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Gibson Auto Yard Expanded

The auto industry is alive and well, and one doesn't have to look much further than the Indiana Harbor Belt Railroad's Gibson Auto Yard for proof. IHB began construction on four new 7,800-foot tracks this spring, expanding its capacity from 19 to 23 tracks.

The yard expansion will allow IHB to handle current traffic volumes and meet the increasing need of its customers.

"We've been talking about this project for a few years," said Rick Grover, chief engineer-Maintenance of Way. "The auto industry is coming back from the economic downturn and we needed to expand our capabilities."

Cutting pans were used to relocate dirt in April while demolition crews took out the north bridge in the hump subway to make way for the new tracks. Loads of stone were brought onto the property

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Welder Helper Eddie Garcia, left, and Foreman Mario Lopez, right, prepare the switch for installation.

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





Wiring on locomotive 2143 is installed before being sent to the paint shop.



Genset locomotive 2141 arrived on property in June.

Gensets arrive on IHB Property

Indiana Harbor Belt Railroad welcomed the first of four new ultra-low emitting genset locomotives to the fleet in May, and expect all four to be on property by the end of the month.

"A lot of work went into this project," said Dave Nelson, general superintendent-Operations. "It's both exciting and satisfying to know the locomotives are here."

Initial planning for the gensets began in 2007, and IHB filed the first application for

"We are very excited to be partnered with the Village of Franklin Park."

— Dave Nelson

a genset locomotive in 2008. IHB secured an "order to proceed" Aug. 18, 2010, from the Illinois Department of Transportation for the purchase of four genset locomotives.

In preparation for the new gensets, Mechanical employees are being trained on maintenance requirements. Transportation employees are being qualified to safely operate the locomotives. Nelson said the gensets will be subject to a few weeks of testing to see where they will best fit needs before being placed into service.

"The gensets are the first technology of this kind on IHB property," he said.

IHB partnered with the Village of Franklin Park and received partial funding for the locomotives through the Congestion Mitigation and Air Quality Improvement Program.

IHB will dedicate one of the new

gensets to the Village of Franklin Park Saturday, June 11, at Railroad Daze.

"We are very excited to be partnered with the Village of Franklin Park," Nelson said. "They are our neighbors and we care about the impact we have on the communities we operate in."

Genset locomotives run on diesel fuel like existing diesel locomotives, but use considerably less amounts of fuel because of the ability to shut off engines. This allows for fuel savings of 30 to 40 percent compared to existing diesel locomotives.

The locomotives are more environmentally friendly than traditional diesel locomotives and reduce air pollution.

All four gensets are four-axle locomotives. Nelson said the IHB is in the process of securing funding for four six-axle gensets.

Shining light on Blue Island

Blue Island Terminal has a new nighttime look, as three high-mast lighting systems were erected and put into service Dec. 15.

"The best part of all is that we've had zero negative feedback on the new lights," said Will Geeve, CREATE project manager. "People are happy with the footprint it provides."

Each system is equipped with 10 fixtures, putting out greater amounts of light to more territory. Employees benefit from more light to see what they are doing; the lights also act as a trespassers' deterrent.

"Without a doubt, Blue Island is safer because of the

new lights," Geeve said. "Overall, we are satisfied with how things turned out."

The new systems allow for the lighting ring to be lowered to the ground where employees can perform maintenance safely.

"Instead of climbing 125 feet up in the elements, our employees are now able to perform maintenance on the ground," Geeve said.

IHB electricians played a part in the installation of the systems. An outside contractor was brought in to build the foundation and erect the structures.

ATTITUDE makes an impact

Attitudes are powerful and can be infectious. Former British Prime Minister Winston Churchill once said, “Attitude is a little thing that makes a big difference.”

Bridge & Building Mechanic Joel Gilbert hopes his attitude rubbed off on his co-workers as he presented at this year’s Maintenance of Way spring meetings.

The seven-year injury-free employee presented on the importance of a positive attitude.

Gilbert welcomed the opportunity to speak to his co-workers and utilize skills learned from being a pastor at his local church.

“Maybe now if they see me in the field, they know what motivates me,” he said. “I encouraged my co-workers to tap into what motivates them, and use that to bring out their positive attitudes.”

Gilbert’s message resonated with many of his peers and sparked conversation on the power of a positive attitude at both work and home.

“Joel gave a dynamite presentation,” said Jim Majeski, manager of track maintenance. “He really did a great job and connected with many of his peers.”

Gilbert said his positive attitude helps him avoid the daily roller coaster of emotions, allowing him to consistently focus on the present.

“I believe that when your emotions are up and down, it’s difficult to focus on the task you are doing,” he said. “My attitude is consistent. I focus on the present, whether it be my daily tasks at work, or spending time with my family and friends.”

Gilbert said his wife, Niki, and church friend, Gina Widholm, were both instrumental in helping him prepare his speech. He also said his children Keelie, 11; Kenzie, 4; and Paisley, 4 months, motivate him to have a positive attitude every day.



Bridge & Building Mechanic Joel Gilbert spoke at the Maintenance of Way spring meetings about the importance of a positive attitude.

IHB adds four clerks

Clerks play a large role in IHB day-to-day operations.

“The future is bright for clerks,” said Craig Thomas, clerk and local chairman of Transportation Communication International Union. “We are adding new clerks to our team for the first time in 10 years.”

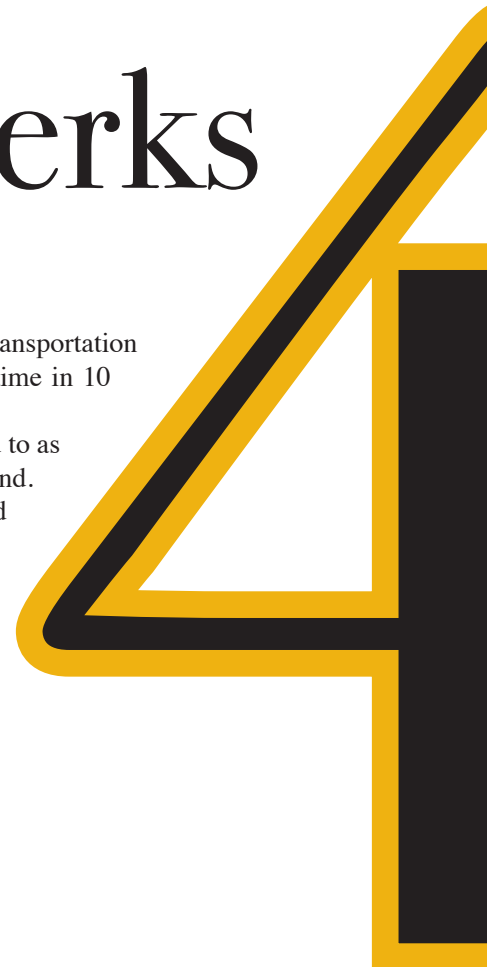
Thomas said when he hired on in 1979, IHB had 237 clerks on the job. The staff dropped to as few as 42 clerks, but Thomas says the addition of four clerks this spring is the start of a new trend.

Clerks starting with IHB have been subject to a very fast-paced environment. They need to be flexible, have the ability to multi-task and be willing to work hard.

“When I started, we learned how to do one task,” Thomas said. “Now, any clerk can be asked to fill in at any position at any time.”

Thomas said clerks will work on a plethora of projects, seeing each through from beginning to end.

“Our team works really hard and deserves a lot of credit for all that they do,” Thomas said. “These new clerks will be a great addition to the team.”



IHB's newest locomotive engineers

“REDI”

Indiana Harbor Belt Railroad sent eight trainmen to the CSX Transportation REDI Center in Atlanta March 21-April 11 to receive locomotive engineer training.

The three-week training covered the tasks of a locomotive engineer through classroom work. IHB employees also received hands-on simulator training.

Road Foreman of Engines Michael Carter said the promotion of the eight trainmen comes at a great time.

“We have a lot going on this year, and we expect eight engineers to retire,” he said.

After completing training at the REDI Center, all eight employees completed a review session to reinforce what they learned. They were paired with experienced IHB locomotive engineers after returning home.

“They must complete 240 hours and need to be qualified on all territories covered by IHB,” Carter said. “We are excited for our employees; they are going to do a lot of good.”



The promotion of eight trainmen to locomotive engineers will enhance operation efforts across IHB.

Congratulations to IHB's newest locomotive engineers:

Randy Anderson
Frank Burns
Kevin Cain
Harry Cokenower

Brian Kuhn
Chad Melendez
Scott Millsap
Justin Reynolds

SAFETY FOLLOWS DEDICATION

Outside the IHB Roundhouse, it was a typical day on the job for Machinist Dennis Thompson. As usual, he was busy servicing locomotives and preparing them to enter the shop. Then the day took an unexpected twist.

“I was just doing my job, riding down the line and I noticed a three foot piece of rail that wasn’t in line with the rest,” he said. “It’s not typical to find that. I was a little surprised.”

As a 34-year injury-free

employee, Thompson’s find was not by accident. It was a testament to his daily commitment to safety and situational awareness.

“We are taught to observe everything around us,” he said.

Thompson estimates that on any given day, approximately 30 to 35 locomotives could be on the servicing tracks.

“You never know what could have happened,” he said. “Someone could have been injured, and equipment



Machinist Dennis Thompson, right, is recognized by Superintendent-Locomotives Mark Hansen for his quick response to a broken rail.

could have been damaged. It’s just nice to know a potential incident was prevented.”

CUTTING-EDGE technology at Gibson

A new “one of a kind” shove light system was installed at Gibson Terminal in April and May. Plans are for the system to be fully operational by May 31.

“I believe IHB is the first in the country to install a system like this,” said Will Geeve, CREATE project manager. “It’s cutting-edge technology.”

The new Trainyard Tech shove light system measures the length

of each car switched into the yard, with two wheel detectors on each end of the track. That length is subtracted from the total length of each track.

“It gives our yardmasters real-time data on how much footage is left in each track,” he said.

The system will help minimize damage to equipment and enhance the safety of employees riding the point.

Trainyard Tech, LLC also installed the new Classmaster hump system at Blue Island Terminal. Classmaster shadowed the PROYARD system during initial stages of installation. Hump yard operations have been fully cut over to the new system and running solo since early April.

“We are very pleased with the way the system is running,” Geeve said. “Signal employees are quickly learning how to maintain the new system; they are making adjustments to maximize efficiency.”



Will Geeve, CREATE project manager

“It gives our yardmasters real-time data on how much footage is left in each track.”

— Will Geeve

Adams Awareness

Machinist Brian Adams remembers back to the initial days of his career last November, and the emphasis placed on safety from his very first day. His attention to detail and situational awareness paid off.

“We’re told if you see something unsafe, say something about it,” he said. “I saw something that wasn’t right, so I said something.”

Adams was going about his daily tasks as a machinist at Blue Island, responding to trouble calls in the yard. While driving across the yard, Adams noticed the ground all torn up near a crossing.

“It just didn’t look right,” he

said. “When I got out of the truck, I discovered the whole rail was peeled back.”



Machinist Brian Adams, right, is recognized for his quick response to a broken rail by Superintendent-Locomotives Mark Hansen.

Adams said his first inclination was to alert the trainmaster of his finding to prevent any equipment from moving towards the broken rail.

“It really could have caused a lot of problems,” he said.

Adams’ quick action prevented an incident from occurring that could have caused an injury or damage to equipment. He received an IHB picnic pack for his dedication to safety.

“It feels pretty good to be recognized; it makes me feel like I’m doing my job,” Adams said. “It just goes to show you always have to be on your toes.”

Generations of THOMAS

Trust Clerk Craig Thomas when he states he has quite a bit of family history wrapped up with the Indiana Harbor Belt Railroad. For the 34-year employee, it really is a family business.

Thomas himself began his career at Blue Island Terminal and has spent his entire career as relief clerk. He also is local chairman of Transportation Communication International Union.

His father, Ralph Thomas Jr., hired on IHB in 1948 and retired in 1994 as manager customer service. Thomas' grandfather, Ralph Thomas Sr., also retired from IHB, having served 44 years. He was the superintendent of the ICE house.

"Back then, as a kid, I remember coming to work with my grandfather and playing in the ICE house," Thomas said.

Thomas' great uncle, Louis Thomas, also worked a few years for IHB as a switchman before being drafted into World War I. He was killed in action in France.

Currently, Thomas isn't the only member of his family working at IHB. His wife, Lora, has served the past seven years as a train dispatcher. Prior to that, she worked 15 years as a dispatcher for Canadian Pacific Railroad.

Thomas' nephew, Rob Thomas,

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SLOW THE URGE **TO** RUSH

As professional railroaders, IHB employees are empowered to control their own environment and pace every day. Now is the time to recommit to eliminating the urge to rush from every task, and work toward zero injuries for the remainder of 2011.

"We need to refocus our eyes and mind on the task at hand," said Lou Mayden, director safety and training. "Let's slow down and eliminate rushing from the equation."

Rushing is one of the four states in the Safe Start program that can lead to critical errors. It is a state that can be prevented by simply slowing down and taking the time to assess every task.

Take time to assess the details

It's easy to become complacent with common everyday tasks. Complacency causes the mind to wander. Paying attention to every detail will ensure the mind is on the task.

Take time to identify the hazards

The critical first step to any task is identifying all the hazards. This step requires time, but it helps employees eliminate or reduce the risk involved with a task.

Take time to brief, re-brief and debrief

We all recognize the importance of a good thorough briefing prior to starting a job. But conditions, personnel, equipment and many other variables change throughout the day. The initial job briefing may no longer be sufficient to ensure a job is done safely.

Take time to protect your best assets

Your eyes, hands, feet, ears and mind are the most important assets you have for performing a task safely. If you take care of your assets, they will take care of you. Before starting a job or performing a task, take time to consider whether your best assets are protected.

Taking the time to think about these little steps will help eliminate rushing and keep IHB employees safe.

FRA reportable injury-free days | As of May 31, 2011

Argo Terminal

T/E 67
M/W 685
M/E 5,259

Blue Island Terminal

T/E 100
M/W 96
M/E 189

Gibson Terminal

T/E 20
M/W 236
M/E 44
G/A 387

Norpaul Terminal

T/E 436
M/W 3,097

NEW CONSTRUCTION

Continued from Page 1

in early May to create a six-inch base for the tracks.

Maintenance of Way employees also began building new switches and preparing them for installation.

IHB tie and surfacing gangs began work the second week of May. Ties and materials were laid out ahead of the gangs to make work more efficient.

Plans are to have the project completed in August.

“We are excited about seeing the finished product,” Grover said.

ABOVE: Crews install 31,000 feet of track. **TOP LEFT:** A six-inch rock base is put in place, creating elevation for drainage and a solid foundation for the tracks. **BOTTOM LEFT:** Demolition crews take out the north bridge in the hump subway to make way for the Auto Yard expansion.

Maintenance of Way spring meetings a success

The Maintenance of Way department took a different approach to this year’s spring meetings. In the past, supervisors presented on various safety topics. This year, field employees were asked to bring their ideas to table and present those to their peers.

“We asked them what they wanted to be talked about this year, and what they thought was being missed in past meetings,” said Jim Majeski, manager of track maintenance.

In all, 13 Maintenance of Way field employees presented on topics of their choice.

“They did an outstanding job, and it was a huge success,” Majeski said. “I was impressed with how well they did. All were very professional with their presentations.”

Other Maintenance of Way managers agreed, giving the two-week-long meetings two thumbs up.

Approximately 130 employees participated in the April 4-15 spring meetings. The department will conduct meetings again this fall.

“I really think this meeting helped make the team bond tighter,” he said.



Manager of Track Maintenance Jim Majeski says this year’s Maintenance of Way spring meetings were a great success.

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.



Clerk Craig Thomas and his wife, Lora, dispatcher, combine for more than 55 years of railroad service. They enjoy spending time with their children, Matthew and Taylor.

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Generations

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is a conductor at Gibson and has been with IHB approximately seven years.

"I've really enjoyed my time here at IHB and I'm very grateful for this opportunity," Thomas said. "The railroad has definitely been good to my family."

IHB sees **bright future** with Tradebe Treatment

As an environmental leader in the railroad industry, the Indiana Harbor Belt Railroad continually seeks out opportunities to serve environmental leaders in other industries. In 2008, IHB began moving recyclable hazardous waste for Pollution Control Industries in East Chicago, Ind., now known as Tradebe Treatment and Recycling, LLC.

"We see Tradebe Treatment as being a leader in the safe disposal of hazardous waste material," said Leo Pauwels, director of Industrial Development & Pricing. "That fits right in with the IHB's commitment to being an environmental leader in the railroad industry. It made sense for us to pursue business with them."

Tradebe Treatment recycles industrial waste into beneficial products and substitute fuels. IHB moves carloads of recycled fuel and de-greaser products. Cars carrying waste flow through Blue Island and then interchange.

Pauwels said business with Tradebe Treatment diversifies the industries served by the IHB, and opens future opportunities in the waste management industry.

"We expect Tradebe Treatment will be aggressive with expanding operations in East Chicago," Pauwels said. "We see a bright future with Tradebe Treatment and view this as a

"We see Tradebe Treatment as being a leader in the safe disposal of hazardous waste material."

— Leo Pauwels

growth account."

Tradebe Treatment Transportation Coordinator Roger Burgess said he is pleased with the level of service provided by the IHB.

"Leo (Pauwels), Jim (Sheppard, senior director Marketing & Business Development), and Christine (Wilson) have been exceptional to work with," Burgess said.

IHB Customer Service Representative Christine Wilson communicates with Burgess twice a day to ensure Tradebe Treatment needs are met.

"Christine has been great to work with," Burgess said. "She is very aware of our needs and is always looking ahead to know when my equipment is available. We appreciate her service."