



Connections

2023

Message from John Goldman



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



We entered 2023 full steam ahead after a very solid 2022. It pleases me to report that our people, equipment, and infrastructure are strong, and our sights are on even better performance. Our main areas of focus are always safety and excellent customer service, while working closely with all our partners.

We have expanded our service locations with a new operation in Mitchell, Indiana, adding three T&E crew members and two locomotives. At this location, we provide switching and indexing services for the upgraded Heidelberg Materials plant.

LIRC will continue to support first responder emergency training in 2023, just as we have since 2014. Training community first responders better prepares them to help us in the event of an incident.

As many have noticed LIRC has been very actively upgrading grade crossing warning systems across our network. Since 2018, LIRC—in partnership with

Continued on Page 2

Inside this issue...

- P2 • CapEx Update
- P3 • Red Ball Recycling
- P4 • All-in on Safety
- P5 • Veterans Bring Pride to LIRC
- P6 • Employee News



Photo courtesy of Superior River Terminals Indiana

Ports of Indiana-Jeffersonville is served by LIRC and Superior River Terminals Indiana.

SRTI: "It's Fun to Work with LIRC"

The Ports of Indiana facility at Jeffersonville—already handling more than two million tons of cargo annually—is charged with generating economic growth, employment, and tax dollars. Last year, to further that mission, it formed Indiana Cargo Crossroads with general cargo terminal operator Superior River Terminals Indiana (SRTI).

Since the inception of that partnership, LIRC has provided vital rail shipping services that are "focused on customer service to help our business development efforts," according to Jonathan Lamb, president, SRTI.

The port has provided essential facilities at the 10-acre general cargo terminal

including two barge docks; a 131,000-square-foot warehouse; four acres of dock space; outdoor storage areas; and a 500-foot covered craneway with a 35-ton overhead crane for all-weather transloading of commodities between barge, rail, truck, and warehouse.

SRTI was selected to operate the facility based, in part, on the more than 30 years of service by parent Lake Superior Warehousing Company. It operates the Clure Public Marine Terminal and associated warehouses under contract with the Duluth (Minn.) Seaway Port Authority.

Continued on Page 3

Message from John Goldman

Continued from Page 1

INDOT—has upgraded warning systems at 75 crossings with another 11 to be completed by Fall 2023. We will continue to work with INDOT for future upgrades.

I continue to be very proud of the LIRC team, not only for providing safe and timely service but also for their successful “outside the box” customer solutions. That we have many veteran team members is also a source of great pride.

Our goal is to simply “do the right thing,” control what we can control, and be our customers’ safest, most efficient first and last mile partner.

I look forward to reporting many more successes, accomplishments, and exciting opportunities soon.

John Goldman, President
Louisville & Indiana Railroad

Connections

2023

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

President

John Goldman
Phone: (812) 406-4501

Sales & Marketing

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

CapEx Update: Investing for Strength

Though our primary capital project this year will be on the historic steel bridge across the Ohio River, we will also be working on other important projects. Maintaining and improving a healthy railroad requires continuous planning and investment.

The massive bridge, built in 1919, has been under renovation for the past few years. This year we will be replacing 930 timber crossties between bridge spans 12 and 16. This continues a project started last year when we replaced 1,130 timbers

between spans 17 and 24. More work is slated for 2024, with the replacement of 614 timbers between spans 9 and 11. The project will continue into 2026. This large investment is necessary so we can continue to handle today’s longer and heavier trains safely and efficiently.

Reliable locomotives are also critical to our operations, and to keep them rolling we are purchasing a wheel lathe for the locomotive shop.

Continued on Page 3

Anacostia On the Move

by Eric Jakubowski

Vice President & Chief Commercial Officer, Anacostia Rail Holdings

Leadership

Shippers and railroads don’t always communicate effectively, but there are opportunities for a real exchange of ideas that bring meaningful and positive change. Such a forum exists in the National Association of Rail Shippers (NARS), which holds national and regional meetings. At this summer’s meeting on MARS (Midwest Association of Rail Shippers), I enjoyed being part of such an exchange.

The industry is fortunate to have customers who care enough to take time from their many responsibilities to provide insights and criticisms intended to help railroads better understand the needs of customers. Three such individuals participated in a panel I moderated for an audience of several hundred industry executives on “Supply Chain Success with Rail.”

They were: Monica Freeman, Director of Rail Transportation, CHS Inc; Doug Grewe, Manager of Transportation–Corrugated Mills, Packaging Corporation of America (PCA); and Joseph M. Monfredi,



Pictured (left to right) are panelists Monica Freeman, Doug Grewe and Joseph M. Monfredi along with moderator Eric Jakubowski.

Director, Logistics Operations, United States Steel Corporation.

The creation of such a powerhouse shipper panel is a testament both to MARS and the panelists. The shippers provided their candid perspectives on a wide range of issues including less-than-stellar customer relations, service that could be better, and shipment data visibility.

While these were valuable points, the main lesson they provided to their industry peers was that this is what real leadership looks like.

We owe them our thanks—and improving performance. ♦



Upgrades continue in 2023 to the Ohio River bridge.

Additionally, we are awaiting decisions on our applications for federal Consolidated Rail Infrastructure and Safety Improvement (CRISI) grants for improvements to industrial lead tracks at Columbus and Jeffersonville.

Finally, following last year's acquisition of the Southern Indiana Railway, we have converted its engine house into a maintenance-of-way facility for expanded capabilities in that critical aspect of our operations.

All this work will keep us operating safely and providing our customers with the reliable and prompt service they have come to expect from LIRC. ♦

SRTI Continued from Page 1

"Our first goal upon startup here was to make sure the existing customers had the support they needed," says Lamb. "With that accomplished, we are now looking to bring back some previous customers and win new customers."

LIRC has played a key role in the progress so far.

"As our connection to Class I rail carriers, LIRC has welcomed us into southern Indiana and helped us get established here," Lamb says.

Commodities being handled by SRTI and the port include a variety of coiled steel products, steel bar, and wire rod coils as well as super sack loads. LIRC is primarily delivering inbound rail shipments to the port's rail operator.

"The railroad is always available for discussions about new business opportunities, and we really appreciate their

Red Ball Recycling: Coffee and a Smile



LIRC welcomed neighbor Red Ball Recycling as a new customer in Jeffersonville during Q4 of 2022.

They built a new siding at their facility to handle and support both inbound as well as outbound shipments based on market conditions. Red Ball processes a wide variety of metals including aluminum,

steel, copper wire, brass, stainless steel, electric motors, old appliances, and automotive/industrial batteries.

The company takes pride in its honest, friendly customer service, inviting customers to "an open conversation over a cup of coffee. Whether

you're a heavy industrial or a commercial client, we can handle projects of any size, all the while displaying transparency and fairness. Not to mention a smile."

That philosophy is a perfect fit with LIRC, and we look forward to many years of service to this successful, growing customer. ♦



Photo courtesy of Superior River Terminals Indiana

Essential products for manufacturers are efficiently transloaded from rail to truck at Indiana Cargo Crossroads.

creative way of thinking," Lamb says. "It's fun to work with LIRC."

George Ott, recently appointed Port Director at Jeffersonville, notes that SRTI and LIRC have made good progress since

Indiana Cargo Crossroads was established.

"We are glad the service is going well and that LIRC and SRTI are working together for business growth at the port," he says. ♦



All-in on Safety

From frequent job briefings to multi-day Safety Train events, we continue to focus on safety as our top priority. As a result, we've passed another positive milestone—in mid-May we recorded a full year without a reportable transportation department injury.

"That great record is the result of the personal accountability taken by everyone at LIRC," says President John Goldman. "There is a strong commitment to safe practices and the safety of others throughout our team."

The past year's major safety training event coincided with a visit from the Safety Train at Franklin Sept. 25–Oct. 1, 2022.

More recently we held two tabletop safety exercises. The first was June 27 in Johnson County and included 51 participants from a wide variety of agencies. The second event was held August 8 in Seymour, Indiana. There were 39 attendees from various areas including Johnson County, City of Seymour, Seymour Fire Department, INDOT, Schneck Medical Center and others.

As part of our support to Operation Lifesaver, volunteers staffed a table alongside the Jackson County EMA at the



Tabletop safety exercises were conducted this summer.

Seymour Oktoberfest last October. Vice President Jeremy Kramer and Trainmaster Jeremiah Fletcher taught rail safety to first responders at the Columbus Township Fire & Rescue Trauma Camp, as well as a week of classes for the Franklin Fire Department.

For their efforts, Kramer and Fletcher were recognized, along with Dan Watson, as "top volunteers" by Indiana Operation Lifesaver.

In the works for this year is the ongoing program of highway grade crossing improvements, scheduled to reach a five-year total of 80 locations by the end of 2023. The initiative was launched in 2018.

While these and other events are an important part of our safety focus, it's the dedication by each and every LIRC employee that has the biggest impact. Congratulations all! ♦



First responders gain hands-on experience at the Safety Train in Franklin, Indiana.

Ferryman: Opportunities Abound on LIRC



Newly named Anacostia Rail Holdings Chief Operating Officer, David Ferryman, hit the road as soon as he joined the company in mid-June.

"My impressions of short lines changed the day I started here,"

he says. "All the Anacostia railroads are in great shape, well run, and operated by a team of experienced and dedicated professionals."

He could immediately see that the company is in good hands.

"My mission is to add value to an already great company," Ferryman says.

He was no less impressed with LIRC.

"The management team here has valuable Class I experience, combined with an entrepreneurial energy that is inspiring," Ferryman says.

He brings deep industry knowledge, having started as an engineering intern with Burlington Northern Railway in 1989 and rising through the ranks in various operating positions to become the Vice President Engineering for CN Railway in his last 12 years as a Class 1 officer. Most recently he was Senior Vice President, Evraz Rocky Mountain Steel, in Pueblo, Colorado. On top of that he is a fourth-generation railroader, following in the footsteps of his father, grandfather and great, great grandfather John H. Ferryman who all worked for the Great Northern Railway.

While visiting LIRC he was impressed by the large number of sites that have business development potential.

"This railroad has great assets, geographic reach, people, and Class I relationships. That's why opportunities abound on LIRC," he says. ♦



Veterans Bring Pride to LIRC

Our commitment to hiring military veterans pays off in multiple ways.

First, of course, is the pride we take in the vets we work with and the pride they take in our country.

Beyond that, vets are a great asset to our operations, bringing with them a commitment to excellence and the well-being of their team members.

Our efforts to recruit former military members have been recognized for several years, and again this year with LIRC's inclusion in the Military Friendly® Employers list. The list is 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.

"It is an honor to work for an organization that earns this designation, and I am proud that we can attract and employ vets, particularly in the tight labor market," says LIRC Vice President Jeremy Kramer.

As of this publication, some 28 percent of our 42-strong workforce are veterans. ♦

Rare Equipment Donation Keeps Rail History Alive

While short line railroads are great at keeping locomotives running safely and reliably, it's railroad museums that operate the oldest, historic engines. Keeping this heritage alive can be costly.

One such operation is the successful French Lick Scenic Railway (FLSR) in southern Indiana. With a variety of popular operations covering trips of 18 miles, the railroad employs a fleet of six historic diesel locomotives. Among them are three Alco units (an RS-1, S-2, and S-4) that are each notching their seventh decade of operations.

When LIRC Vice President Jeremy Kramer determined that four complete Alco locomotive trucks and other parts had become surplus, he thought the nearby not-for-profit railroad might be in need of them.

In fact, says FLSR general manager and executive director Logan Day, "When

we heard about the availability of this equipment, we knew it could be critical to our operations because the wheels on one of our Alcos needed to be replaced."

Arrangements were made for donation of the equipment and, last fall, a team of railroad volunteers moved the surplus inventory—including the trucks; air



Donated Alco locomotive trucks will keep historic trains rolling for years to come.

brake components; hi-rail vehicles; a weed sprayer; and other equipment—to FLSR's locomotive two-track engine shop.

"This donation allows us to better allocate finite resources to other projects and to keep our fleet running for years to come," Day says. ♦

Air Force Veteran Lands at LIRC



Jon Bowers signed up to serve in the United States Air Force in August 2001, with plans to start training the following February. One month later things changed dramatically as the tragic events of September 11 unfolded. Bowers reported for duty two days later.

He probably wasn't envisioning a career in railroading but, following his honorable discharge four years later, he joined Norfolk Southern as a conductor. He spent the next 13 years advancing through the ranks to Trainmaster and working in various parts of the system.

"Moving from the Air Force to the railroad was actually a pretty logical path for me," he says. "The discipline and attention to detail I experienced in the

military prepared me for the stringent requirements of railroading."

He gained additional experience with regional railroads between 2019 and late last year.

When the opportunity to work at LIRC presented itself, he was glad to be able to continue his career not far from where he was raised in West Lebanon, Indiana.

Today he is applying his valuable experience as a Trainmaster for us. Initially he's working in various locations, getting to know our territory and our people.

"What I noticed almost immediately," he says, "is that in addition to a strong safety culture, LIRC is focused on employee satisfaction."

This Air Force veteran thinks he's found a happy landing at LIRC. ♦



LIRC employees enjoy complimentary tickets to area sports and entertainment attractions.

Thanks for a Great Year!

Our success is built around the efforts of LIRC's people. We are grateful for the work all our teams do to keep us safe, efficient, and popular with our customers!

To celebrate our successes, we provide tickets to area sporting events that make days off fun for our valued employees. This year tickets have been distributed to attend:

- Louisville Bats Baseball
- LouCity Men's Soccer
- Racing Louisville Women's Soccer
- Sportsdrome Motor Speedway
- Salem Speedway ◆



MILESTONES

LIRC employees celebrated the following milestones through July 2023. We thank you for your service.

Anniversaries

25 Years

Art Bagby
Rodger Ritchie

20 Years

Johnie Odle

15 Years

Leah Windell

10 Years

Nick Adams
Eric Bondegard
Rick Nauch

Promotions

Terminal Manager at Heidelberg Materials

Will Brock

New Hires

Jon Bowers, *Trainmaster*
Eric Reed, *Conductor*
Steve McBroom, *Conductor*
Alex McBroom, *Conductor*
Donovan Mayes, *Conductor*
Dustin Dudley, *Conductor*

LIRC in the Community

LIRC believes in making a difference in the community. It's important for us to give back to the areas in which so many of our employees live.

"We want to make sure we are contributing to the community," says LIRC President John Goldman. "We work hard to support a variety of organizations

that make a difference where we all live and work."

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

- New Albany Little League
- Donner Swim Club
- Seymour Fire Department
- Center for Lay Ministries (food pantry)

- Jeffersonville Animal Shelter
- Crusade for Children
- Clark County Sheriff's Office
- Rauch Industries

Later in the year we will donate to:

- Kentucky Indiana Paralyzed Veterans Association
- Norton Childrens Hospital ◆