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“No one intends to get hurt, but there is an element we all must contend with: the unexpected.”



Employees training in Burnaham Yard include, from left, Switchmen in Training Jordan Jansma, David Bish, Eddie Rico, Don Hillegonds and Adam Diaz; and Switchman and Trainer Justin Skripac.

Training pays off

There's a purpose behind classroom learning, hands-on field training and discussing safety. It's to prepare employees for situations they will encounter as they perform their work.

Bottom line is it will all pay off sooner or later.

For new Switchmen in Training David Bish, Adam Diaz, Don Hillegonds, Jordan Jansma and Eddie Rico, training paid off sooner than expected. The group discovered a broken switch point in June during the first day of field training in Burnaham Yard.

The group learns under the guidance of Justin Skripac, switchman and trainer, and Lou Mayden, director of safety and training.

“I'm impressed,” Mayden said. “It goes to show that training pays off.”

The new hires began May 23. Situational awareness is one of the many topics stressed during initial months of training.

“It's part of our SafeStart — eyes and mind on the task,” Mayden said.



Trainees discovered a broken switch point in Burnaham Yard during their first day of field training.

Welcome Indiana Harbor Belt Railroad's newest switchmen:

David Bish
Martin Cordero Jr.
Adam Diaz
Tim Emro
Mike Gomez
Cory Henman
Keith Henman
Don Hillegonds
Jordan Jansma
Edward Martinez
Christian McCullough
Stuart Ortiz
Eddie Rico
Chris Saenz
Quentin Sanders
Martin Saucedo

Hoosier Railcar appreciates quality customer service

Employees put their best foot forward each day while serving the customer. The commitment to excellence is noticeable; just ask representatives at Hoosier Railcar.

“IHB does a great job for us,” said Daniel Ruiz, Hoosier Railcar plant manager. “They accommodate our special needs and always do it in a timely manner.”

Hoosier Railcar is a full-service repair shop that opened in 1981 in East Chicago, Ind., with track capacity for 120 cars. They also lease additional track space from IHB.

Railcar repairs are performed according to AAR standards, ranging from general repairs to full service work

programs. The facility specializes in exterior painting, interior lining, grit blasting, truck repairs, safety appliances, air brake testing, wreck repair and joint inspections.

Business has grown rapidly at the facility during recent years. In 2008, it expanded its customer base to include food and non-food grade work with a new blast and paint building. In 2009, IHB crews delivered and pulled 1,053 railcars, compared to 1,598 in 2010, a 34 percent increase.

IHB provides service to the facility Monday through Friday. While Hoosier serves a national customer base, it also receives cars from locally served IHB industries, including ArcelorMittal,



Cargill, Corn Products International and USG.

“We have a great working relationship with Hoosier Railcar,” said Peggy Bricker, IHB manager customer service. “We appreciate their business and look forward to a bright future.”



From the desk of R.C. Grover, chief engineer

Project expands Gibson Yard

The Gibson Yard Expansion Project will increase track capacity. By expanding the yard, it will allow IHB to shift existing auto traffic from Blue Island to Gibson Yard. This will create improved productivity and capacity, allowing IHB to do all auto switching at Gibson for the foreseeable future.

This job entailed building four new tracks, each about 7,524 feet in length. Existing tracks now have capacity for 1,298 Autoracks, which was extended by an additional 303. Included with these tracks was the installation of 26 turnout switches — including 14 crossovers — giving the yard maximum flexibility in the way cars can be handled.

Track work was completed along with a “new service” roadway extending from McCook Avenue to Columbia Avenue, approximately 9,320 feet long and 24 feet wide. Work also included the installation of 425 feet of new storm drains and the

relocation of four signals. Also, before any work could be accomplished, approximately 1 million cubic yards of dirt and debris was redistributed to different areas of the yard.

The project included:

- Man-hours — more than 30,000
- 1-inch stone — 13,860 tons
- 2-inch stone — 31,632 tons
- Turnouts — 26
- Rail — 67,911 feet
- Ties — 17,583
- Tie plates — 35,096
- Anchors — 22,924
- Spikes — 104,983
- Welds — 333

A welcome addition

All Mechanical hands are on four new genset locomotives that arrived this summer. The locomotives have received high praise from employees.

“They’re a lot different than what I have been learning on, but I really like the gensets,” said Patrick Noland, electrician apprentice. “As we learn how to maintain them, I believe they will be easier to troubleshoot.”

He said advanced technology constitutes the major difference between gensets and older locomotives.



Patrick Noland,
electrician
apprentice

“They are a lot more computer-based than older locomotives,” Noland said. “Everything we touch goes through the main processor.”

As employees work on the new locomotives, they put safety first.

“We think before doing,” he said.

National Railway Equipment representatives have helped IHB employees learn how to maintain the gensets.

IHB partnered with the Village of Franklin Park for partial funding for the locomotives through the Congestion Mitigation and Air Quality Improvement Program. It dedicated one of the gensets to the Village of Franklin Park June 11 at



More environmentally friendly than traditional locomotives, the first of four new gensets arrives in May.

Railroad Daze.

The gensets are diesel locomotives similar to existing ones, but use considerably less fuel through the ability to shut off engines. This results in fuel savings of 30 to 40 percent compared to existing locomotives. As a result, gensets reduce air pollution, making them more environmentally friendly than traditional locomotives.

Payne, co-workers beat the heat

Sweltering summer heat in the upper Midwest is about as certain as the sun coming up tomorrow. But that certainty doesn’t make it any easier to deal with.

This summer, employees worked in temperatures in excess of 100 degrees with high humidity.

“It’s been hot,” said Jason Payne, switchman. “But, I love the outdoors, and there’s a lot we can do to beat the heat.”

Aside from drinking water and taking frequent breaks, Payne and his co-workers beat the heat by eating nutritious meals and watching out

for one another.

“We have to watch each other’s backs,” he said.

Summer safety is a high priority for Payne.

“My first and last priority each day is to go home safely to my family,” he said.

Family brought Payne to the railroad nine years ago. When he married his wife, Sarah, his father-in-law, Bob Van Gorp, a locomotive engineer, suggested he apply at IHB.

Off the job, he enjoys time with Sarah and their children, Bryce, 4, and Austin, 2.



Eating nutritious meals and drinking plenty of water help Jason Payne, switchman, beat the summer heat. He also serves as grievor for UTU Local 1381.

Submit photos to win cash prize

Get ready, get set, get snapping!

Submit your best IHB photos for a chance to be featured on the 2011-12 holiday card.

Photos will be accepted through Oct. 15.

Please consider submitting photos that represent the four seasons.

- Photos must include IHB trains, employees or facilities.
- It is recommended that you use a digital camera that captures at least eight megapixels and the photo should be in focus.
- Digital photos saved and labeled on a CD are preferred. Please include a color printout of the image.

Photos will be used for display in the IHBRR conference rooms and throughout the property. There will be cash

prizes. First prize is \$500, second place is \$250 and third place is \$100.

Photos must comply with FRA rules and regulations and must be taken off company time. Anytime you are composing a photo, think about safety first. Always carry your IHB photo ID and notify the Employee In Charge that you are on the property.

Photos may be hand delivered to Lou Mayden at the corporate office, emailed to lou.mayden@ihbrr.com or mailed to:

Indiana Harbor Belt Railroad Co.
Attention: Lou Mayden, IHB Photo Contest
2721 161st Street
Hammond, IN 46323-1099

Proud past, bright future

For generations, experienced employees have been asked to mentor new employees. Many railroaders embrace the opportunity to share their knowledge.

Gene Franiak, lead laborer, is one of IHB's most experienced mentors. During his 35-year career, he has trained about 150 people. He understands the importance of teaching new employees.

"I've always taken my role as a mentor seriously, and I practice what I preach," he said. "I want people to perform their job the right way."

The first thing Franiak tells each new employee is a slogan he coined in 2001 when he was recognized as the national Safety Person of the Year.

"Safety is a 24-hour operation, not just when people are watching," he said.

Jonathon Toney, new roundhouse laborer, appreciates Franiak's dedication to helping him learn.

"He's patient and willing to demonstrate instead of just telling you how to do it," he said. "I've enjoyed

working with him."

Toney joined the roundhouse team July 25 after serving six years in the U.S. Marines. Learning to do things the correct way comes naturally for Toney, who recognized in the



From left, Gene Franiak, lead laborer, shares his wealth of experience with Jonathon Toney, laborer.

Marines that doing the job right the first time is important because "someone else's life and your own depend on it."

He said nervousness of being new was quickly eased by the welcome he received from Franiak and other roundhouse employees.

"It's easy to be a little awestruck when you set foot inside this shop," Toney said. "Everyone's been a big help in my adjustment to the shop. I'm excited to be here and looking forward to a long career."

Giving new employees a strong start



Mark Kaiser, switchman

Newer employees look to experienced ones for leadership and advice as they learn the ropes of railroading. Switchman and Conductor in Training Ralph Lundewall believes effective communication makes a huge difference.

"It would be frustrating if there wasn't good communication," he said. "But many of the employees excel in this area."

As an example, Lundewall cited Mark Kaiser, five-year switchman and injury-free employee.

"Mark's communication is effective, and he's great at what he does," he said. "He knows when to step in and communicate, and when to step back and let us learn

through trying."

Kaiser enjoys working with new co-workers. "I get a kick out of moving freight," he said. "I love that I get to move cars with good crews and new employees. We have a good camaraderie here. It's truly a family atmosphere."

Kaiser praised Lundewall, saying he sees a bright future for the trainee.

"You give him a little rope, and he figures things out," he said. "He also understands that what I communicate is advice, and he takes it for what it's worth. I enjoy working with him."

Lundewall said the most important thing he's learned from Kaiser is situational awareness.

"You can't daydream for a second," he said. "You have to always stay focused."



Ralph Lundewall, conductor in training

About Mark Kaiser:

- His uncle, Bob, worked 35 years for the railroad and his father worked five years.
- Engaged to fiancée Val, he looks toward gaining two stepchildren.
- He fishes and hunts with friends in Tennessee each year. He once caught a 44-inch Northern Pike at Indiana's Lake Webster.

About Ralph Lundewall:

- His fiancée is Brittany.
- The couple are new homeowners.
- He earned a business degree from Indiana University.
- He enjoys reading and exercise.
- He plays vintage baseball for the Deep River Grinders.

Attitude makes all the difference



Antoine Jenkins, locomotive engineer, approaches each day with a positive attitude.

For Antoine Jenkins, locomotive engineer, there's more to life than working and paying bills.

"I believe the quality of life is based upon the quality of relationships," he said. "I like to get to know the people I meet."

When not wearing his steel-toed boots, Jenkins is involved in ministry. He's a pastor and member of the leadership team at his church.

"I enjoy helping people discover their true identity," he said.

Jenkins tries to carry himself in an honorable and respectful manner. He hopes his good nature rubs off on those around him.

"Attitude is important, it's the reflection of the inner you," he

said. "That's why I bring a positive attitude to work each day."

Jenkins said that attitude better enables him to remain focused on the task at hand.

He and his wife, Tonya, celebrated 12 years of marriage in August. He enjoys time with his children, Briana, 15, and Naiya, 9.

Jenkins joined IHB six and a half years ago. Prior to the railroad, he worked as an assistant night manager for a grocery store.

He enjoys the flexibility of his job.

"I like the ability to work different jobs in the yard or on the main line," he said. "No two days are the same."

Duo remains focused to avoid complacency

Complacency is one obstacle to safety. Experienced Michigan Avenue employees Tom Blair, locomotive engineer, and Frank Strzelecki, conductor, know they must bring their A-game to work every day.

"There are potential hazards," Blair said. "You have to stay focused."

Blair has worked 34 years on the railroad. Strzelecki joined 40 years ago.

Both men reduce risk through job briefings and communication with one another. They also pay close attention to their surroundings.

"We deal with many variables," Strzelecki said. "Even something as simple as walking in the yard demands our full attention."

The duo works safely for themselves and co-workers, but most importantly, for their families.

Blair enjoys time with his wife, Janice. The couple recently welcomed their sixth grandchild. His father, E.H., and two brothers worked for IHB.

Strzelecki and his wife of 35 years, Sharon, have three grown children. His nephew, Matt Papa, works for IHB Engineering.



From left, Tom Blair, locomotive engineer, and Frank Strzelecki, conductor, put safety first during each task.

“Even something as simple as walking in the yard demands our full attention.”

— Frank Strzelecki

Committed to communication

According to Rob Musgrove, no matter the role, job or task, “communication is key at IHB.”

The new trainmaster for second and third shifts at Michigan Avenue and Gibson Yards, Musgrove joined the railroad 10 years ago as a switchman. He also worked as Blue Island yardmaster. He began his new assignment in June.



*Rob Musgrove,
trainmaster*

He said his new job entails duties similar to those of a yardmaster. Of his many tasks, he organizes a 22-employee crew for each shift. With many new employees, communication is vital.

“We all need to be on the same page,” he said.

Safety is Musgrove’s No. 1 priority each day. The list of reasons to work safely is a lengthy one that includes his wife, Brittany, and sons, Aiden, 2, and Austin, 1.

“I have to work safely so I can go home to them,” he said. “They are my top reasons for safety.”

This newsletter appears under direction of the Indiana Harbor Belt Railroad management. For news coverage, contact Joe at the newsletter office by phone at 402-475-6397, fax 402-475-6398, mail information to 1845 S. 11th St., Lincoln, NE 68502-2211, or email joe@newslink.com. This material is intended to be an overview of the news of the IHB. If there are any discrepancies between this newsletter and any collective bargaining process, insurance contracts or other official documents, those documents will govern. IHB continues to maintain and reserves the right, at any time, to alter, suspend, discontinue or terminate all plans and programs described in this newsletter. This newsletter is not an employment contract or any type of employment guarantee. Any photo submitted may be used. Anyone who submits a photo retains all rights to the image. However, by submission you give the newsletter permission to use your photo(s) in all related media. Thanks to everyone who contributed to this newsletter.

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Blue Island trio proud to be IHB

Eddie Rico, Scott Millsap and Alex Bulthuis may come from different backgrounds, but each have one thing in common.

They are proud to be IHB employees.

Rico, switchman, joined the railroad in May.

“It kind of fell into my lap,” he said.

He heard about IHB through a veteran outreach program. Prior to the railroad, he served five years in the Marines, working in armory, telecommunications and counter terrorism. Rico’s service included deployments in Afghanistan, Iraq and Kuwait.

He brings his own unique experience to the job.

“I learned a lot about stress management, communication and brotherhood — all of which can be applied here,” Rico said. “I’m thankful for this opportunity with IHB.”

Millsap began his career in April 2010 as a Gibson Yard switchman. He became a locomotive engineer in June.

Before joining the railroad, he served 11 years in the Marine Reserve, including two tours in Iraq.

Millsap said every day on the railroad presents a new learning experience.

“I enjoy going to work each day, and working with great people,” Millsap said.

Bulthuis, conductor and switchman, joined the IHB team last year. He said it’s a good job with many opportunities.

At 17, he was diagnosed with Hodgkin’s lymphoma. He said surviving cancer helped form his outlook on life.

“I appreciate that I made it through it,” Bulthuis said. “I learned to live life with a smile on my face and enjoy what life throws at me. I’m thrilled to be an IHB employee.”



From left, Blue Island employees Eddie Rico, switchman; Scott Millsap, locomotive engineer; and Alex Bulthuis, conductor and switchman, each enjoy working on the railroad.