

WHAT'S INSIDE

2 Staff learns to work safely with chlorine



3 Living legends enjoy summer send off



4 HazMat awareness a local team effort



5 New hires impress

6 New book offers unique look at IHB

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

PotashCorp to build rail transfer facility

Gibson Yard welcomes Potash Corporation of Saskatchewan Inc. The world's largest fertilizer company plans to build a \$64 million, 136,000-square-foot rail transfer facility on the property.

After an extensive search, the region was selected because of its location, railroads and skilled labor force, said PotashCorp Vice President Robert Felgenhauer during an early November speech in downtown Hammond.

Indiana Harbor Belt Railroad will invest \$9 million to build track and facilities to serve PotashCorp, including expanding yard capacity by 1,000 railcars. IHB already has spent \$11 million this year expanding its auto transfer yard, the largest in the nation.

The city of Hammond will contribute \$5 million in federal and other funds for demolition and other work.

The project will create jobs, as 225 construction employees will be needed to build the facility and 60 more for the railroad construction. Once the facility is up and running, it will require at least 25 permanent employees to work at the PotashCorp warehouse,

depot and on the railroad. Hammond Mayor Thomas McDermott said the construction jobs will be filled by union workers under local hiring ordinances.

PotashCorp's new facility will pave the way for an estimated \$130 million in anticipated development, including infrastructure improvements along various streets in Hammond. The project is expected to generate more than \$3 million in tax collections for state and city coffers during the construction phase.

Jim Roots, general manager, said that a phone call he received two and a half years ago inquiring about a 50-acre parcel with rail access has resulted in this agreement between the city of Hammond and PCS.

“It has been a long and winding road, and it is very gratifying to see the project come to fruition,” he said.

PotashCorp produces primary crop nutrients potash, phosphate and nitrogen. As the world's leading potash producer, the company is responsible for about 20 percent of global capacity.

Yardmaster Fred O'Neal walks past switches in Gibson Yard, where the world's largest fertilizer company plans to build a new rail transfer facility. Photo courtesy of "The Times of Northwest Indiana."



LEFT: The Chlorine Institute, in cooperation with Union Pacific Railroad and TRANSCAER, hosts an event Sept. 21-22 geared toward chlorine safety at The Belt Railway Company of Chicago. **TOP RIGHT:** IHB employees learn about the nomenclature of a chlorine car. **BOTTOM RIGHT:** Employees receive direction regarding the operating of valves on a chlorine car.

Staff learns to work safely with chlorine

Indiana Harbor Belt Railroad employees headed a few miles northwest Sept. 21-22 for a valuable lesson.

The Chlorine Institute, in cooperation with Union Pacific Railroad and TRANSCAER, sponsored a two-day TRANSCAER event at The Belt Railway Company of Chicago to educate railroad employees, first responders, chemical producers and end users on how to respond to a chemical emergency with a specific emphasis on chlorine.

“The event gave first responders knowledge of what’s involved in chlorine emergencies, and how to respond,” said IHB Chief of Police/Manager HazMat Rob Olszowka. “It was also a good opportunity for networking among railroad personnel, producers, users and first responders.”

TRANSCAER is a voluntary national outreach effort focused on assisting communities in preparation of and response to possible HazMat

transportation incidents.

Attending this training for the IHB were Trainmasters Donald Bolster, Steve Dunn, Brian Gidney, Robert Musgrove, Gregory Page, Nolan Rondeau and Ronald Rzansa; Assistant Terminal Superintendent Tim Wilkerson; Assistant Superintendent James Gidney; Manager of Safety Michael Carroll; Locomotive Engineer Carl Fields; Manager of Environmental Dan Shirley; and Special Agent Bryan Fuller.

New locomotive engineers learn the ropes

Indiana Harbor Belt Railroad has seen new faces and familiar faces in new roles.

IHB has had two locomotive engineer classes, with the most recent beginning their training Sept. 12 under the tutelage of Senior Road Foreman Dave Newkirk. These 10 employees who previously worked as switchmen have six months to two years of railroad experience.

“They’re all pretty new,” Newkirk said, “but they did a real nice job at training.”

Training classes took place in Atlanta, where the engineer hopefuls performed strongly on exams, earning the

admiration of their supervisors.

“They represented us well,” Newkirk said.

He plans to have the new engineer hopefuls trained and qualified with their locomotive engineer certificates no later than mid-December.



Senior Road Foreman Dave Newkirk, middle, trains locomotive engineer hopefuls.

Living legends enjoy summer send-off

Indiana Harbor Belt Railroad honored employees for decades of service at Blue Island Terminal Aug. 30. Overall, 13 gentlemen — switchmen and locomotive engineers from Blue Island and Gibson terminals — were recognized. Bob Cepil, Larry Cundary, Dan Halun, Bob Kaiser, Charles Mager, Steve Schuldt, Al Truitt and Mark Weiderman attended the cookout and ceremony, while Rob Anderson, Mark Bossinger, Wesley Lindner, Dale Pruim and Bob Venable also said their good-byes recently.

Each of these men had 40 years or more with the IHB: Kaiser and Truitt had worked since the late 1960s, and Cundary's tenure dates back to 1965. These railroaders were presented with watches as a token of appreciation.

"There's more than 400 years of accumulated railroad experience among those men, and that will be greatly missed by the IHB," said Dale Packard, superintendent of terminal operations. "They deserve a long, happy retirement."

Lou Mayden, director of safety and training, echoes



From left, Switchmen Bob Kaiser, Dan Halun, Bob Cepil, Mark Weiderman, Don Birkenfeld, Al Truitt and Larry Cundary are recognized for their years of service.

Packard's praise.

"The retirees' work ethic and leadership has helped make the IHB what it is today," he said.

Reserve Marine Terminals enjoys strong partnership with IHB



Napuck Salvage, a valuable IHB customer, specializes in recycling engine blocks.



Bulk stone is loaded onto Reserve Management Group railcars. IHB appreciates the valuable partnership with the company.

Napuck Salvage and Reserve Marine Terminals sit on 175 acres south of Chicago in a prime location on the Calumet River. Part of Reserve Management Group that was founded by Hal Tolin and Steve Joseph in 1991, the companies are proud of their ventures with Indiana Harbor Belt Railroad.

"Reserve Management Group has an outstanding relationship with the Indiana Harbor Belt Railroad," Tolin said.

RMT's ideal riverfront spot allows barge access to the Gulf of Mexico and ocean vessel access through the Great Lakes and the St. Lawrence Seaway, where RMT can arrange inbound and outbound freight by rail, roads and water.

RMT buys, processes and markets all grades of ferrous and non-ferrous scrap. Processing specialties include all grades of machinery and heavy breakable cast iron, blast furnace iron, unprepared torching, shear scrap and irony aluminum. Finished products include smaller pieces of plate and structural steel, blast furnace and beach iron, rail crops and more.

The company purchases scrap materials from steel mills, demolition contractors and other scrap dealers, and sells primarily to domestic steel mills and foundries.

Established in 2002, Napuck Salvage also buys, processes and markets all grades of ferrous and non-ferrous scrap, but the company's specialty is recycling engine blocks and automotive cast iron. Although most scrap purchasing is local or regional, the specialized nature of engine block processing now enables them to purchase scrap from suppliers throughout the U.S. and Canada.

Customer service and transportation employees are kept quite busy with all the scrap flowing through the Chicago gateway and steel mills. Napuck and RMT shipped 1,519 carloads in 2009; 2,192 in 2010; and 1,953 through the 2011 third quarter.

Paula Wratten, IHB manager pricing services, appreciates working with these reputable companies.

"Hal and his staff take pride in doing things the right way," she said. "We're privileged to be their preferred rail carrier and grateful they're part of the IHB family."

HazMat awareness a local team effort

Blue Island Locomotive Engineer Carl Fields has stepped up to the plate for an important professional matter.

Fields, a 22-year veteran, has been a peer trainer for HazMat and Radiological awareness the past six years. He travels to the National Labor College in



Manager of Rules and Training John Ryan, left, and Locomotive Engineer Carl Fields co-facilitate HazMat awareness for new hires Oct. 24.

Silver Spring, Md., for about one month each year to become reacquainted with HazMat and radiological training and curriculum procedures.

Then, along with Manager of Rules and Training John Ryan, Fields co-facilitates HazMat classes for new hires. They have trained more than 70 new hires during the past 2 1/2 years.

“It’s a good way for new hires to get acclimated to the possibility of dangers from hazardous materials both at home and on the job,” he said.

Fields is one of 18 peer trainers at National Labor College, which has seen about 25,000 railroaders take HazMat awareness classes since 1990. He trains at least 250 railroaders each year at the college and in field programs. This year alone he has taught the class to

employees from San Luis Obispo, Calif., to Long Island, N.Y., and in between. He believes he receives as much as he gives.

“It’s been very rewarding,” he said. “I’m always learning. In fact, I learn as much from the participants as they learn from me.”

Fields said the training sticks with the railroaders long after it is over.

“I have people here one or two years later who still come up and thank me,” he said.

Fields serves as coordinator for the Brotherhood of Locomotive Engineers and Trainmen Safety Task Force. He has investigated more than 25 rail accidents since 1999 with the National Transportation Safety Board, which has made him even more passionate about safety and HazMat awareness.

Winter preparations in full force

Winter is well under way in the Midwest, and the Indiana Harbor Belt Railroad plans to be ahead of the game with safety preparations for the cold weather.

“Our main goal is to be incident free during the winter months,” said Tim Wilkerson, Gibson Yard assistant terminal superintendent.

Switch heaters are ready to go and cabooses have been winterized.

Lines of communication between crews, supervisors and the Maintenance of Way Department have been enhanced so everyone will be proactive and better prepared for slippery conditions.

“If we know inclement weather is coming, we will have crews salting roadways and around office buildings, as well as plows and employees with blowers to clean switches,” Wilkerson said. “The biggest asset we can have is a good line of communication among all departments to help keep everyone safe and injury free.”

In October, IHB clerical staff sent winter preparedness letters to all industries the IHB serves, which gives them helpful hints on how to prevent potential mishaps at their facilities.

Beginning this past January, IHB employees are required to wear railroad-issued anti-slip boots. The boots contain small spikes on the bottom to give traction in slippery conditions, and they have a retraction function to ensure safe walking on engines, crew rooms and other non-icy surfaces.

Management and supervisors talk to crews on a daily basis, reminding them to be aware of surroundings, especially while under bridges when plows are around, and to choose the proper path while walking.

Wilkerson thanks employees in advance for keeping safety first and foremost on the job this winter.

“Each and every day, safety is our No. 1 goal,” he said.



The Blue Island Terminal is buried in snow after a February snowstorm. IHB plans ahead to keep employees safe this winter season.



Indiana Harbor Belt Railroad welcomes new hires, who completed their training Nov. 10. This is the third class trained this year. The others began March 16 and May 23.

New hire classes have been a constant scene around the Indiana Harbor Belt Railroad this year.

Three classes of new switchmen were led by Director of Safety and Training Lou Mayden this year. Earlier classes began March 16 and May 23; the most recent group will complete its training Nov. 10.

While finished with initial training the switchmen still have 11 to 14 months of additional training as helpers, auto conductors, yard conductors and belt conductors remaining. They already have proven themselves more than capable. For example, Justin Evans stepped up as a leader and gave a job briefing on the second day of training.

“This commitment to a new role was impressive,” Mayden said.

Another student, Hugo Marchand, showed off his safety awareness on his first day. While training in the field at Burnham Yard, he attempted to kick a car for the first time. When the slack came in, he stepped out and stopped the process.

When Mayden questioned him, Marchand stated he was not sure what was occurring, so he got out of the danger zone, just as Mayden taught the class.

“I was very impressed with his actions,” Mayden said.

Evans and Marchand received IHB hats for their performance.

Photo contest winners announced

The Indiana Harbor Belt Railroad would like to congratulate the winners of our recent photograph contest.

Mike Garza took first prize, while Eduardo Garcia placed second, and Martin Cordero came in third place.

In addition to the \$500 first place award, the photo was used for the 2011 holiday card.

Thank you to all who entered.

IHB General Manager Jim Roots, left, presents Mike Garza with his prize for first place.



SAFETY BOARD NUMBERS

Argo Terminal days injury free:

T/E 230
M/W 848
M/E 5,422

Blue Island Terminal days injury free:

T/E 49
M/W 259
M/E 352

Gibson Terminal days injury free:

T/E 69
M/W 23
M/E 207
G/A 550

Norpaul Terminal days injury free:

T/E 599
M/W 3260

This newsletter appears under direction of the Indiana Harbor Belt Railroad management. For news coverage, contact Ari 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 ari.kaufman@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, including but not limited to, Carl Fields, Lou Mayden, Rob Olszowka, Hal Tolin and Tim Wilkerson.

Indiana Harbor Belt Railroad Co.
2721 161st Street
Hammond, IN 46323-1099

PRSR STD
U.S. POSTAGE
PAID
MAIL U.S.A

New book offers unique look at IHB

“Indiana Harbor Belt Railroad In Color,” released Nov. 1, details the history of the Indiana Harbor Belt Railroad. Co-authored by Sam Beck and Bill Gustason, the book’s preview describes it as “the unglamorous task of switching and transferring freight from one railroad to another fell to this notable terminal road in the Chicago area.”

Some topics the book explores are a brief history of the IHB; an extensive tour of the IHB main line; a review of branches, locals and customers; diesel and steam power; rolling stock and non-revenue equipment; diesel deliveries; and special events.

The book includes a mix of photographs from the 1950s in black and white to more modern color photos, including some as recent as the early 2000s.

Published by Morning Sun Books, the 128-page book retails for \$46.95 to \$59.95 in hardcover with a jacket.



“Indiana Harbor Belt Railroad In Color” Co-Author Bill Gustason, left, presents his first book to IHB General Manager Jim Roots.