 30 million Americans. Plus, the area offers a favorable labor climate.

Voss Clark's supply chain primarily involves the movement of coil steel inbound, and processed steel outbound for use by automotive, appliance, and steel distribution industries.

"Rail currently accounts for about 70 percent of our inbound shipments," says Ashley Hendrick, sales manager, Voss Clark.

LIRC handles a significant amount of that volume, which totaled some 579 cars in the first quarter of 2021.

"That was unusually strong, due to the effects of the business surge as the pandemic eased, but we expect a good year overall in 2021," she says.

Essential to Voss Clark's success is a reliable flow of coil steel to meet the needs of its customers. LIRC's ability to

Continued on Page 4

### Inside this issue...

- P2 • LIRC joins Smartway Partners
- P3 • Safety Training
- P4 • CAP-EX Update
- P5 • Rail Service Advantages
- P6 • LIRC: Military Friendly
  - Railroad Good for Vets

## Message from John Goldman

Continued from Page 1

operating plan, building the best possible team, cutting through red tape, plus developing trust with partners and customers are all essential.

Rail shipments usually involve at least three—or more—partners. If any one partner is unwilling to compromise to keep things simple, then all will likely lose the opportunity. If we work together to develop a successful plan, we may not get everything we each want, but we will be able to build a successful relationship that can result in profitable business for years to come.

Here's to a brighter future!

**John Goldman, President**  
Louisville & Indiana Railroad

## Connections 2021

News from the  
Louisville & Indiana Railroad

500 Willinger Lane  
Jeffersonville, Indiana 47130

(812) 406-4581 General Inquiries  
(812) 406-4595 Customer Service  
(812) 258-9523 Community Relations  
(812) 288-4977 Fax

[www.anacostia.com/railroads/lirc](http://www.anacostia.com/railroads/lirc)

### President

John Goldman  
Phone: (812) 406-4501

### Sales & Marketing

Katie Sackett, Senior Director  
Phone: (812) 406-4586  
Email: [ksackett@anacostia.com](mailto:ksackett@anacostia.com)

## LIRC Becomes SmartWay Partner

**Recently, LIRC became a certified partner of the U.S. Environmental Protection Agency (EPA) SmartWay® Transport Partnership.**

Developed by the EPA, SmartWay is a collaborative framework involving industry stakeholders and environmental groups to track and reduce emissions and fuel use in the transportation sector.

All six of Anacostia Rail Holdings (ARH) short lines are now SmartWay partners. Since 2011, ARH and its subsidiaries have invested \$38 million on modernizing services with lower-emissions locomotives.

"I am proud of our team," said Anacostia Chairman and CEO Peter

Gilbertson. "They perform a leadership role in the railroad industry, addressing issues that involve the environment and sustainability."

According to the EPA, railroads emit ten times less greenhouse gas emissions than trucks.

"Railroads are cleaner and up to four times more efficient than trucks," Gilbertson said. ♦



Visit [www.epa.gov/smartway](http://www.epa.gov/smartway)

## Anacostia On the Move

by Eric Jakubowski

Vice President & Chief Commercial Officer, Anacostia Rail Holdings

## Collaboration



*My smiling face appears on the Anacostia News page because I was appointed to the Surface Transportation Board (STB) Rail-Shipper Transportation Advisory Council (RSTAC).*

Why should this matter? I believe quite simply there are two very important reasons.

First, we need many more opportunities for rail carriers to interface candidly with their shippers about service performance, long-term trends, and mutual pursuit of opportunities. Kudos to the STB for assembling a very broad constituency of members who have committed to share their issues and concerns in the spirit of identifying patterns and solutions. The STB has five board members now. They are all involved in our bi-weekly calls and they ask pertinent questions as we all present status of operations updates.

Second, the logistics landscape is

changing even more quickly in response to hard lessons learned from disruptions due to COVID. We have to share more data, success stories, and provide color to the forecast for the months ahead. I believe we are all less sure of what to expect from our economy, but are keenly aware that transportation channels will be expected to deliver no matter what the pace.

RSTAC is a revolving commitment built around the perspectives of short-lines, Class 1s, and shippers of all sizes and industries. There is no other forum like this that I am aware of where regulators can hear compliments, concerns, and challenges laid out by representatives who do so professionally in a constructive dialogue. NARS and the regional associations regularly host quality meetings that advance the pending agenda before all of us—I believe the Charter of RSTAC takes that one step further by supporting a balanced and representative set of voices willing to speak up for the freight providers/users of this country. ♦

Photo by DeWayne M. Grant



## Safety Agencies Ready to Resume Railroad Training This Fall

**LIRC is sending out the invitation to more than 100 emergency-response agencies in its service area for an important series of safety training sessions this fall.**

As in previous years, LIRC is sponsoring a tour of The Firefighters Education and Training Foundation's "Smoke House" car. The Smoke House box car is equipped with three levels of maze and obstacles that allow firefighters to practice their ability to navigate through a

pitch-black environment that simulates a smoky response while wearing their typical protective equipment.

Participants learn about the anatomy of general service and pressure tank cars including: protective housings; valves and fittings; truck components; safety appliances; jacket, shell and head construction; placards; and markings. They also participate in field exercises simulating leak scenarios and learn about

railcar markings and locomotive safety features.

"After a year of not being able to provide emergency response training along our railroad due to COVID-19, we have had a tremendous response from agencies and departments excited to have this opportunity again," said LIRC Vice President Jeremy Kramer. "I think these agencies are ready to get out and continue to train, and we're excited to bring this opportunity back to the communities we serve."

Additionally, LIRC will be offering a course on Emergency Response to Railroad Incidents. The railroad is the sponsor, but the training will be conducted in cooperation with TRANSCAER, CSX, Hepaco, Marion Environmental, and Arcadis.

Kramer says the tour will start September 11 in Scottsburg, Indiana, and will also travel to Jeffersonville, Seymour, and Columbus—where it will support the annual Trauma Camp interagency training. ♦

## Local Responders Appreciate Hands-on Experience

**For fire departments serving small towns and rural areas, a major emergency requires "all hands on deck" as well as a call for assistance to all neighboring agencies.**

The Scottsburg, Indiana Fire Department (SFD) is a combination department with full-time, part-time, and volunteer firefighter/EMTs. Overall, there are 30 to 35 personnel responding to about 900 calls a year.

Located north of Louisville, Kentucky on Interstate 65—and at the crossroads of state highways 56 and 31—Scottsburg has a residential and business community that is surrounded by agricultural land. The railroad runs north-south through Scottsburg.

The SFD responds to a wide variety of emergency calls, including: fires; vehicle accidents; hazmat emergencies; medical emergencies; ice rescues; rope rescues; swift water rescues; auto extrications; and agricultural rescues.

Capt. Eric Jones says his department is looking forward

to doing the safety training with the LIRC in September because it offers educational opportunities a small department can't provide on its own.

"We did a similar training a few years ago and found it very valuable," said Jones. "We can host our own trainings, but it's not the same as getting hands-on experience on the actual devices provided by the railroad and having our questions answered by railroad professionals."

Jones said only three fire departments in Scott County have rail service within their jurisdiction, which means any large-scale emergency on the railroad requires mutual response from many different agencies. LIRC has invited more than 100 departments to the series of training events in September.

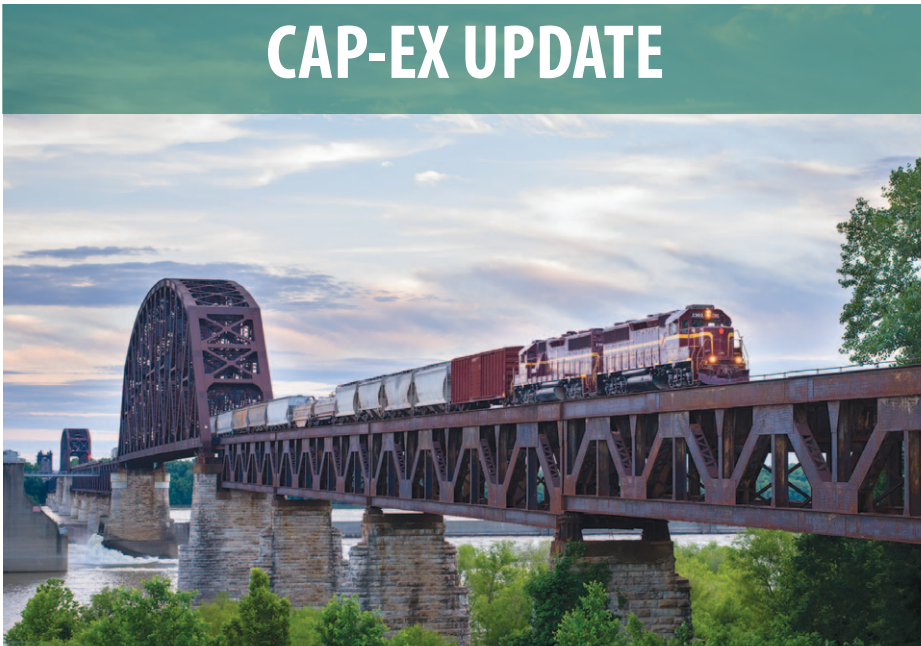
"It's wise to do it this way," said Jones, "because you need that understanding and awareness when you are called out to assist another department." ♦





# CAP-EX UPDATE

Photo by Charles Buccola



## Ohio River Span Improvements Aid Rail and River Traffic

The massive bridge that carries LIRC trains across the Ohio River was built in 1919 as a steel structure to replace the original bridge that dated from the 1870s.

Though it still serves the same basic purpose, operating conditions have changed dramatically for this venerable bridge.

Today, trains are much longer and heavier, and construction and maintenance

technologies have made significant advances in the past two centuries.

That's why we engage in continuous inspections, maintenance, and upgrades to assure safe and reliable operations for this vital rail artery.

Even with the challenges posed by the pandemic, we completed several projects on the bridge last year including:

- counterweight guides and support replacement;
- operating drums replacement;
- open gear and machinery repairs;
- pier grillage repairs;
- truss bottom lateral repair;
- span replaced at milepost 61.3; and
- bridge deck replaced at milepost 55.07.

The bridge allows the passage of both trains and river traffic, monitored by our operator stationed in Clagg Tower at the lift span located near the Kentucky shore.

**Continued on Page 5**

## Voss Clark *Continued from Page 1*

facilitate frequent and timely delivery of rail shipments assures maintenance of the necessary steel coil supply.

Inbound shipments move over multiple railroads, often including an originating short line, and one or two long-haul moves via Class I's that deliver to LIRC. We then coordinate the hand-off with the port's switching provider, MG Rail, for final delivery to Voss Clark.

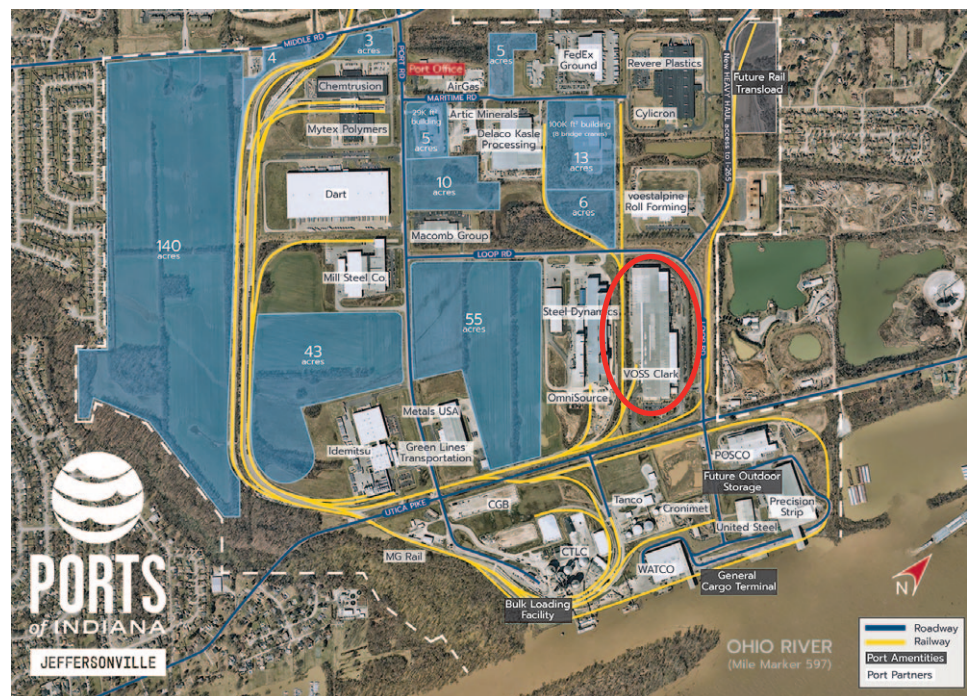
"LIRC is easy to do business with," Hendrick says. "They provide good, consistent service, helping us attract and retain customers."

LIRC provides essential tracking and estimated time of arrival information that Voss Clark needs to manage its inventory and production volumes.

"The railroad provides us with daily switching service, and when we have an occasional need for extra service, they are usually able to provide it," says

Hendrick. "We succeed because we meet the needs of our customers through flexible scheduling, short lead times, and

on-time delivery. We rely on LIRC to help us coordinate complex rail movements so we can keep those commitments." ♦



Map courtesy of Ports of Indiana

# Rail Service Advantages Are Just the Start

*Safe, efficient, and sustainable. Many shippers know that railroads have the advantage when it comes to those basic attributes. Those advantages, however, often aren't enough to win their business.*

## What is enough?



For a company like **Voss Clark** (see page 1), their need for a reliable flow of steel coil was satisfied by a series of transportation partners. Our success with this customer has been maintained by working creatively with other railroads to provide consistent service that helps Voss Clark attract and retain customers.



In the case of **Great Western Malting**, we helped find a suitable location for transload and trucking partners to provide a unique distribution service. It protects food and beverage malt products being moved in large quantities by rail from the West, then quickly and efficiently delivered by truck to local Kentucky distilleries.



Scrap metal processor **Red Ball Recycling** required a completely different solution, and we helped. Soon the company will be benefiting from low-cost rail transport to open markets within a several-hundred-mile radius. Collaboration with LIRC made it possible for Red Ball to develop its new 17-acre site adjacent to our main yard.

These examples demonstrate how the hundreds of North American regional and short line railroads—like LIRC—can make the difference for shippers who need rail service, but don't know how to make it work for them. Our success is completely dependent on understanding the specific requirements of each customer, and then developing logistics solutions better than what our competition offers.

LIRC is part of the business community we serve, and we know who to talk with to provide the right logistics solution for each customer.

On the ground, our crews know the local plant managers and dock supervisors. When something isn't right, we know it and take corrective action quickly. ♦

## CAP-EX *Continued from Page 4*



Photo courtesy of HWC Engineering

### Bypass Benefits Rail and Road Traffic in Seymour

Separation of highway traffic from our railroad has been accomplished south of Seymour, Indiana in Phase 1 of the 2.3-mile Burkart Boulevard South Extension Project.

State and local funding was dedicated to creating safer and more efficient access to an industrial park, which is also expected to reduce truck traffic that previously traveled through the heart of Seymour. For LIRC, the primary benefit will be enhanced safety through elimination of an at-grade highway crossing.

"We were happy to coordinate with local officials to help bring this important infrastructure improvement to the community," says LIRC President John Goldman.

### Grade Crossing Upgrades for Safety



Grade crossing warning device upgrades are designed to prevent incidents, to save the lives of motorists and pedestrians, and to protect railroad employees from the physical and psychological effects that can result when roadway vehicles collide with trains.

Since 2018, LIRC has worked with the Indiana Department of Transportation to make improvements at more than 40 crossings. This includes the improvement or addition of lights, gates, and/or cantilevers that put warning lights in a more visible position over roadways. ♦



## MILESTONES

*LIRC employees celebrated the following milestones through June 2021. We thank you for your service.*

### Anniversaries

#### 10 years

Brett VonDielingen, *Engineer*

#### 5 years

Will Brock, *Engineer*

Jeremiah Fletcher, *Trainmaster*

### Welcome

Ryan Barbato, *Roadmaster*

James Gipson, *Conductor NCE*

## LIRC Honored for Military Friendly Practices



*Last fall, LIRC earned the 2021 Military Friendly® Employer designation.*

The Military Friendly® Employers list is created each year based on extensive research using public data sources for thousands of federal contractors nationwide; the input of military employees; and responses to the proprietary, data-driven Military Friendly® Employers survey from participating companies.

The survey creates a standard that measures an organization's commitment, effort, and success in the recruiting, hiring, and training of veterans.

"LIRC has made a concerted effort to hire employees with military experience," says President John Goldman. "Commitment, discipline, solid work ethic, and integrity are just some of the characteristics that veterans bring to LIRC." ♦

## Veterans Find Railroad a Great Place to Work



*Navy veteran Jim Kirkland has been with LIRC for six years and currently works as a bridge operator on the Ohio River Bridge, lowering the bridge for train crossings and raising it for boat traffic.*

"It's a very interesting job. You have to have your eyes and ears open all the time," said Kirkland. "When I'm on the bridge, I'm talking to the Coast Guard, the barge captains, and I'm listening to separate dispatch channels for marine traffic, rail traffic, and the crew in the LIRC yard at Jeffersonville."

He enlisted in the Navy out of high school and did advanced studies to become a submarine machinist. Before leaving the service, he was Plank Owner on the USS Boise—a member of the very first crew to serve on a vessel once it is commissioned.

Kirkland says his duties with the Navy and the railroad are different, but do require two common skills—good communications and a laser focus on safety.

"Your first priority is to keep the personnel safe and to keep the equipment safe," he said.

"This company goes above and beyond for the vets," said Kirkland. "They really want to honor and respect us." ♦



*Chief Train Dispatcher Antoine Preston spent eight years in the Navy and three years in the Navy Reserves, serving in Aviation Ordnance and the Military Police.*

As chief LIRC dispatcher, Preston manages the flow of rail traffic on the main track. His duties also include managing train crews to ensure the safe delivery of products and goods.

Preston says working in the rail industry has similarities to the military, and he would highly recommend it as a career to other veterans. The organizational structure and chain of command are something former members of the military will be very familiar with. And he takes pride in serving his country in a different role.

"The hard work that myself and my LIRC colleagues offer to the company helps support the economy," said Preston. "Most people do not think—or do not know—the commodities a freight train carries through their cities each day and how heavily companies rely on this form of transportation." ♦

## We're Here to Help

LIRC has always given a helping hand to the communities it serves through charitable donations and sponsorships. In 2020, some of those efforts were devoted to supporting COVID relief.

"We always try to be a good neighbor, whether it's donating to groups that provide emergency assistance or sponsoring a Little League team," says LIRC President John Goldman. In 2020, LIRC supported the following groups:

- Clark County Shop with a Cop
- Columbus Little League
- Community Provisions Food Bank of Jackson County
- German Township Volunteer Fire Department
- Jeffersonville Fire Department
- Johnson County Senior Services
- National Association of Railway Businesswomen
- National Child Safety Council
- National Fire Safety Council
- New Albany Little League
- Our Hospice Southern Indiana
- Rauch Industries
- Scott County Clearing House
- Seymour Fire Department
- Supply Over Seas (SOS)
- Veterans Affairs