

Spring 2021

Lake State Railway

The Turntable



FROM THE PRESIDENT
Improving Our Network

ROUNDHOUSE REPORT
Reviving the Backshop

LIVING THE DREAM
The Inspiration That Drives Us

Photo Courtesy of Bryan Boyse



As the 2021 rail infrastructure work season nears, our team at Lake State Railway Company (LSRC) is busy scheduling another robust season of maintenance and upgrades to LSRC's rail system. LSRC continues to progress the commitment to upgrade mainline track and other

facilities to ensure long-term safe and reliable service to our growing customer base. This year's work includes many projects as outlined below.

The most significant project is the replacement of over fifteen miles of rail on the Huron Subdivision. The new rail will be 115-pound continuous welded rail which nearly eliminates all the 85-pound rail left on our system (only a small segment of less than 1/2 mile will be left). LSRC has been working on this project for nearly 10 years, the first rail being laid in 2012. 2021 will mark the elimination of approximately thirty-five miles of this very old rail section. This is a significant accomplishment for LSRC and will allow for the upgrading of gross weights per rail car to go from 263,000 pounds to 286,000 pounds.

Another area that will see improvement is the Saginaw Subdivision between Saginaw and Mount Morris. Work on this segment includes the installation of 10,000 ties (Saginaw to Birch Run), joint elimination (approximately 100) over the entire segment, cribbing to remove fouled ballast at several locations, replacement of a switch at an industry and lastly, ballast and surfacing over the area receiving the ties and cribbing. The goal of this project is to increase speeds on trains moving over this segment by removing slow orders and improving conditions. This segment of track is critical as Saginaw is the point at which traffic comes together from all lines North and West of there. It effectively is the beginning of the funnel that feeds LSRC's two Class 1 connections.

Multiple bridge projects are planned over the entire system with the most significant being the replacement of a large structure located South of Novi. Most other work is maintenance needed to keep bridges in good working condition.

New switches will be installed on the Mackinaw Subdivision (four total) and Huron Subdivision (three total). Most of the switches will be installed at points that expect to see speed increases in the next few years as other work is completed.

Yard improvement work will occur at Coldwater Yard (Flint) Saginaw Yard and North Bay City Yard. All work is part of the ongoing effort to handle the growing volume of single car business that is occurring.

Lastly, there will be improvements made to road crossings across the system.

This year's work coupled with much of the recent years' work and future planned work is being done to help LSRC handle the evolving traffic mix changes. These changes have been occurring over several years where grain traffic (once a significant piece of LSRC's business) has diminished due to several factors and the planned closing of a coal fired power plant served by LSRC in the next couple of years. LSRC is working very hard to grow its single car business to replace the lost and future loss of traffic. It takes a lot of growth in single car traffic to replace unit train traffic.

LSRC continues to invest in infrastructure to ensure it remains competitive and that it can grow business to help it withstand the changes that are known to be coming and those that may occur in the future. Staying ahead of the changes is important for LSRC, its employees and its customers.

John Rickoff
President & CEO



No matter what you do for a living, you're always living a dream. It might not be your dream, but it was someone's dream. It's the motivation that drove someone to see an opportunity with a service or gadget to sell that brought our customers and Lake State Railway together. It's the accumulation of all those dreams that makes us proud to partner with every customer we serve along our 375 miles of track. The track that connects the small and large communities of Michigan to world markets. Achievable due to reliable and safe rail transportation in your backyard.

Our portion of that journey began in the late '80s and early '90s with the dream of one man and his supporting family, the late Jim George. In 1992 that dream became a reality when he acquired the railroad lines previously operated by the Detroit & Mackinac Railway Company (The Turtle Line). With his drive and passion for assembling a winning team, he set a firm foundation of generational success to turn these nearly abandoned rail lines into a successful railroad.

So when our employees arrive at your facility to provide you service, they're entering into the logistical portion of the fruition of someone's dream. What was once a field is now an industry or a trans-load facility that started from someone's fortitude to reach down deep and do the impossible.

LIVE YOUR DREAM LEAD WITH INTENTION



Jim George, founder of Lake State Railway Company

The employees and management at Lake State Railway have worked hard to build upon our early foundation by encouraging those within our family to dream outside the box. We are not a cookie-cutter railroad within our industry any more than our customers are within their respective industries. We look for those opportunities to increase the efficiency of those we serve along our lines. We encourage our employees to offer suggestions, and our management and marketing teams go out of their way to develop

new business lines. Logistical opportunities for your business utilizing our **"Excellence in Transportation."**

So the next time you get caught at a crossing watching a long train of cars going by, remember, behind each locomotive is the logistical engine that keeps our economy running. All of this brought to you by a dream and the determination not to fail. In the words of David Dunbar Buick, *"The failure is the man who stays down when he falls."*

Almost 30 years from our humble beginnings, we are proud to say we have succeeded because of our dedicated employees and you, our customers. More importantly, we stuck with that bedrock foundation to always get up and never stay down.

Roundhouse Report

Yogi Berra once said, "If you don't know where you are going, you'll end up someplace else." He had a way of "plan speak" that spoke to many of us. I guess in simpler terms, "If you want to reach your goals, you better have a plan."

We've been working hard at the Saginaw Locomotive Facility (the roundhouse) to reach some important goals. One of the top goals is to have a fully functional backshop. Each day we get a little bit closer to that goal. What's a backshop you say? Per Wikipedia, a backshop is defined as:

A specialized store or workshop found in service industries, such as locomotive and aircraft repair. Most repairs are carried out in small workshops, except where an industrial service is needed.

With recent tooling and infrastructure improvements on track 4 in the building, Lake States is taking the next step to a fully functional backshop. In 2019-2020, we installed a new 40' overhead crane. This year, with our track department's help, we have added 56' of track along with 48' of additional overhead bridge crane runners. The rail extension took the

backshop back to its original footprint before the rail was shortened in the 1950s to accommodate the bulk oil tanks used for the new diesel locomotives. Now we have 88' of overhead crane to work on our expanding locomotive fleet. What are the significant differences from the 1922 footprint of the back shop? For one, we have a new concrete floor instead

of oak blocks (about the size of bricks). Another significant improvement is a remote control that controls the overhead crane, unlike the awkward marionette type controls on the original crane.

Another goal is to assist transportation with better radio communications. Under John Junga and Mike Rose's leadership, we have invested in new testing and calibration equipment to meet our growing demand for reliable communication. This also includes the communication we keep with the

rear end of our trains. Long gone is the rear-end conductor in his little red caboose. Caboosees were replaced in the 1980s with "End of Train" devices (EOT's). Our Lead Fuel Pad Mechanic, Brendan Forrest, will be servicing and testing the radios and EOT's in the shop. Brendan has been busy turning the former machine shop into a radio/end of train technology repair room. That's a mouth full. I think we will call it the "Radio Room."

All the guys on the inspection side, backshop, and fuel pad have been very busy. After a hard winter, we've been doing everything from cleaning up locomotives, re-profiling wheels, several inspections, main generator change out, and many other projects.

We purchased 20 locomotive air dryers that are currently being rebuilt. These will be installed on all the locomotives that are not equipped with dryers. The new air dryers will help us during those cold Michigan winters by providing clean, dry air to our brake systems.

We purchased four compressors that are double the capacity of our current locomotive compressors. Instead of 3-cylinders used to pump air, these are 6-cylinders. All four compressors have to be rebuilt and installed as time allows into our slug mother fleet, giving our slug sets twice the amount of air for better train handling. What's a slug? Refer back to our summer 2020 magazine/newsletter (I know, no one wants to go back to 2020).

Until Next Time, Be Safe,
W. Roger Fuehring
Chief Mechanical Officer



Spring Training!

The Safety and Training department has been busy with the training of an influx of new employees for the first quarter of 2021. We have welcomed several Car department and Transportation department employees into our family. If you see an unfamiliar face (or at least the unmasked portion of a face) introduce yourself—we pride ourselves on being a close knit group, both within our craft, co-workers, and our extended railroad family.

As work on the new employee operating manual and timetable finishes up and gets sent to the printers, expect operating rules classes to commence very shortly. The new rulebook is designed as a “one stop shop” for all operating employees regardless of craft to be able to quickly identify rules as various operating circumstances crop up. The Safety and Training department extends a hearty “Thank you” to the employees in all the other departments that took the time to discuss their ideas about rule changes with us. We have, by and large, adopted their suggestions.

We have high expectations for our fellow railroaders in the field, and our ultimate goal is an accident free future. To that end, we would like to remind everyone of the Leading causes of Human Factor Train incidents (according to the FRA).

- 1) Switch Improperly lined
- 2) Switch previously run-through
- 3) Failure to apply or remove a derail
- 4) Cars left out to foul
- 5) Cars shoved out and left out of clear
- 6) Failure to control a shoving movement
- 7) Absence of an employee watching shove movements

Further, we can boil down these seven factors to four major areas of impact: Switches, Derails, Cars fouling, and Shove movements. Those “Big 4” will be our safety focus in the upcoming months.

Work safe, work smart, and above all, take the time you need to perform all your work safely.

Brian Edwards
Director Safety & Training



LSR SAFETY REALLY COUNT

Dave Murringer - Conductor/Engineer

This guy needs no introductions around here at Lake State, but for those of you who haven't had the pleasure of meeting David Murringer in person, we'd like to take this opportunity to share some insight on the person behind this loyal railroader.

Dave came to work for Lake State over 10 years ago without any railroading experience but with hard work, he quickly learned the ropes and became a Certified Conductor and later gained his Engineer card. While working on the railroad, Dave knows he could encounter something different each day so he pays close attention to the safety aspect of operating a big 200+ ton engine with lots of moving parts. Railroading is a tough job and Dave prides himself on working as efficiently and safely as possible.

In the late 80's, Dave joined the United States Marine Corps and proudly served his country for 8 years. His time in the military stationed him in a few places around the world but his Home Base was Camp Lejeune in Jacksonville, North Carolina. In the beginning of his military career, Dave served 2 years in Yokosuka Japan aboard the USS Blue Ridge which then took him to the Gulf war for 9 months in both Operation Desert Shield and Desert Storm. After returning to Camp Lejeune for a time, Dave was then stationed in Panama from 1993-1995 as part of the Security Forces before returning to his home base until his honorable discharge from the Marine Corps.

Before coming to Lake State, Dave worked for 10 years as an iron worker operating cranes and heavy equipment. He worked on putting up metal buildings and warehouses like Costco Wholesale and Kohl's. He had a few friends here at Lake State who put a bug in his ear to apply and we are sure glad he did.

Dave was born and raised in Tawas City where he still resides today. He has been married to his lovely wife RaeAnn for 19 years and shares 2 step children, Danielle, a working mother of 3 and Jacob, a Civil Engineer. Dave and RaeAnn also share a daughter, Sarah, who will graduate from high school this year and plans on attending vet school.

When Dave isn't busy railroading, he enjoys spending time hunting and maintaining his hobby farm of 5 horses, 2 baby steers and 4 dogs. He raises his own beef cattle and a pig every year while also planting and maintaining a garden, including sweet corn and food plots for deer. His daughter Sarah belongs to the Michigan High School Rodeo Association and her dad enjoys keeping busy with her schedule and attending events.

Dave has been a dependable, hard-working and loyal employee for Lake State and we couldn't be prouder to have him on our team.

"Murri – you have a great attitude and it's always a pleasure talking to you."
– Deanna Hennessy

"Dave brings a positive can-do attitude to his daily activities and is always a pleasure to be around."
– John Rickoff

Deanna Hennessy
Accounts Receivable



"Don't let the bear get ya."
– Grandpa Fluffy



New Arrivals



We proudly welcome our newest member to the Lake State Family

Winifred June Tomczak
April 1, 2021



Welcome

We want to give a warm welcome to our newest team members who joined Lake State January-March, 2021. Welcome aboard! We look forward to all the great knowledge and workmanship you will bring to Lake State Railway.

Jeffery Jones—Staff Accountant
Matthew Bradley II—Transportation
Thomas Klemm—Chief Engineer
Robert Billings—Senior VP of Auto Services
Ronald Chadwick—Director of Auto Services
Jason Loomis—Transportation
Shaun Morrison—Transportation
James Kane—Transportation
Chad Maxon—Railcar Repair Manager
Kyle McCloud—Railcar Mechanic
Michael Gajewski—Railcar Mechanic
Christopher Williams—Railcar Mechanic
Alexandria Serna—Railcar Mechanic
Edwin Tuttle—Railcar Mechanic
Misty Edwards—Dispatcher

Promotions

Matt Bradley—Conductor
James Kane—Conductor
Jason Loomis—Conductor
Shawn Morrison—Conductor
Logan Schupp—Engineer

Congratulations! LRSC thanks you for your commitment to Excellence in Transportation!

2021 Second Quarter Anniversaries

John Agnew13 years
Phil Bailey3 years
Scott Baker.....20 years
Brian Benson.....22 years
Ronald Danks1 year
Brenda Dault.....2 years
Michael Davis.....4 years
Jeffery Denay 2 years
Mark Eickholt..... 7 years
Andrew Esseltine..... 3 years
Brendan Forrest 3 years
Allen Gooch 9 years
Richard Hanson 15 years
Donald Hasty..... 13 years
Richard Joles 7 years
Devlyn Kalinowski 2 years
Kristopher Kent 9 years
Thomas Leaman 2 years
Riley Nunley..... 2 years
Sean Pengelly 4 years
Mark Pennell..... 9 years
Ralph Rogers 4 years
Travis Smith 3 years
Nicholas Sweet..... 2 years
Zakary Tarrence 1 year
Trista Wolgast 14 years

**Thank You to All
Lake State Employees!
We Value Your
Commitment
And Loyalty!**

Lake State Railway mourned the loss of one of our own as Scott Baker's son passed away in March.

Kurtis "Kurt" Erik Morin

Oscoda, Michigan
December 20, 1994 - March 5, 2021

Obituary Notice

Age 26, of Oscoda, Mi passed away on Friday, March 5, 2021. He was born on December 20, 1994 in Alpena MI to Ronald Lee Stewart and Erika Jean Morin. Kurt Graduated from Oscoda Area High School in 2013. He obtained his Associates Degree from Alpena Community College and went on to Graduate from the Police Academy through Kirtland Community College. Kurt was the ultimate outdoorsman and enjoyed hunting, fishing, trapping, and sport shooting. In his spare time he played poker, video games, shared his political views, and loved to educate others on "fun facts". He enjoyed to do research and believed that anything to do with science "was worth a google". He is survived by his Mother, Erika Baker; Father, Ronald Stewart; stepdad Spot (Scott Baker); brothers, Alex and Seth Baker; and many, many family and friends. Kurt was preceded in death by his paternal and maternal grandparents.



“The Turntable” - Lake State Railway Company's official newsletter

Lake State Railway Company

750 N. Washington Ave.
Saginaw, MI 48607

Phone: 989-393-9800
Fax: 989-757-2134
E-mail: info@lsrc.com

PLEASE
PLACE
STAMP
HERE



Mailing Address Line 1
Mailing Address Line 2
Mailing Address Line 3
Mailing Address Line 4
Mailing Address Line 5

