



Connections

2024

Message from John Goldman



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



LIRC is devoted to providing the best customer service possible and doing so in a safe manner. Our team does this by listening to what our customers need, tailoring our operating plan accordingly, and executing it despite any distractions. We are constantly looking for opportunities to be a better partner with our customers and to attract additional business by demonstrating our value to new customers.

We continue to invest in our property to ensure our service is the safest and most reliable it can be. We recently completed the replacement of main line crossties between Seymour and Scottsburg. We also just completed Phase III of the Ohio River Bridge timber project which will continue for another two years.

Later this summer we will install relay rail in two of our Jeffersonville Yard tracks and—starting later this year and into 2025—we hope to complete the rehabilitation of our Columbus Industrial Lead

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LIRC crews handle remote-controlled in-plant indexing operations for Heidelberg.

Rail Traffic Growing 1000% at Heidelberg Materials in Mitchell

The importance of rail logistics to Heidelberg Materials is apparent with its investment in a new Mitchell, Indiana facility.

Demand has grown rapidly in the plant’s geographic market including Chicago, Cleveland, Nashville, and Memphis, among others. Heidelberg recognized this need and was also ready to build a technologically advanced facility that would improve efficiency and sustainability performance.

The mine and plant had been dispatching only about 100 rail cars a year—managed by Heidelberg forces—until recently. Now that the new facility is open and expected to produce 2.4 mil-

lion tons of cement per year, it will be loading 10,000 cars annually.

“Heidelberg isn’t a rail operator,” says Bill Corcoran, Vice President of Logistics. “We knew we would need to find an experienced partner for the greatly expanded rail car indexing operations at the larger facility.”

At its nearby facility in Speed, Indiana, Heidelberg was already an LIRC customer and turned to us for ideas.

“Even though LIRC had not previously provided in-plant services, we decided to offer a service plan for this good cus-

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Message from John Goldman

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and our Dutch Industrial Lead in Jeffersonville with the help of funds from the U.S. Department of Transportation Consolidated Rail Infrastructure and Safety Improvements (CRISI) program.

Our employees and contractors are integral to our success and that of our customers. The professionalism that exemplifies the LIRC makes me proud and is evident from the comments I get when guests come to visit. To learn about how we are helping expand the use of rail, don't miss the articles in this issue about our service to Heidelberg Materials and the Ports of Indiana.

John Goldman
President
Louisville & Indiana Railroad

Heidelberg

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tomers," says LIRC Trainmaster William Brock (profiled in an accompanying article).

"We knew that short lines are better positioned to provide last-mile/first-mile service," says Corcoran about Heidelberg's decision to select LIRC for the Mitchell operations.

The two companies worked together to develop a safe, efficient, and sustainable rail car operation. LIRC crews manage the movement of cars within the facility, providing complete remote-controlled locomotive switching services. Brock oversees these operations.

"Will Brock is great," says Corcoran. "He's dedicated to our success. With a start-up this large, there are always going to be challenges to work through, and LIRC has been very nimble as we've identified needed changes."



Bill Corcoran

In addition to achieving the greater efficiency of rail compared with truck, Heidelberg wanted to reduce the impact on the area's roads with the plant's increased traffic. The facility is quickly moving toward its 10,000 car annual goal, and the company knows that means it will avoid putting well over 30,000 trucks through its gates.

Rail is also helping Heidelberg realize its sustainability goals because rail cuts greenhouse gas emissions some 75% compared with trucks.

"We are achieving our goals with the support of LIRC," says Corcoran. "They provide consistent service, excellent communications, and safe operations. LIRC has done a great job." ♦

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Anacostia On the Move

by Eric Jakubowski

Vice President & Chief Commercial Officer, Anacostia Rail Holdings

Growth and the STB



Anacostia's railroads enjoy steadily growing traffic. Their success is built around flexibility and reliability—two traits highly valued by shippers.

Because our industry sometimes loses new carload opportunities, we are participating in upcoming "Growth in the Freight Rail Industry" hearings at the Surface Transportation Board (STB). Our goal is to provide positive ideas that will help the railroad industry—and the national economy—prosper.

We focus on services that meet specific customer needs, and we build our operating model around this as much as possible.

As an industry, we all need to be more customer friendly and receptive to the needs of entrepreneurial start-ups. We will provide the STB with testimony that demonstrates how the Anacostia approach has nurtured some difficult business lines—and sustained them over time.

Our efficient and environmentally friendly industry is poised for growth if we just listen and respond to our customers. ♦



Vets Keep Us Strong

Military Friendly® is the standard that measures an organization's commitment, effort, and success in creating sustainable and meaningful benefits for the military community.

We are proud of our commitment to hiring vets, and our efforts have again been recognized with LIRC's inclusion in the Military Friendly Employers list.



The qualifying process includes 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.

Thank you to everyone at LIRC for your strong support of our veteran employees! ♦

William Brock: Always Learning

During his 14 years prior to implementing LIRC's first ever industrial indexing operation for Heidelberg (see accompanying story), William Brock has pursued his passion for learning.

He joined the U.S. Marine Corps in 2008 and soon was supporting the complex logistics operations required for critical mission success. He spent two more years as a civilian contractor in Afghanistan, again in support of Marine operations, before returning to the U.S., where he was hired by CSX at Louisville.

"Having learned how to work effectively under changing circumstances in the Marines prepared me well for a career in railroading," Brock says.

Three years later Brock found his new professional home with LIRC.

"By then I was familiar with many aspects of railroad operations, and I had even operated CSX trains over the LIRC mainline a few times," he notes.

He joined as a conductor and then quickly progressed to engineer, dispatcher, bridge operator, terminal manager, and finally to his current position as trainmaster.

"The variety of experience I've had helped me learn how to work with a wide range of people," he says. "In the Marine Corps I really enjoyed the diversity of our teams, and I found that I could incorporate a little bit from everyone's experience to develop my own."

He's also found a great team at LIRC. "The professional atmosphere at LIRC is one of the main reasons I stay committed to my career as a railroader," Brock says. "Any time I want to learn something, the railroad does everything to help me succeed." ♦



William Brock

Be Safe, AND Prepared

Our focus on safe operations continues to pay off. As this publication was being written, our engineering department had worked more than 1,000 days without a reportable injury. Congratulations and thanks to everyone who made this possible.

Even with results like this it's critical to be prepared for potential future incidents.

That's why LIRC sponsors and participates in safety training that includes multiple stakeholders, such as the two tabletop exercise events held last year.



Franklin County training participants in pre-event briefing.

They involved some 100 participants from agencies including EMS, law enforcement, HazMat response teams, EMA, public health and hospitals, senior living facilities, schools, private industry, and more.

One exercise occurred August 8 in Jackson County, and the other June 28 in Franklin County, Indiana.

The urgent situation presented to the Franklin County group was this: As the Franklin College Homecoming game crowd was assembling, a southbound key train with cars carrying hazardous materials derailed in the vicinity of the game. The timing of this incident contributed to the need for a quick and effective response because hazardous materials were released while fans were tailgating at the stadium.

The good news? All of this was happening virtually, in a conference room.

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Tracks, Apps & Grants Keep Trains Rolling



Upgrades continue to LIRC's critical Ohio River bridge (above) as we roll out our new Emergency Responders Access App (right).

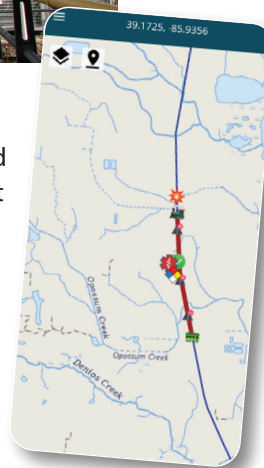
Investments to support LIRC's safe, reliable operations cover a wide range this year, from technology to track.

The tech news results from our successful application for a U.S. Consolidated Rail Infrastructure Safety (CRISI) grant that provided \$335,361 for the development of a Mobile Device Emergency Responder Access App. The new app links railroad dispatch and first responders with a geographical information system (GIS) to aid communications and response during any incidents.

We collaborated with the American

Short Line & Regional Railroad Association and the Short Line Safety Institute during the app's development. The app is being made available to emergency response agencies at no cost.

"What sets the app apart," says Vice President Jeremy Kramer, "is its ability to provide specific event location. The goal is to make sure first responders are able to reach an incident site at the right location and on the correct side of the tracks."



From the Cloud to the Ground

Another CRISI-funded project this year will be the rehabilitation of 19,000 feet of track on the Columbus Industrial and Dutch Industrial lead tracks. The work will include new rail and ties plus added crossing protection. Solar panels will also be installed on an LIRC building in Columbus and two in Jeffersonville as part of this funding.

Separately, an Indiana Rail Service Grant is providing 60 percent of the cost for upgrading 4,900 feet of track in our main Jeffersonville yard. The work will be done on track numbers 1 and 2.

Our ongoing upgrades to the critical Ohio River bridge continue, with Phase III implemented this year. Timbers will be replaced on 835 feet of the spans. Over the next two years the final 1,605 feet of older timbers will be replaced.

Finally, nine highway grade crossings have already been resurfaced this year.

"It's another busy work season to maintain the railroad in top shape," says Kramer. "As always our primary focus is on keeping operations safe." ♦

Be Safe, AND Prepared

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Nevertheless, the training group immediately went to work, knowing that they were preparing for an event they hoped would never happen. Multiple fire alarms were activated, summoning law enforcement and emergency medical services to the imagined scene.

The group was presented with numerous challenges including a tank car fire, shifting winds and the threat of a storm, electrical outages near the derailment,

some communications failures, and other complicating factors.

The group worked through the exercise, learning valuable lessons throughout the day, and the experience was appreciated by the participants.

Building Relationships

"Johnson County enjoyed the train derailment tabletop exercise that LIRC provided," said Joshua Snyder, Chief of City of Franklin Fire Department. "It was a very eye-opening experience for all of us coming together, working as one big

department. We are very thankful for the railroad working with us and giving us these opportunities to train together."

LIRC Vice President Jeremy Kramer agrees that there is tremendous value in the shared experience.

"At these events a large number of the participants have joined us previously," he says. "One of the most important benefits is that we build relationships and trust that will make us all much better prepared to work together in any actual incidents." ♦



New Focus on Jeffersonville Port Container Traffic

In June the Ports of Indiana announced “The Indiana Container Initiative.” Its purpose is to develop multiple international container terminals within the state of Indiana, including the one served by LIRC at Jeffersonville.

In the announcement, Ports of Indiana Commission Chairman Micah Vincent said, “Containerized freight represents a critical component of our state’s international trade and a new frontier for expanding our ports.”

Rail is already an important part of Jeffersonville port operations. Of some 30 on-site companies, about half are rail served, generating traffic that LIRC moves between the port and Class I connections.

“LIRC has been a great partner through the years,” says Jody Peacock, CEO, Ports of Indiana. “We are both enthusiastic about business growth, and our missions are very well aligned as we plan for increased container volumes.”

Port Development with a Difference

He explains that the State of Indiana brings a unique approach to the development of its ports. “In most cases, ports have originated as the result of cargo flows that created the need for a dock and then supporting facilities and infrastructure. “Indiana,” he says, “is the only state-wide port authority in the Midwest. This has allowed us to create ports at strategic locations where there is room to grow under a strategic plan.”



Planning has started to bring container shipments to Jeffersonville.

The new container initiative is another in a series of intentional efforts to bring new business to the state.

“LIRC has enjoyed a great relationship with the port and the companies it serves,” says our president,



Jody Peacock

John Goldman. “We are excited about the long-term prospects this project brings, and we will be supporting it in every way we can.”

Peacock adds, “Establishing new container facilities can create both economic and public benefits by reducing shipping costs, creating access to world markets, and establishing green shipping corridors that decarbonize supply chains.” ♦

Local Knowledge, National Capabilities

LIRC provides safe, consistent and efficient rail service to our customers and interchanges almost daily with its connecting rail carriers.

Service offerings include: rail direct, industrial development, crossdocking, transloading, car repair (limited offering), bi-annual track inspection (for online customers), railcar storage and warehousing.

LIRC Fast Facts:

- **Commodities Handled:** Agriculture/grain, fertilizer, waste material, polymers, chemicals, building materials, lumber, pulp/paper, food grade products, beverages, steel, scrap (metal and paper), aggregates/minerals, military shipments to support our troops.



Transloading brings rail to “landlocked” southern IN and northern KY shippers who need greater market reach.

- **Equipment:** 13 locomotives
- **Capacity:** 286k GWOR
- **Annual Volume:** 20,000 carloads
- **Storage Car Spots:** Approximately 250
- **Multiple Transloading Locations** ♦



LIRC Supports the Paralyzed Veterans of America



One of the events we are most proud of is supporting the Paralyzed Veterans of America. This year we cleaned up a couple's property that had recently been damaged by strong winds and tornadoes.

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.

In addition to supporting the Paralyzed Veterans of America (above), in the past year, LIRC has also supported:

- Norton Children's Hospital
- New Albany Little League
- Donner Swim Club
- Seymour Fire Department
- Center for Lay Ministries
- Rauch Center
- National Child Safety
- Clark County Sheriff
- Crusade for Children
- Mayor Mike Moore

Appreciating Our Great Employees

LIRC's people are the heart of our operation. We are grateful for the work all our teams do to keep us safe, efficient, and valued 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
- Sportsdrome Motor Speedway
- Salem Speedway

MILESTONES

LIRC employees celebrated the following milestones through July 2024. We thank you for your service.

Anniversaries



30 Years
Curt Leslie
Engineer



20 Years
Troy Daily
Engineer

10 Years

Jeremy Kramer
Vice President

Jeremy Peacock
Engineer

Antoine Preston
Chief Dispatcher

Anthony Ritchie
Assistant Roadmaster

Promotions

Will Brock
Trainmaster

Jeremiah Fletcher
Director of Transportation

New Hires

Israel Byrd
Engineer

Larry McKinley
Conductor

Darrell Jones
Bridge Operator

Alex Moss
Engineer

Dakota McCreary
Conductor

Shawn Stroud
Engineer

Jim McDonald
Trainmaster

Andrew York
Engineer

Retirement

Michael Gary
Engineer
19 Years