



Connections

2022

Message from John Goldman



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



Despite the distractions in today's business climate, we must—and we do—keep a sharp eye on providing the safest and most customer-focused service possible.

This year we are glad to welcome Herman Crosson as Anacostia Rail Holding's new Chief Safety and Compliance Officer. He brings the right experience to build on the tremendous progress made by Tom Leopold, who headed our parent company's safety program for 16 years.

Along with our safety investments, we continue to maintain and improve the railroad's infrastructure. This year's projects include upgrading lighting at the Jeffersonville Transload Yard, improvements to the Columbus Yard office, and additional investments in the Jeffersonville locomotive shop.

We also acquired the assets of the Southern Indiana Railway, opening new

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Centerbeam flatcars like this one car carry as many as four truckloads of lumber to the JM Allen transload facility on LIRC.

JM Allen Cutting Lumber Transport Impact

Reducing the number of trucks on the road creates multiple benefits, all of which are being delivered to its lumber customers by JM Allen Enterprises, Ltd.

Since company founder and President Joe Allen started with a single truck nearly 25 years ago, he has found creative ways to provide regional lumber shippers with more efficient, reliable transportation services.

As a result, the company now deploys a fleet of some 50 trucks, often operating as the critical "last mile" link for lumber moving from Canada via rail. In many cases, those customers operate their own receiving facilities, but Allen saw a need for companies that aren't directly rail-served.

"Each rail car of lumber," Allen says, "is equal to four trucks. It makes sense for rail to provide the long-haul transportation. We bought our transloading facility in Whiteland, Indiana to provide our customers with another option."

The rail-truck combination not only saves cost, but it cuts carbon emissions and reduces highway congestion. Having LIRC as the delivering railroad provides another benefit, says Allen.

"They are more responsive, and they are immediately available to provide ideas and help when needed," he says.

Allen is happy with the new rail service, and he expects traffic to increase at the Whiteland facility. ♦

Message from John Goldman

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opportunities for LIRC and the industries we serve.

The most critical asset we have is our people, and we are making sure to provide everyone at LIRC with a safe, professional work environment that makes the railroad a great place to work. We are growing, and we understand the importance of hiring and retaining the best people.

With these efforts, we look forward to winning and keeping new business, such as the Red Ball Recycling facility that is coming online this year.

We are proud of the safe, efficient, and sustainable rail services we offer, and we invite you to learn more about them in these pages.

John Goldman, President
Louisville & Indiana Railroad

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Historic Track Added to Meet Today's Shipping Needs

A strategic acquisition by LIRC of the Southern Indiana Railway positions us to expand service to industrial sites and to support our maintenance-of-way (MOW) programs.

The acquired property includes 5.5 miles of track that could extend efficient rail service to businesses as well as an engine house that is being converted for use as a MOW facility with room to store track materials on surrounding property.

According to LIRC President John Goldman, "The track—currently in FRA Class 1 condition—will be considered for upgrades and rehabilitation, depending

on commercial opportunities we can create."

The track began serving rail users nearly 120 years ago, starting with its 1905 construction to expand the network of the Louisville & Northern Electric Traction Company. That railroad was part of the interurban railway empire created by Chicago utilities magnate Samuel Insull.

"We are glad to have the opportunity to utilize this property to meet the needs of today's shippers who are seeking safe, sustainable rail services," says Goldman. ♦

Anacostia On the Move

by Eric Jakubowski

Vice President & Chief Commercial Officer, Anacostia Rail Holdings

Service



In this time of crew shortages there are few—if any—North American rail customers who aren't concerned about service disruptions. As a short line holding company, we are constantly working with our Class I partners to plan moves, adjust schedules, and respond with last-mile flexibility.

From my experience, this is what matters:

1. Cooperation within the rail industry must improve. Short lines are responsive because we are local—and we touch a high percentage of customer facilities. We can provide even better service in a more collaborative environment.

2. We need effective interchange performance built on explicit plans, performance measurement, and with provisions for intervention when necessary. Both Class 1s and short lines should designate responsible parties to participate. Short lines are investing in technology for improved ETAs and network connectivity.

3. ETAs must be real-time, with input from experienced railroaders for accurate and frequent adjustments. Already scarce resources can be wasted waiting for deliveries that are not on schedule.

4. More generally, metrics on all service touch points must be readily available. With that data, we can monitor mutual obligations and improve service—from pick-up to delivery and everywhere in between.

5. We can never have enough well-trained, empowered customer service advocates. A true advocate is someone who is familiar with each individual customer's business, expectations, and management. This is a critical part of our construct as a short line railroad.

As we move through today's challenges, our focus is to build more reliable communication and planning in support of our customers' critical supply chain requirements. It is imperative that we respond effectively and that we apply the lessons learned now, and even when times are a little easier. ♦

Photo by Wayne Grant



Local first responders get safety instruction from LIRC staff.

We're In Safe Hands

This year's appointment of Herman E. Crosson as Chief Safety and Compliance Officer for our parent company, Anacostia Rail Holdings (ARH), continues the focus on safety as our first priority.



Crosson

"ARH is a deeply professional organization, and everyone takes pride in their work," says Crosson. "This gives us a foundation for achieving even greater results. My goal is to have a single culture where operations and safety are fully integrated. A singular focus assures our continued success as a safe, efficient, reliable, and sustainable business partner."

Crosson's career as a railroad safety professional includes many notable accomplishments, including winning the American Short Line & Regional Railroad Association (ASLRRA) "Safety Professional of the Year" Award in 2021.

Crosson is a military veteran, and serves as a Brigade Commander with the South Carolina Army National Guard.

"My rail and military experience complement one another," Crosson says. "Both involve logistics and movement of heavy equipment, where the only thing that can stop operations is a serious safety incident. It is imperative that safety be our continuous focus, so that we get our job done and everyone goes home safely every day."

We are rightly proud of our safety record, but things weren't always as they are now for LIRC, according to Tom Leopold, who led the ARH safety program for the past 16 years. As Leopold is preparing for his retirement at the end of 2022, he remembers how things looked when he came aboard in 2006.



Leopold

"Operating revenues were low, and LIRC had strengths in the form of its superintendent, and weaknesses in its physical plant," Leopold recalls. "I knew that safety rises and falls with leadership, so our first task was to strengthen the safety culture."

The condition of our rail equipment and facilities has improved tremendously since then, and our focus on safety has never wavered.

As LIRC has evolved from its early and challenging days, so has our safety program. Through July, our engineering department had seen no lost days of work for more than 10 months. In addition, we are proud to have become a safety leader in our community.

By the close of 2023, we plan to have upgraded 83 highway crossings in a program that started in 2018.

Led by LIRC Vice President Jeremy Kramer, we are also continuing support for fire departments and local responders along our line by bringing them the Firefighters Education and Training Foundation Safety Train, as well as a Smoke House boxcar.

In the first part of the year, Kramer assisted with a Smoke House event for departments from Franklin, Greenwood, Trafalgar, White River, and many locations in Johnson County. Later this year, he will be working with Franklin and Greenwood fire departments on Safety Train exercises.

Crosson believes that LIRC's strong commitment to safety will lead to even better performance.

"It's critical that each of us make a conscious decision to be safe and efficient," he says. "You honestly have to believe we can achieve zero incidents and take that one step at a time. The results might not be immediately apparent but, after a period of time, you will look back and see that your intentions were transformed into extraordinary performance." ♦



LIRC Vice President Jeremy Kramer instructs first responders on safe practices aboard locomotives.

Photo by Wayne Grant



The Business-Friendly Railroad

Businesses seeking a strategically located, rail-served development opportunity need look no further than LIRC.

Access is open along the entire length of our 106-mile railroad to 286,000 GRL cars, with daily Class I connections to the North American rail network. We provide efficient inland transportation for shipping, distribution, and manufacturing facilities in a business-friendly environment.

New and expanding businesses benefit from our strong relationships with three regional economic development groups:

- Aspire Economic Development+Chamber Alliance (www.aspirejohnsoncounty.com)
- Greater Columbus Economic Development Corp. (www.columbusin.org)
- Jackson County Industrial Development Corporation (www.jcidc.com)

These resources provide valuable information and help to businesses looking for development sites.

There are many excellent locations available for development, with both rail and easy-highway access, including:

- Jeffersonville and Dutch Lane Transload Yards with capacity for nearly 200 rail cars, truck scales, and room for growth;
- Port of Indiana-Jeffersonville, with hundreds of acres available for development, a Foreign Trade Zone, warehousing, break-bulk facilities, and heavy industrial zoning;
- Columbus Transload Track;
- Meadowlawn Industrial Park with 221 greenfield acres; and
- Camp Atterbury Rail Deployment Facility with 120-car capacity and circus-loading ramps.

Safe, seamless supply chain support is available at many Indiana locations. ◆

Learn more in this brief, informative video:
www.anacostia.com/news/louisville-indiana-railroad

ARH Creates Advisory Board

To assist the company in meeting its strategic objectives, Anacostia Rail Holdings (ARH) created an Advisory Board last year made up of individuals with extensive leadership experience in the railroad industry.

The members of the Advisory Board include:

- **Ronald L. Batory**—45 years of industry experience, most recently as the 14th Federal Railroad Administrator.
- **Rodney Case**—30 years of industry experience, most recently as lead partner in charge of operations on six continents for Oliver Wyman.
- **Andrew Fox**—50 years of industry experience, including serving as president of Pacific Harbor Line, then Chicago South Shore & South Bend Railroad.
- **Dean H. Wise**—40 years of industry and consulting experience, most recently as vice president, network strategy, BNSF. ◆

Proud to Protect

To honor the 50th Anniversary of Operation Lifesaver, LIRC locomotives 2302 and 2303 now sport a special logo recognizing the outstanding work of the rail safety education program.

The non-profit organization is dedicated to reducing collisions, fatalities, and injuries at highway rail crossings and trespassing on or near railroad tracks. For the logo unveiling, LIRC Vice President Jeremy Kramer was joined by Operation Lifesaver Indiana Executive Director Jessica Feder. ◆





LIRC Recognized for Hiring Veterans

Once again, LIRC earned the annual 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.

"People who enter the rail industry with military training often are a step ahead with their skill set and work ethic," says President John Goldman. "We are always pleased to hire a vet." ♦

Navy Years Prepared John Booker for Rail Career

Surrounded by corn and soybean fields in the heart of Central Illinois, John Booker had a land-locked childhood. But his future changed forever when he visited the USS Alabama battleship in Mobile, Alabama at the age of 14.

"I've always been passionate about history and was drawn to the Navy at an early age," said Booker. "But I really wanted to join up after I visited that ship."

He went on to serve almost six years—assigned to the USS Harry Truman and Naval Air Station in Jacksonville. In Florida, he served in the training department as an expert in operations ground support, and trained more than 1,200 members of the U.S. Navy, foreign military allies, and defense contractors.

He was a Petty Officer Second Class when he left and began a career in aviation and then rail for the past 10 years.

"Nothing I did in the military involved rail, but it gave me a very strong logistics background," said Booker. "Both my Navy and private sector career has been all about the movement of goods and people to the places they need to be to accomplish the greatest effect they can."

Booker joined LIRC in December 2021 and currently works as a conductor on the extra board. "LIRC is a great place to work," he said. "It's a railroad that focuses on its customers' needs. That can only grow our own success."

In his off hours, Booker is working on a master's degree in business administration—he has a BA in Transportation and Logistics Management. He also continues his love of history by participating in World War II reenactments. ♦



John Booker's Navy service was a good foundation for his rail career.

Leadership Development Training Hosted by LIRC

LIRC hosted a session of Leadership Development Training in November for the American Short Line and Regional Railroad Association (ASLRRRA).

It was one of nine such trainings held in 2021 by ASLRRRA and the Short Lines Safety Institute. It attracted railroaders from Indiana and Kentucky to historic Preservation Station in Jeffersonville, Indiana. Several LIRC team members participated in the training.

The program helps new and experienced railroad managers improve their leadership skills in areas such as communication, constructive feedback, coaching, and team building. There is also additional emphasis on connecting leadership skills to a stronger safety culture.

"This course provides short lines with timely, effective, and well-targeted training," says Tom Leopold, who is retiring as the Anacostia Safety and Special Projects Officer. "It helps managers evolve more quickly as effective leaders in safety and operations, resulting in a stronger safety culture and improved safety performance." ♦

Like a Good Neighbor, LIRC is There

Not only does LIRC focus on providing safe and efficient rail operations in the communities it serves along its 106-mile line, it also works hard to be a good neighbor.

"We live here, too," says LIRC President John Goldman. "We know how close-knit our local communities are, and how people work together to provide so many essential services and fun activities."

In the past year, LIRC has been proud to support:

- Columbus Little League
- Columbus Township Fire & Rescue
- Crusade for Children
- Floyd County Memorial Foundation
- Jackson County Homeland Security/Emergency Management
- Kentucky Indiana Paralyzed Veterans Association
- Kosair Children's Hospital
- National Association of Railway Business Women
- National Child Safety Council
- National Fire Safety Council
- New Albany Little League
- Operation Lifesaver
- Rauch Industries
- Seymour Fire Department
- Sheriff's Office of Clark County



Job Recruiting Expands with Social Media

LIRC is always on the lookout for new ways to expand efforts to recruit talented and dedicated staff. That's why the railroad recently launched its own official Facebook page. (www.facebook.com/LIRCRR)

"We recruit for all experience levels, but many of our new hires are younger people just starting with the railroads," says Vice President Jeremy Kramer. "We want to advertise our job openings in as many ways as possible, and social media is a good platform for getting in front of those first-timers."

Kramer says social media also helps

the railroad target job recruiting to local communities.

"Our railroad stretches 100+ miles from Indianapolis to Louisville, crossing through many rural areas," he says. "We want our employees to have an affordable commuting distance, so recruiting in our local communities makes a lot of sense."

The Facebook page also lets prospective employees get an on-the-tracks look at working a railroad job and read news about our railroad and the great team that supports our customer base. ♦

New Employee Appreciation Program

This year, LIRC kicked off a new employee appreciation program that has quickly become very popular.

President John Goldman says the new program provides tickets to local events, sports games, and other activities that add some fun to employees' time off.

"Our staff work hard, and they often have a tough job to do in tough conditions," said Goldman. "We wanted to make their days off more fun and relaxing and offer activities that they can do with their families and friends."

"This new program recognizes the hard work our employees put in and

the time they spend away from their families creating a great railroad," said Goldman.

So far, LIRC is offering tickets to attend:

- Indianapolis Indians Minor League Baseball
- Indy Eleven Soccer
- Louisville City FC Soccer
- Louisville Bats Minor League Baseball
- Salem Speedway
- Sportsdrome Speedway



LIRC managers logged some after-hours fun with a trip to a local escape room. From left: Wayne Grant, John Goldman, Katie Sackett, Anthony Ritchie, Leah Windell, Ryan Barbato, Jonathan Younker, Karen Walker, Jeremiah Fletcher, Jeremy Kramer, and Antoine Preston.

MILESTONES

LIRC employees celebrated the following milestones through June 2022. We thank you for your service.

Anniversaries

25 Years

Jeff Birge, Engineer

10 Years

Sol Williams, Dispatcher

5 Years

Zach Cochran, Engineer

Welcome

Jacob (Jake) Altizer, Conductor

John Booker, Conductor

Josh Cheatham, Conductor

Brad Dunaway, Conductor

John Jordan, Conductor

Jonathan Younker, Trainmaster

EAGLE-EYE HONORS

Honors for Adams, Altizer & Peacock

In the past year, we have honored three LIRC team members with Eagle Eye Honors for their quick action to prevent problems that could have caused damage to the railroad and the community.



Adams

In March, Nick Adams was in the engine room of the Clagg Bridge when he noticed a barge on the Ohio River with a partially unsecured load. The Coast Guard was quickly alerted, and loads were resecured to prevent damage to the cargo and the bridge.

Jake Altizer and Jeremy Peacock were honored in May when they discovered an electrical issue at the depot in Columbus, Indiana.



Altizer

Had it not been reported and fixed immediately, the depot was in danger of catching fire. ♦