

# ***Lake State Railway***

***The Turntable***



**FROM THE PRESIDENT**  
INFLATION

**LEGISLATIVE**  
VISIT FROM SEC. PETE BUTTIGIEG

**SAFETY**  
WINTER BLUES

**ROUNDHOUSE REPORT**  
GOING GREEN

Photo Courtesy of Chris Guss

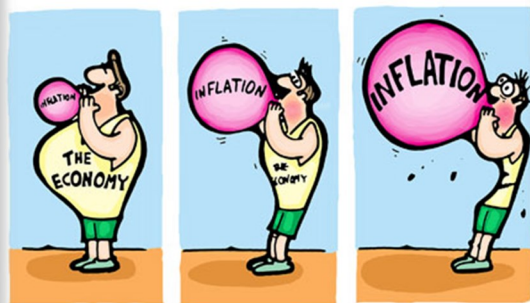




With the start of 2023, I believe it is appropriate to reflect on what has occurred in the National and Global markets, how the economy is affecting LSRC, our employees, customers, vendors and other parties that we work with on a daily basis. It is obvious that inflation has skyrocketed and the economy is showing signs of struggle. The cost of goods, housing, fuel and rising interest rates among other issues can and has disrupted our businesses as well as personal lives in many ways. We all have had to make adjustments in how we spend and save. At LSRC, we are not going to be able to accomplish some of the work that we planned to achieve because the cost of materials needed have increased 40% to 100%. Wait, isn't the inflation rate only 7-9%? This is where demand comes into play. Demand is still extremely strong for many goods and services needed,

allowing companies to price these goods to the market or price to what the market will bare. If the economy weakens, as some are predicting, it is likely that we will see demand lessen and prices reduce.

So why is this continuing? Why haven't consumers backed off on their spending? In my opinion, I believe a significant part of what is occurring can be traced back to the pandemic. In many cases, material has been unavailable when needed or had long lead times for delivery. This trend has not improved even though we are nearing the 2-year mark since the lock downs have ended. Lead time to get material for certain projects is well beyond what it has been historically.



hubblecontent.df.osi.office.net

Many businesses have experienced and are still experiencing worker shortages. The transportation industry in general has had a difficult time maintaining the level of employees needed to keep freight moving despite tremendous efforts to hire and train the needed staff. Many railroads have come under fire for staffing issues as a shortage in train and engine service employees has impacted service to rail customers. LSRC has nearly a constant need for more employees. Thankfully, it has not resulted in a significant impact to any of our customers. Unfortunately, in many cases, LSRC is just a small piece of a total transportation package. In general, LSRC's performance has been pretty stable, however, in most cases our performance is not going to impact the overall movement.

LSRC has stayed focused on our strategic plan to grow, despite all the struggles around us. Growth is an important tool that helps us withstand the pressure of inflation and the potential loss of any piece of business. I am pleased to say that LSRC has added new customers in 2022 and has found significant opportunities to land additional business. Our dedicated employees are helping us survive in a difficult environment as we all have to adapt to the many changes occurring around us.

Whatever your relationship with LSRC is, we thank you and wish you all a prosperous year and hope that your families remain happy and healthy.

**-John Rickoff**  
**President & CEO**



## CSX Shortline Conference - Carload Growth Award

Lake State Railway was honored at the CSX Shortline Workshop last October with the first place award for total carload growth with CSX. This growth came despite numerous challenges, including a strained national network, staffing issues at most industries, including railroads, and inflationary headwinds. The growth occurred primarily on a 50-mile segment of railroad leased from CSX in 2019. This segment of railroad was vital to our network and our connection to CSX, but had very little online traffic.

Our marketing team has been able to identify and secure several new customers in the last three years, some of which are transload customers in Flint, others of which required significant capital investment for new rail spurs. We are grateful for CSX trusting LSRC to operate the Saginaw Sub south of Flint and we are happy to show significant growth in business with CSX as a result of the lease transaction.

Our team has done well servicing customers, but the growth has brought challenges, particularly with staffing. We continue to hire new conductor trainees to keep up with growth and with the challenges of the current labor market. We have a new class of conductor trainees, accounting for more than a 10% increase in T&E headcount. We are excited to see new railroaders being added to our team and look forward to the improvement in service they will bring. The T&E team has been working hard to keep up with the growth and the new hires will bring some much-needed relief to our transportation employees.



**-Michael Stickel**  
**EVP & COO**



## Maintenance of Way Update - Rail Sections on LSRC

The iconic rail section profile, known as T (or “tee”) rail, is synonymous with the rail industry given its use in logos for railroads and railroad-affiliated companies. This comes as no surprise considering its importance to industry. Steel is a critical component of the track structure and, given current inflationary and economic conditions, is by far the most costly. Though the general shape of the T rail has remained the same, decades of refinement by changing various geometric factors created the standards of today.

Rail sections are defined on a coded system based on rail weight and design. Rail weight, measured in weight of rail per yard, is the initial portion of the code followed by a two-digit identifier. The two-digit identifier typically corresponds to a two-letter code identifying a section developer (ASCE, ARA, AREA) and any series they had developed. Two of the most common rail sections of today’s standards include the 115RE (11525) section and 136RE (13637) section.

Prior to 1893, there was no industry-wide standard or uniformity to rail section profile. Having non-standard rail sections added expense and operational challenges for steel mills rolling the specific sections for all the different railroads. Finally, the American Society of Civil Engineers (ASCE) stepped in to develop a rail section standard that could be used industry-wide. The railroads’ experience with the ASCE-developed rail sections was not satisfactory; as train speeds and axle loading were increasing, the rail sections were found to be prone to breaks and excessive wear. As a result, the American Railway Association (ARA) was recruited by ASCE to develop a better rail section standard.

In 1915, with the railroads seeking further rail section standard refinement, the American Railway Engineering Association (AREA) took on the responsibility for rail section design. AREA-designed rail sections took the “RE” designations. Through various iterations and design adjustments base on industry feedback, RE-designated rail has become the industry standard through today.

Several railroads developed their own rail sections based on what they believed would be preferred for their operations. Outside of the ASCE, ARA, and AREA rail sections, the 122CB and 105DY section of the Chessie System and New York Central Railway, respectively, are still the prominent sections on LSRC Saginaw Subdivision and Pinconning/Mackinaw Subdivision.

LSRC maintains a variety of rail sections across the nearly 400-mile network. This is due to LSRC trackage being comprised of rail segments previously operated by other railroads, all of which with their own rail section preferences and requirements. Strategically, LSRC is working to eliminate certain rail sections and replace with heavier, readily available industry-standard sections.

This allows LSRC to retire sections that are either no longer manufactured (use of which creates material replacement challenges) or do not meet the requirements for allowing LSRC to operate heavier trains at faster speeds. Segment of particular concern is the Huron Subdivision, where several rail sections of the same weight but different series/designation can occur in a short span. This is generally a result of the railroad making due with what was available and cost effective as the time (though not ideal continued maintenance).

**-Sean Pengelly, P.E.**  
*Engineer—Projects & Development*

**-Tom Klemm**  
*Chief Engineer*

Lake State Railway Company  
Rail Sections

Rail Weight (per yard)	Type	Designation(s)			Primary Location on LSRC	Notes
70 lb.	ASCE	7040	70AS	701	Alpena Yard	To be retired
85 lb.	ASCE	8540	85AS	851	Huron Subdivision	Last of mainline rail retired in 2022
90 lb.	ASCE	9040	90AS	---	Huron Subdivision	
90 lb.	ASCE	9040	90AS	---	Huron Subdivision	To be retired
90 lb.	ARA-A	9020/9031	90RA	902	Huron Subdivision Saginaw-area yards	
90 lb.	ARA-B	9030	90RB	905	To be retired	
100 lb.	ASCE	10040	100AS	---		
100 lb.	PS	10031	100PS	---		
100 lb.	ARA-A	10020	100RA	1003		
100 lb.	ARA-B	10030	100RB	1002		
105 lb.	DUDLEY	10524	105DY	---	Mackinaw Subdivision Pinconning Subdivision	
110 lb.	AREA	11025	110RE	1100	Bay City Subdivision	
112 lb.	AREA	11228	112RE	1121		
115 lb.	AREA	11525	115RE	1150	Saginaw Subdivision Dean Subdivision Pinconning Subdivision Mackinaw Subdivision Huron Subdivision Various locations	One of LSRC's standard rail sections
119 lb.	AREA	11937	119RE	---		
122 lb.	CHESSIE	---	122CB	---	Saginaw Subdivision	
127 lb.	DUDLEY	12723	127DY	---	Mackinaw Subdivision	
130 lb.	PS	13031	130PS	---	Saginaw Subdivision	
131 lb.	AREA	13128	131RE	1311		
132 lb.	AREA	13228	132RE	1321		
136 lb.	AREA	13637	136RE	---		One of LSRC's standard rail sections
141 lb.	AREA	---	141RE	---		

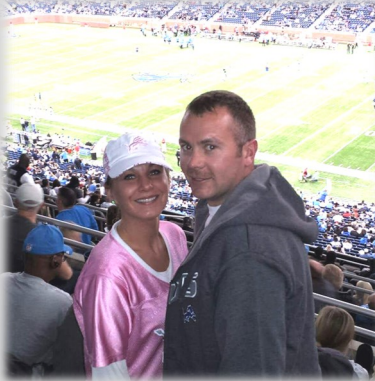


### JOSHUA JOHNSON—CERTIFIED ENGINEER & CONDUCTOR

For those of you who have not had the pleasure of meeting Josh Johnson, let me take this opportunity to introduce to you one top-notch Locomotive Engineer & Conductor. Josh started working for Lake State Railway almost 18 years ago and has proven to be an incredible asset. Josh has spent most of his rail career here working out of our Grayling, Michigan yard, servicing our many longtime, loyal customers in that area. When asked what he enjoys most about his job, he replies with a laugh, “The end of the day”. ☺ Although Josh is a Certified Engineer as well as a Conductor, he’d rather work the ground than run the locomotives. Even though ground work is far more demanding physically, he prefers to be outside conducting and switching rather than being “cooped” up in the engine. Josh’s daily focus is to make sure that the work gets done right and that the customers on his run are completely satisfied at the end of the day. Judging by the lack of complaints, we are certain that he accomplishes that goal every day.

Josh was born and raised in small-town America, Hale, Michigan where he and his wife Tiffany still reside today raising 4 boys ages 18, 16, 15 and 13 on their 60-acre farm. Their oldest son Jerick is currently serving in the Air Force in Pensacola, FL, Zander and Sam both finished their football season for varsity and middle school, then on to the next sport, and Kyran, the youngest, spends time in sports and competing in rodeos running barrels and speed events. The family keeps very busy between the boys’ all-seasons sporting events, farming hay fields, and raising horses and cattle, all while holding down full-time jobs. In his free time, which judging by his daily routines isn’t much, you might find Josh out enjoying some of Michigan’s favorite pastimes - hunting and fishing. He enjoys hanging out with friends and family as well.

After graduating from high school, Josh worked construction for a builder in Hale until the September 11th, 2001 tragedy struck and compelled Josh to join the United States Navy. Boot Camp for Josh took him to the Great Lakes Naval Base in Chicago, IL and from there, he went on to Gulfport, MS for MOS construction training. In 2005, Josh’s first deployment with the Navy Seabees (United States Naval Construction Battalions) was in Kuwait for about a year. He wasn’t deployed again until 2010, when he was sent to Afghanistan for about another year. During these deployments, his unit would be assigned with a



Special Forces Team to go in early to build infrastructure or construct the forward operating bases which could include bunkers, barracks, armories, command centers, or any other military structures needed. Today, Josh remains in the Navy Reserve (soon to retire) which requires 1 weekend a month plus a 2-week military training each year. Lake State is proud to be an employer of military veterans and we are extremely thankful to have

Josh on our team here at Lake State and grateful for his service to our country. He has been an incredible asset to our team. Those employees who have had the opportunity to work with Josh have nothing but great things to say about his knowledge, work ethic and attitude. He is a true team player.

*“Josh always has a smile on his face that matches his get-it-done attitude. We are proud to have him as an employee and for his service to our country”. – John Rickoff*

*“He’s a great trainer, hard worker, good attitude, and a lot of fun to be around.” – Chris Smith*

*“Josh & I have a love-hate relationship. I like to leave him notes asking him to do something for me and he likes to do everything but that LOL! All jokes aside, Josh is very knowledgeable and has taught me a lot about the craft, but don’t tell him that, he can’t know I said anything nice about him.” – Josh’s Favorite Conductor*

**–Deanna Hennessy  
HOS Compliance Manager/AR**



## Visit from the U.S. Secretary of Transportation



Pictured left to right: Kevin Mitrzyk, John Rickoff, Secretary Buttigieg, Shasta Duffey, Mike Stickel, Congressman Dan Kildee

Lake State Railway was proud to host U.S. Transportation Secretary Pete Buttigieg this last summer to announce the allocation of federal grants to support Michigan's railroad infrastructure. \$21 million of these grants is designated to the Michigan Department of Transportation specifically for the Great Lakes corridor north of Ann Arbor. These grants will greatly help to repair the aging infrastructure of Michigan Railroads to help improve safety, supply chain jams, and allow trains to carry more weight and move faster. Lake State would like to thank Secretary Buttigieg and Congressman Dan Kildee for taking the time in recognizing and supporting the needs of the Michigan Rail industry.

- Deanna Hennessy  
HOS Compliance Mgr. & AR

For further details, please see the full article by Rick Brewer at WCMU via the link below or visit our website: [www.LSRC.com](http://www.LSRC.com)  
<https://radio.wcmu.org/local-regional-news/2022-06-02/buttigieg-announces-investments-in-great-lakes-rail-system>

## LSRC's Kevin Mitrzyk Attends Capitol Bill Signing

Kevin Mitrzyk, Lake State Railway EVP & CFO, recently participated in the Governor Gretchen Whitmer bill signing for the new Active Traffic Control Device update law. The event occurred on the Governor's balcony at the State Capitol. Mr. Mitrzyk played a critical role in guiding discussions regarding this legislation.

The sponsor of the legislation, State Representative Tim Sneller (D-Burton) also attended the event along with his legislative staff. The new law, Public Act 62 of 2022, calls for updating the amount road authorities contribute towards the maintenance of active traffic control devices. The law also contains an automatic inflationary increase to adjust the cost share every two years. Lake State Railway would like to sincerely thank Representative Tim Sneller for his determined and professional approach with pushing this legislation through the legislative process. We also thank House Transportation Chairman Jack O'Malley and Governor Whitmer for their support of this issue.



-Jon Cool  
President of Michigan Railroads Association



# LSRC LET SAFETY REALLY COUNT

## Greetings Lake State Railway Family!

I hope the warmer months found you and yours happy, healthy and prosperous, and I hope you made some memories that will last a lifetime as the world returns to the new normal, post COVID-

19. With that said, while extreme temperatures always pose a threat to our safety, as I'm sure you're already aware, the winter months bring about their own unique challenges and concerns.

An important thing to bear in mind is that slips, trips and falls account for the vast majority of preventable injuries plaguing the rail industry, and a study conducted by the University of Calgary concluded that winter weather conditions lead to a 37% increase in these types of injuries.

Last, but certainly not least, is what has become colloquially known as the "Winter Blues." In certain cases, these shortened days, in which we find ourselves deprived of sunlight, can actually result in a mood disorder known as Seasonal Affective Disorder, which, according a study by Michigan State University, is a type of depression that affects more than 10 million Americans.

Symptoms of Seasonal Affective Disorder can be:

- Irritability**
- Tiredness, or low energy**
- Hypersensitivity to rejection**
- Heavy feeling in the arms or legs**
- Oversleeping**
- Appetite changes (craving foods high in carbohydrates)**
- Increased alcohol consumption**
- Weight gain**



If you begin to notice these symptoms on a somewhat consistent basis, don't attempt to self-diagnose yourself, or ignore it, but instead, consider seeking medical attention from your primary care physician. Some of the most effective treatment methodologies that have been found are light-therapy, and psychotherapy (visiting with a psychiatrist, or therapist), while more extreme cases may require prescription medications.

To minimize the risks, or symptoms, of the "winter blues," it's recommended that you expose yourself to as much natural light as possible. While this can be a challenge in the winter, especially within our industry, consider the simple act of opening your blinds to allow natural light in, or try taking a walk outside when you can. It's also recommended that you obtain sufficient rest, maintain a healthy diet, and exercise regularly, which can increase dopamine output within your body (the neurotransmitter that makes you feel motivated, and happy). Even the simple act of socializing with family or friends, although you may not necessarily feel like it, can help to buoy your spirit; as the old adage goes, "laughter is the best medicine."

(Continued on page 10)

### Around the Round House

#### Green Days Ahead

In 2009, Lake State Railroad installed what was to be the first block heater on locomotive 1162. The original purpose was to reduce fuel costs and excessive idle time. Little did we know that 13 years ago, we were on the edge of a new movement that would be re-categorized as not so much about fuel savings as "Eco-Friendly." The focus of wear and tear on locomotives left idling and burning fuel does contribute to the economics of running a railroad. Still, the concern in 2023 is more about our contribution to emission reductions with fuel savings and wear and tear as a side benefit. Locomotive work is now more focused on a three-legged stool principle that requires the balance of the environment, fuel savings, and longevity of our locomotive fleet.

The logistical challenges of the supply chain are essential to our national economy and security as a nation. However, we now find ourselves in the delicate balance of reducing cost per ton-miles and emissions based on that same per ton mile. As for land movement logistics, there is no doubt that railroads are greener than any other option with considerably less environmental impact than any other available transportation source.

So how do you reduce the cost of operating trains (especially with increased fuel costs) and lower emissions at the same time?

To reduce our environmental footprint, we have already begun replacing older locomotives that pre-date emission standards with six lower-emission SD70M locomotives. The need for additional power does not permit us to reduce by a "one-to-one" ratio based on business demands. Still, it will allow two locomotives to be retired and two other locomotives placed in mothball status as reserve power for potential surges in traffic. With two SD70M (lower emission, higher horsepower) locomotives, we can haul the same freight we did previously with three pre-emission locomotives. In the process, we will burn less fuel with fewer emissions with lower locomotive maintenance costs. Completed 2022 track improvement projects will also contribute to lower emissions with higher horsepower locomotives (with lower emissions) on trains currently serviced by three smaller locomotives.

Repositioning our road slugs with new assignments will also help reduce our environmental impact. Our road slugs receive all their power from the attached mother unit. It's one engine block powering two locomotives for low-speed, heavy pulls. Locomotive switching assignments at Flint and Grayling utilized single locomotives at their maximum RPM when pulling heavier rail car cuts. We repositioned our road slugs to these locations to pull the same traffic, with more tractive effort on the rail, with fewer emissions (less engine RPM to do the same work).

With all the SD70M's in place, we will still have twenty-two locomotives on the full-time railroad roster with more significant emissions than our newer ones. So what do we do with these higher emission-producing locomotives that remain at Lake State?



*(Continued on page 9)*



Seven of the Lake State twenty-two locomotives have received emission upgrades from previous owners. Research from previous work done by the previous owners has determined that some preventive maintenance utilized non-emission controlled parts (aftermarket parts). Based on perceived regulations and enforcement, some of this work wasn't taken seriously by previous owners of the locomotives. Lake State Railway will bring all seven locomotives back into the emission standard by replacing some parts with emission-critical parts. Future maintenance will include a three-year injector change-out program. Suppose our shop questions a necessary or unnecessary change out of emission parts during general maintenance. In that case, Lake State Railway will always seek reduced emission repair options within the regulations and current technology.

That leaves fifteen locomotives in our fleet that don't currently fall under emission regulations. At Lake State Railway, we have been working on this solution since the summer of 2021. Lake State assisted in developing a plan for achieving lower emissions utilizing non-traditional methods. The only issue? We needed to prove the plan would work to the Federal Railroad Administration (FRA) and, more importantly, the Environmental Protection Agency. We teamed up with the American Short Line and Regional Railroad Association (ASLRRA), Michigan Technical University, and Chicago South Shore Railroad to apply for a grant through the FRA. ASLRRA and Michigan Tech took the lead on the grant writing, and on February 4th, 2022, we received notice that the funding was approved. This spring, we will start testing fuel additives and improved injectors on four SD40-2 locomotives. We aim to decrease emissions to levels closer to the SD70M emissions (tier 0+ standards). The remaining fleet will receive the new maintenance standards if testing proves lower emissions with fuel additives and improved injectors. In addition, with a successful test, the ASLRRA will potentially petition the EPA to accept the new procedures for reporting purposes within their voluntary reporting program (SmartWay). The results of Lake State Railway initiatives and our project partners could lower emissions on our fifteen non-emission controlled locomotives and hundreds, if not thousands, throughout the nation. The project could also reduce emissions with industries that utilize older locomotives within their facilities.

So with those steps, along with the other upgrades such as automatic engine start systems (AESS) and standby heaters (APUs), Lake State Railway will continue to move Michigan safely and cleaner. By successfully testing new technology at our Saginaw Locomotive Shop, we will have an essential role with cleaner-burning locomotives nationally. That's a pretty big step coming out of a 100-year-old locomotive facility with a small staff. Lake State is taking the lead to show that we can all do our part with "Excellence in Transportation" for a cleaner tomorrow.

**-W. Roger Fuehring**  
Chief Mechanical Officer

## 30 YEARS WITH LAKE STATE RAILWAY—Kevin Mitrzyk, EVP & CFO



This guy here has dedicated the majority of his career to Lake State Railway and has been an integral part in the tremendous success and growth we have had. Kevin is the most tenured employee at LSRC rising from a staff accountant to the Executive Team. Without him holding the purse strings over the years, who knows where we would be today. As the executive Vice President and CFO, Kevin does not miss a beat. You can always count on him to answer every email and follow through on any issue that crosses his desk. He has certainly played a huge role in making LSRC an industry leader. Thank you Kevin for all your hard work and dedication to excellence, your 30-years of service here have been invaluable. We look forward to your continued leadership in the years to come.

**- John Rickoff—President & CEO**  
And the Entire LSRC Team

## LSRC Hosts The Boy Scouts of America



Lake State continues to invest our time and resources to strengthen our communities, not only because of the communities we serve but because of who we are as a company.

On November 12th, the Lake State Railway locomotive shop hosted 24 Boy Scouts from Troop 150 out of Bay City and 323 from Freeland. Our very own Brendan Forrest, with assistance from John Junga, Director of Operating Practices, provided a tour and demonstrations along with classroom instruction for the Scouts. *"Even though this is an opportunity that we as a railroad can't offer*



*very often, it is good to engage the next generation on the potential opportunities the railroad offers for future employment,"* Mr. Junga said with enthusiasm. He continued commenting, *"We had a handful of Scouts, including one 16-year-old who inquired about a railroading career."* Brendan, who runs our fuel pad and works with Mike Rose and John on radios along with end-of-train devices, is working with several Scouts to gain their Railroad Merit Badge. Brendan is also a Troop Leader and an Eagle Scout himself. Great Job, Brendan.

**-W. Roger Fuehring**  
Chief Mechanical Officer

## Safety—The Winter Blues cont.

*(Continued from page 7)*

Above all, be kind to yourself, and others. There is absolutely no shame in seeking help, and taking care of your mental health helps to ensure fewer distractions that could result in incident, or injury.

Together, we can continue working towards creating the safest railroad possible for ourselves, our coworkers, our customers, and the public.

Thanks for all that you do.

**-Dave Foster**  
Manager of Safety & Training

**LSRC LET SAFETY REALLY COUNT**





Lake State was so grateful and honored to host another successful year of Santa Train festivities supporting Toys for Tots. On December 3rd and 4th, 2022, the LSRC Santa Train was welcomed by the communities of Birch Run, Standish, West Branch, Roscommon and Grayling. We want to thank these community leaders and all those who volunteered their time to make this event so successful. We couldn't spread so much joy without each and every one, both in front and behind the scenes. We hope to see you all again at Santa Train 2023!

- Deanna Hennessy –HOS Comp Mgr/AR

## Volunteers

- Ryan Krengel
- Roger Fuehring
- Mike Davis
- Tom Leaman
- Luke Leaman
- Dora Fitzgerald
- Dave Fitzgerald
- Michael Ryan
- Kaylee Ryan
- Shasta Duffey
- Mike Rose
- Stepheny Rose
- Mike Ewing
- Kelsey Fetters
- Adisson Wilford
- Mike Stickel
- Allison Collins
- Trista Wolgast
- Matt Bradley
- Dan Shankel
- Nancy Shankel
- Melissa Podgorski
- Brent Keeler





## 2022 LSRC Santa Train Cont...







# WELCOME ABOARD!



Jordan & Alexa Norman  
Proudly welcome  
**Elsa Marie Norman**  
July 4, 2022



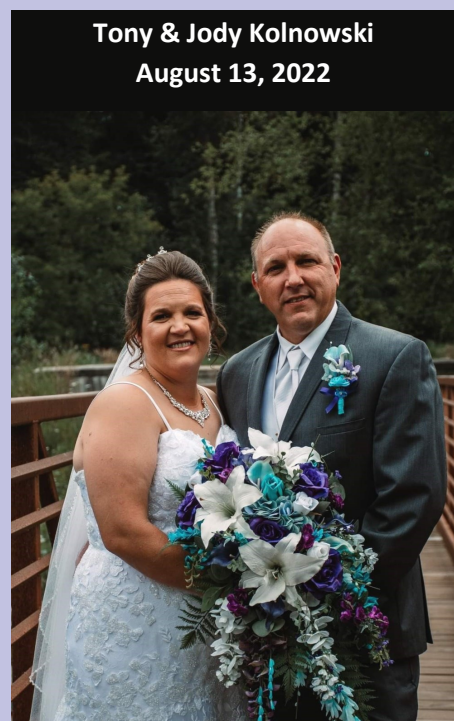
Andrew Esseltine & Alexis Drouse  
proudly welcome  
**Cecilia Curtis Esseltine**  
Aug 29, 2022

## Look who got Hitched Congratulations Newlyweds

**Wade & Lisa Arnold**  
August 27, 2022



**Tony & Jody Kolnowski**  
August 13, 2022



## NEW HIRES

*We'd like to give a warm welcome to our newest Lake State Railway team members!  
Welcome Aboard!*

### Fall & Winter 2022

Jared Markva—Transportation  
Jonathon Schueller—Transportation  
Allison Collins—Dispatch  
Cory Wagner—MOW  
Alexander Nelson—CAR  
Phillip Deel—CAR  
Andrea Abed-Rabo—Dispatch  
Janessa Lutenske—Dispatch  
Jacob Dean—CAR  
Logan Savoie—Transportation  
Laura Pomerville—Administration—Marketing  
David Ross—Transportation  
Nicholas Prochilo—Transportation  
Nicholas Johnson—Locomotive  
Brandon Peplinski—CAR  
Anthony Land—CAR  
Benjamin Story—Transportation  
Brandon Watson—Transportation

## PROMOTIONS

*Fall & Winter, 2022*

Nick Sweet—Certified Engineer  
Melissa Podgorski—Service Assurance Manager

***Congratulations!***

## REMINDERS

### LAKE STATE RAILWAY:

Family Train Ride: TBD  
Toys for Tots Santa Train: Sat, Dec 2, 2023  
LSRC Family Christmas Party: Sat., Dec. 9, 2023

## 2022 ANNIVERSARIES

### QUARTER 4

EMPLOYEE ..... YEARS

Shankel, D..... 1  
Hamel, M..... 1  
Mahan Jr., F..... 2  
Marhesic, J..... 2  
Wiseheart, C..... 3  
Willford, A..... 3  
Krabbe, R..... 4  
Rose, M..... 5  
Duffey, S..... 6  
Johnson, Q..... 6  
Pennington, b..... 7  
Fitzgerald, D..... 8  
Copp, C..... 12  
Krajniak, R..... 17  
Tremble, L..... 17  
Raine, S..... 17  
Campbell, G..... 17  
Laurin, J..... 17  
Erickson, L..... 21  
Balenda, B..... 23

## 2023 ANNIVERSARIES

### QUARTER 1

EMPLOYEE ..... YEARS

Mitzyk, K..... 30  
Suszek, K..... 27  
Filarski, K..... 24  
Violette, C..... 24  
Johnson, J..... 20  
Hubbard, E..... 12  
Bolesky, J..... 12  
Heimberger, D..... 11  
Podgorski, M..... 9  
Jammer, K..... 7  
Valeck, Z..... 7  
Hennessy, D..... 6  
Kern, D..... 6  
Kolnowski, T..... 5  
Ewing, M..... 5  
Milkowski, M..... 4  
Norman, J..... 4  
Keeler, B..... 4  
Ruesch, P..... 4  
Brown, J..... 4  
Arnold, W..... 4  
Fuehring, W..... 4  
Scott, T..... 4  
Krengel, R..... 4  
Brown, S..... 4  
Curbey, R..... 4  
Hascall, J..... 4  
Nikora IV, A..... 4  
Wagner, T..... 3  
VonGrey, T..... 3  
Tomczak, D..... 3  
Denay, J..... 3  
Jones, J..... 2  
Bradley II, M..... 2  
Klemm, T..... 2  
Chadwick, R..... 2  
Loomis, J..... 2  
Maxon, C..... 2  
McCloud, K..... 2  
Serna, A..... 2



**Lake State Railway**  
**appreciates our loyal and dedicated**  
**employees! Through your diligence, we**  
**continue to prove that we are the premier**  
**regional railroad of Michigan by providing**  
**Excellence in Transportation!**

***Lake State Railway***



**LSRC Employee Christmas Party 2022**  
**Another wonderful Evening was**  
**had by everyone!**





# ***“The Turntable”*** - Lake State Railway Company's Official Newsletter

## Lake State Railway Company

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PLEASE  
PLACE  
STAMP  
HERE



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

## **Secretary Pete Buttigieg visits Lake State Railway with Congressman Dan Kildee**

