

Lake State Railway

The Turntable



FROM THE PRESIDENT
DERAILMENTS

SAFETY
THE NEW S.A.F.E.. TEAM

MAINTENANCE OF WAY
HISTORY OF LSRC



Most of you reading this article have no doubt heard about the unfortunate train derailments that occurred in East Palestine, OH on February 3, 2023 and Richland County, North Dakota on March 26th. As devastating as these events were, many inaccurate statements regarding rail safety have been made. Freight rail transportation is and has been regarded as the safest mode of land transportation in the U.S. and this is backed up by statistical data. In a recent article from the Association of American Railroads (AAR), using data released in March 2023 by the Federal Railroad Administration (FRA), statistics calculated per million train miles show track caused accidents have declined 55% since the year 2000 and are at their lowest-ever rate. The last decade was the safest ever for U.S. Train derailments. Per the AAR's Fact Sheet, more than 99.9% of all hazardous materials moved by rail reaches its destination without a release caused by a train accident. Derailments involving hazardous material represent less than 2% of all derailments with

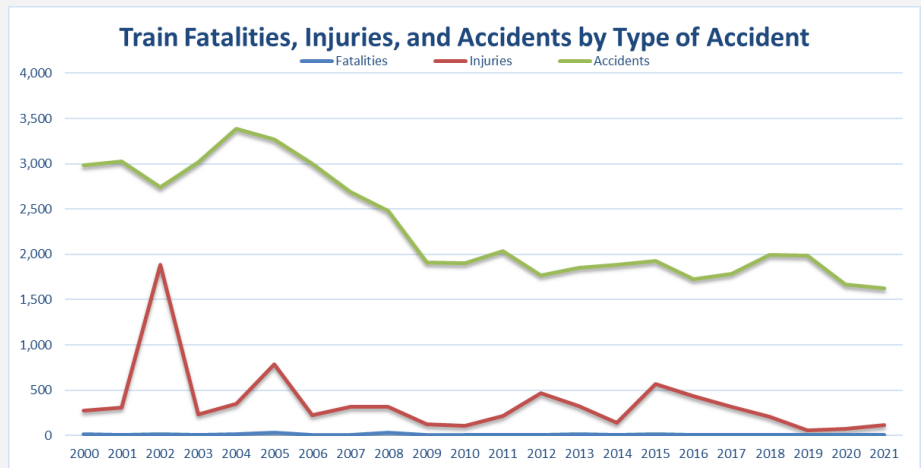
less than 1% involving a hazardous release, making rail a responsible transportation choice (<https://www.aar.org/wp-content/uploads/2020/08/AAR-Safety-Fact-Sheet.pdf>).

While these statistics are impressive, the goal of all railroads is to have zero derailments. Obviously, if that goal could be attained, there would be no need for this article. There has been a lot of finger pointing over the last several weeks and many inaccurate statements made by media personnel, elected officials and residents of these affected areas, but not much has been done to correct these inaccuracies. An example being that "if the train had been equipped with a different braking system, this could have been avoided." Many have also pointed at the Railroad for not responding properly. Let me assure you of a couple of things based on my 40+ years of experience in the Railroad industry. I have never seen a railroad not respond to a derailment in a timely fashion, notify the proper authorities, develop a response plan that takes into consideration the well-being of first responders, nearby neighbors as well as railroad personnel. One of the first considerations is to determine how to best mitigate damage and stop any further damage from occurring, whether it be to human life, wildlife, the environment, nearby businesses, structures and/or homes. In the cases of East Palestine and Richland County, I believe that nothing would have been done that wasn't discussed with the Environmental Protection Agency and other governmental agencies that may have been involved. The Railroad industry falls under extreme regulations from federal governmental agencies. Part of complying with these regulations is the testing of ground, air and water in the affected areas. Please understand that I believe all involved are doing everything possible to turn a bad situation around as quickly as possible, and want to ensure that all those affected can return to their normal lives.

At Lake State Railway Company (LSRC), we have and will continue to focus on safety and transporting all traffic in the safest possible manner. LSRC goes above and beyond federal requirements as we believe that is the right thing to do. Our hope is that knee-jerk reactions don't make our jobs harder and result in no significant improvements while driving up the cost of doing business. We strive to keep our employees, customers and the general public safe while efficiently hauling the various products needed by our customers.

LSRC continues aggressive maintenance and upgrade programs to ensure that our railroad not only meets but exceeds requirements. Beyond LSRC infrastructure improvement investments, we have also invested in maintenance, technology and continuous training, all in an effort to safely move products throughout our territory now and into the future.

John Rickoff
President & CEO



The number of train injuries and accidents have trended downward over the years, with the number of fatalities remaining stable.

<https://www.bts.gov/content/train-fatalities-injuries-and-accidents-type-accidenta>

LSRC and The Communities We Serve

Lake State Railway and our predecessor companies have been passing through the communities we service for 150 years, give or take. When the railroads were built, communities often embraced their arrival as progress and a vital link to the expanding nation. As time has moved on, especially during the last 50 or so years, the daily interaction with railroads has changed. Instead of welcoming relatives home on a passenger train or having a small town business reliant on the railroad, most people only interact with the railroad when they are waiting for a train to pass or see something negative on the news. The fact is, railroads are as relevant to everyday life as they have ever been. Virtually all food products or domestically manufactured products rely on rail transportation directly or for one of their inputs. Railroads handle roughly a third of the freight in the United States, doing so safely and efficiently. Freight moving via rail uses much less fuel than moving via the highway, often 25% of what a truck would burn. Railroads are also the safest mode of land transportation by a huge margin and much better for the environment.



LSRC Santa Train

Lake State is making an effort to be more visible to our communities and working to establish strong local relationships. Each year, dozens of our employees volunteer their time during the busy Christmas Holiday Season to put on the Santa Train. The Santa Train not only brings Santa Claus to small towns along our line, giving children the chance to see a train up close in a safe environment, but also collects toys for the Marine Toys for Tots program. The donations continue to grow each year, allowing for gifts to children in need. Thousands of children have visited the Santa Train over the last few years, and hundreds more have been able to receive gifts during the holidays due to the commitment our team has made to give their time to this event.

Another program we support for the youth is bringing railroad knowledge to the Boy Scouts. Our locomotive shop has volunteered time to educate Boy Scout troops on the bene-

fits of railroad transportation and provided a venue for them to receive their merit badges in railroading. We also partner with Michigan State University to be a host as a part of their Railway Management Certificate program. This is a fantastic program that is attended by current and future railroad leaders from around the country. In each instance, our employees volunteer their time to help educate students on what we do to move freight efficiently and safely.



Lake State works with towns along the route to better their communities as well. We are working with Holly, MI to once again have their Union Station be a prominent and central piece in their beautiful downtown. Further north, Lake State donated the historic depot in Harrisville, MI to the city along with a cash donation. This was the last depot we owned along the former Detroit & Mackinac and it is worthy of preservation. At the donation event, local citizens spoke of how the depot played a major part of the community. Citizens spoke of taking the train south during the holidays to go shopping, unloading farm tractors off of flat cars on the team track, or welcoming home veterans from World War II. With the donation of the depot, we look forward to the future when the historic building will once again be the center of the community. Hopefully shedding a positive light on rail transportation and our place in the communities we serve. (See story on page 4 for details).

Michael Stickel
EVP & COO



Harrisville Depot, Harrisville, MI

LSRC Donates The Harrisville Train Depot



On January 17, 2023 Lake State Railway Company officially deeded the Harrisville Train Depot to the Alcona Historical Society.

Built in 1901, the Harrisville Train Depot on Dock Street was constructed in order to carry servicemen to and from wars in World War I and II. It spent 50 years in service before being shut down in 1951.

Since then, the building has laid dormant, being subjected to vandalism and neglect. But now, the Alcona Historical Society is looking to change that.

"It has some of the old woodworking, and it just has a ton of interior charm that we just really need to save and preserve for the future," said Becky Schroeder, Co-Chair of the Harrisville Depot Committee.

The committee is hoping they can turn the depot into a historical remembrance point, as well as a place the community can gather and hold events.

"I would like to see a large pavilion outside, gazebos, really make this into a park-like area so it would be the perfect place for venues, weddings, parties, community events, dances, and all those kinds of things where everybody can be involved, and actually come in and enjoy their depot," Schroeder said.

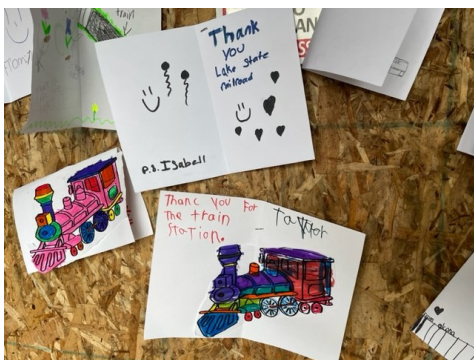
The committee is currently looking to raise funds in order to make these visions reality, and they'll need some help. They want to turn the property into a building that everybody can love.

"You can feel it when you think back, our service members who got on the train and went off to World War I and went off to World War II, and those few that didn't get to come back. To think of how it was when everybody got on that train, and they left their small town and their loved ones behind, you know, how can you not feel that?" Schroeder said.

Article by: Carter Landis 1/11/23



For the full article and video please follow the link below.
<https://www.wbkb11.com/harrisville-train-depot-gifted-to-alcona-historical-society>



The Joys of a Miniature Railroad

Hello, my name is Dan Kalis and I am a miniature railroad enthusiast. I would like to share with you a little bit about this fascinating hobby.

My interest began about 13-14 years ago and continues to grow more & more each year. It all started when a few friends introduced me to this unique hobby and I just fell in love with being an engineer and rider of this miniature railroad system. There is so much to learn and it is so much fun exploring different facets of this hobby.

The engines can be built with many different power options such as gas, electric, propane, or even steam. This scale is 1/8 and operates on a 7.5-gauge track. Engines are built out of different materials as well. Some builders use steel while others use aluminum. The engine that I purchased was made by Titan Trains and is made of aluminum. Titan Trains is a very productive shop in a small town called Boones Mill, Virginia. They have 10 full time employees. My engine was made completely in this shop, from the cab, to the trucks, and even including the Lake State Railway paint scheme. There are not a lot of builders of the engines or cars, but they are built in other states as well. Most of them are made of steel. I believe the aluminum is unique to Titan Trains.

It took a long time to get this engine made between Titan Trains revamping the shop, a set-back with Covid, and of course, cost. I must say it was definitely worth the wait. I love the paint scheme of The Lake State Railway engines. Another feature that I absolutely love about the miniature Lake State engine is that I can run it wirelessly. It also has a horn, bell, whistle, and is powered with a 16 horsepower Vanguard gas hydraulic engine.



Train Mountain is the largest miniature 7.5-gauge railroad in the United States and is located in Chilaquin, Oregon. It has 36 Miles of track through the mountains and is absolutely beautiful. There are several club tracks and private railroads that people have built in their back yards to ride on in the state of Michigan. There are open meets at different track locations where the engineers will actually operate with car orders. I plan on relocating in the next couple of years and will be operating the miniature train in the Lake State territory.

My favorite part of this hobby is to see the smiling faces of all ages. It seems that the adults are just as intrigued as the children. It seems as though the children can't get their parents to leave when the ride is over. I also enjoy sharing any knowledge that I have learned about the hobby with others that are interested. There is so much to learn about laying track, curve radius, switches, ballast, etc. Much like the full size, just on a smaller scale.

Thank you, I enjoyed sharing my hobby with you,
Dan Kalis

LET SAFETY REALLY COUNT

The Lake State Railway Company is proud to announce that we are taking steps towards furthering a cultural change, which has begun with the inaugural meeting for our Safety And Field Engagement (S.A.F.E.) Team.

In this first gathering, we established our objectives, and began to outline a list of safety concerns and issues that had been provided to our volunteers by their peers:

Who Are We?

The Lake State Railway Safety And Field Engagement Team, or “S.A.F.E. Team,” is a voluntary group of conscientious Lake State Railway employees from various industry backgrounds and experience levels that have come together with the common goal of creating the safest environment possible for ourselves, our fellow employees, our customers, and the communities we operate within.

What is our goal?

To ensure perpetual improvements to the safety culture at Lake State Railway through not only actively seeking out issues, and establishing a course of action to rectify them, but also by engaging with our peers to better understand their concerns and to help educate them on the steps we are taking as a railroad to provide them with the safest environment possible.

How Will We Do It?

I’ve always believed that talk is cheap, which is why supply exceeds demand, so you’ll find the S.A.F.E. team in the field, actively being the change we wish to see as we complete tasks such as industry and yard audits, yard clean-ups, coordination with first-responders to reduce and improve their response times and increase their awareness of what types of emergencies they may have to respond to.

- **Railroad**—A collective entity comprised of skilled employees from various departments, all working together towards the common goal of serving our customers, and the public, SAFELY.
- **Engineering**- Without ballast and track to operate atop, there is no railroad, which means that our safety, quite literally, rides on their body of work.
- **Mechanical (Car)**- Without safe, inspected and properly repaired rail cars to move product, we cannot effectively service our customers
- **Mechanical (Loco)** - Without safe and reliable locomotives, we have no way to move the railcars full of product.
- **Customer Service** - Without customers and safe facilities to service, we have no product to move.
- **Dispatch/Yardmaster** - Establishes a safe operational plan after Engineering has provided rail to operate on, Mechanical has provided cars to move, locomotives to move them, and Customer Service has provided customers to support.
- **Train & Engine Crews**- Safely execute the plan, servicing the customers, and completing the circle to generate the revenue necessary to fund the operation.
- **SAFETY** - At the center of it all is safety, which isn’t limited to one department, as it is all of our responsibility, as well as that of our customers, and even the general public.

Our path towards resolving any risks identified by the S.A.F.E. Team is a five-step process:

- **IDENTIFY** all safety concerns and potential hazards.
- **ASSESS** what can be done, what resources will be required, and what departments or regulating bodies we may need assistance from.
- **ADDRESS** the issues, or, if we are unable to do so ourselves, request assistance from those able to complete the task at hand.
- **FOLLOW UP** to ensure the concern or hazard has been corrected to our satisfaction.
- **SEARCH** for additional concerns and hazards to mitigate, both actively, and through suggestions from our peers.

Our first meeting went extremely well, and we’ve already begun tackling some of the issues that have been presented to us. However, the

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LSR LES FETY REALLY COUNT

only way we can be successful is to receive buy in, from the top down. Our leadership team has committed to providing their support, but we need feedback from those in the field that see the day-to-day operations from a different perspective. This will help us identify where the greatest concerns exist so that we may begin to mitigate them to the best of our ability.

It is our goal to triage the concerns as we receive them to ensure we will receive the best “bang for our buck”, and that our time is spent where we will see the most positive impact. This will allow us to initially address the largest concerns, and then begin to move down the list.

As always, thank you for all that you do to keep us in the public interest for all the right reasons.

Let's continue working together to move Michigan safely.

Dave Foster

Manager of Safety & Training

Roundhouse Report

Breathing Easy

On March 20th, 2023, Lake State Railway started our long anticipated emission testing project with Michigan Technological University. The project is a joint venture with American Short Line and Regional Railroad Association (ASLRRA), Michigan Technological University, Chicago South Shore and South Bend Railroad, and our very own "Excellence in Transportation, Lake State Railway". A grant provides funding through the Federal Railroad Administration, secured by the ASLRRA, for all our testing.



With growing concern for emissions and their environmental effects, finding cost-efficient options for all railroads to reduce emissions is crucial. Though results won't be available for several months, this critical testing will be front and center when Lake State Railway and the ASLRRA meet with some of EPA's Environmental Rail Study Team members in mid-April.

A big thanks go out to our Back Shop team for taking the lead on handling all the set-up, tear-down, and the many injector change outs for the testing. Our Fuel Pad team will also be busy monitoring the fueling and mixing of fuel additives in four locomotives over the next few months.

Our locomotive shop employees' working relationship with the leadership in transportation has been excellent. The Trainmasters and Assistant Trainmasters have been instrumental in solving locomotive issues, power assignments, servicing, and the general logistics to keep trains moving. With everything they have on their plate, we at the shop can't thank them enough for all the hoops they jump through to get power where it needs to be and on time. They too, have been a critical part of reducing emissions. By keeping our SD50 fleet parked for most of the winter through better utilization of in-service power, we've provided locomotives for the same number of trains with fewer in-service locomotives than in previous winters. Great job!

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Train crews have also been a big help. We can name several through the years that helped us with various issues on the mainline and in the yards. One recent issue happened with our train crew out of Alpena. This train crew took the extra steps to temporarily fix the issue to keep the train moving until our mechanics could arrive to perform the proper repairs. For that extra effort, our "Excellence Award" goes out to the dynamic duo of Scott Baker and Lloyd Douglas (see page 12 for the complete story). Thank you gentlemen, for always doing your best to go the extra mile. You have saved our department many times from having to run up to Alpena.

Those thank you's go out to all of you in the transportation department that help us daily. Taking the time to do your job safely and efficiently is vital to the longevity of our equipment, track, and more importantly, ensuring we all go home each night.

W. Roger Fuehring
Chief Mechanical Officer



Travis Smith working on a locomotive



Zachary Stanchina—MTU and Roger Fuehring

Maintenance of Way Update - Demographic History of LSRC

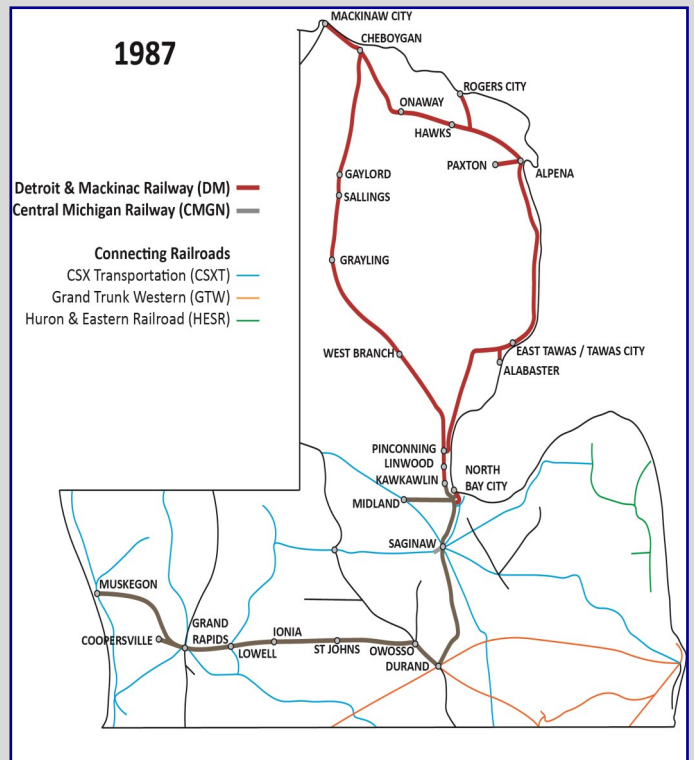
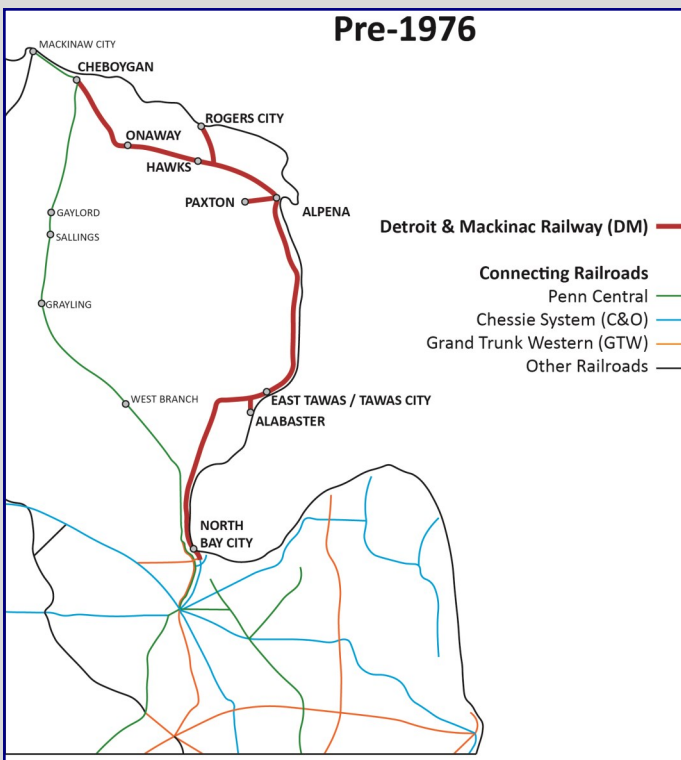
Pre-1976 to 1987

Prior to 1976, the Detroit & Mackinac Railway (D&M) operated between its terminal in Cheboygan through Alpena, Oscoda, and Tawas City to its terminal in Bay City, Michigan. At this time, D&M also operated branch lines from Alpena west to Paxton, Tawas City to Alabaster, and Posen to Rogers City. Based in Tawas City, the D&M and its predecessors companies operated in the northeast portion of the Lower Peninsula of Michigan since the 1890's. Though there were dozens of smaller branch lines operated by D&M and its predecessors, the above listed lines are what were active immediately before 1976 by the D&M.

As a result of the reorganization of the bankrupt Penn Central Railroad, the D&M purchased a portion of Penn Central's Mackinaw Branch. This acquisition included trackage from Mackinaw City through Cheboygan to a location just south of Gaylord (known as Sallings). This purchase was primarily acquired to serve active shippers in Gaylord. The D&M also purchased a portion of the Penn Central between Linwood and Kawkawlin, which connected to the Grand Trunk Western (GTW) trackage from Kawkawlin south. The GTW purchased the track from Kawkawlin south to Bay City's Wenona Yard from the Penn Central.

The portions of the Mackinaw Branch not purchased by D&M or GTW between Linwood and Sallings (105 miles) were temporarily subsidized by the Michigan Department of Transportation (MDOT), as it would have likely been abandoned. The D&M operated the subsidized line for MDOT. In order to ensure long term operation of the line, the state entered into an agreement in July 1981 with the D&M to operate the line.

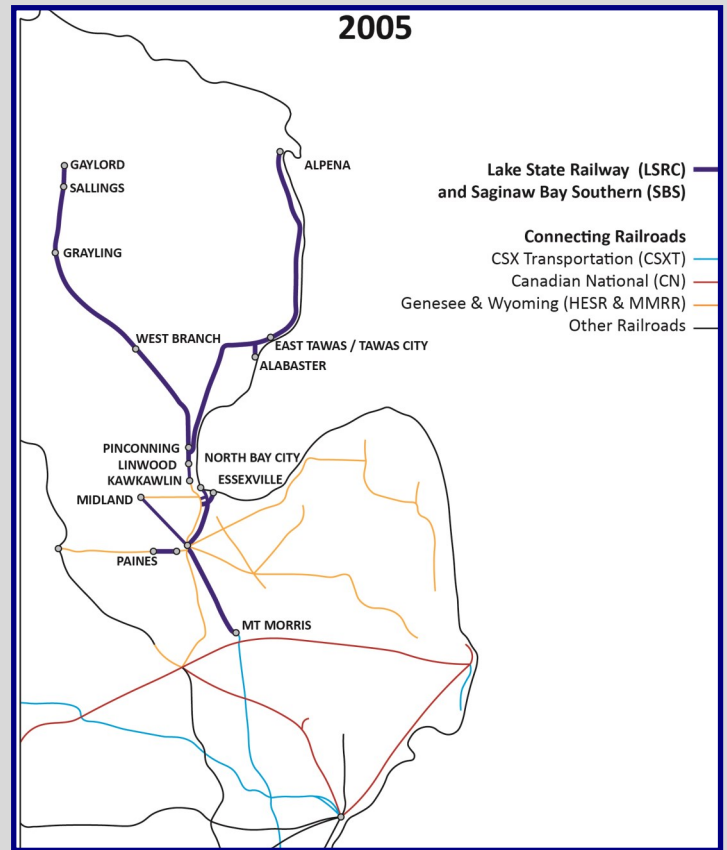
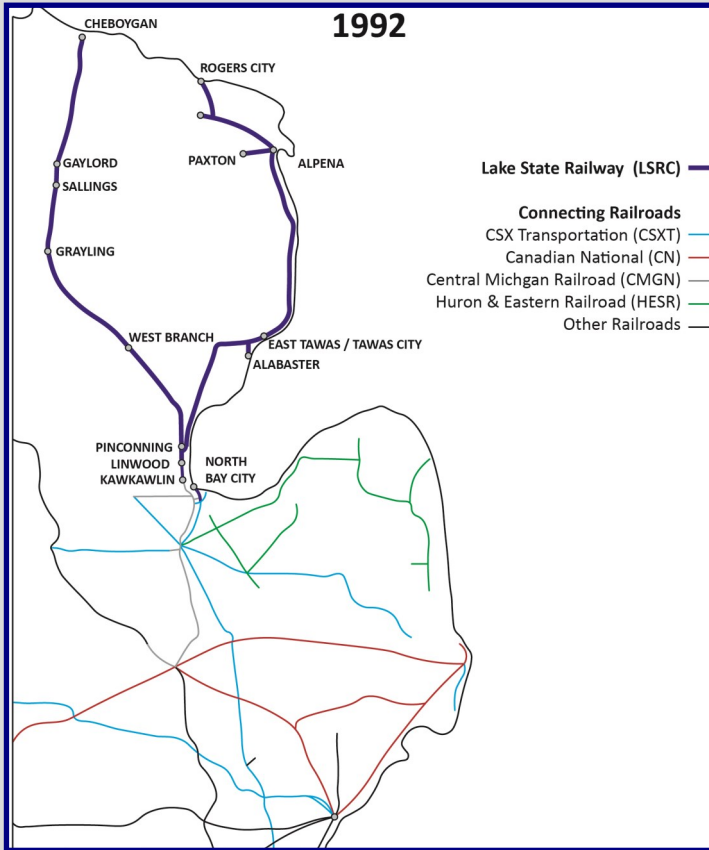
In 1987, the parent company to the D&M, the Straits Corporation, purchased former assets of the Grand Trunk Western from Kawkawlin south to Durand, as well as lines from Bay City to Midland and Durand to Owosso and formed the Central Michigan Railway (CMGN). Also in 1987, D&M/CMGN were able to rationalize its routings between Pinconning and Bay City without limiting interchange capabilities with the GTW and CSX. D&M secured federal and state funding to discontinue its line between North Bay City and Pinconning. With the acquisition of the parallel Penn Central route to the west in 1981, D&M was able to utilize this route in favor of its original shoreline route.



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Maintenance of Way Update - Demographic History of LSRC cont...

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In 1989, D&M abandoned its lines from Hawks to Mackinaw City. The end of the railcar ferry service across the Straits of Mackinac provided justification for the line to be abandoned. D&M was able to maintain access to Gaylord and Grayling via the MDOT-owned line.

1992 - Formation of Lake State Railway Company

In 1992, Jim George pursued the opportunity to lease (and later purchase in 1997), the assets of the D&M from Kawkawlin northward and within the discontinuous North Bay City Yard. LSRC maintained trackage rights on the CMGN between Kawkawlin and the North Bay City Yard to have continued access to their CSX interchange. The new railroad would be called Lake State Railway Company (LSRC).

Between 1992 and 2005, LSRC would abandon several lines. Immediately, the line from Gaylord north to Cheboygan was abandoned as a result of the closure of the Proctor & Gamble mill in Cheboygan. In 2001, LSRC abandoned all lines north of Alpena as the minimal plastic and fertilizer traffic was not enough to justify the line while trying to maintain the rest of the system. Again in 2005, LSRC abandoned its line west out of Alpena to Lafarge's shale mine due to the closure of the mine.

2005 – Saginaw Bay Southern Railway

In 2005, CSX Transportation was in the process of shedding many of low density lines in mid-Michigan. LSRC was awarded a lease of the lines south of the existing LSRC/CSX interchange in Bay City to Mt. Morris via Saginaw, as well as the line from Saginaw to Midland. This new railroad would be called Saginaw Bay Southern Railway and was formally merged into LSRC in 2011.

2018 & 2019 – Further Expansions

LSRC saw several years of continued growth through increased carload and new or expanded customers. LSRC did not shed any lines following 2005. In 2018, LSRC assumed operations of the CN-owned 4 mile HR Line in Port Huron to serve local Port Huron industries. Again in 2019, as a result of continued shedding of lines by CSX and LSRC's aggressive approach to growth, LSRC as-

Maintenance of Way Update - Demographic History of LSRC cont...

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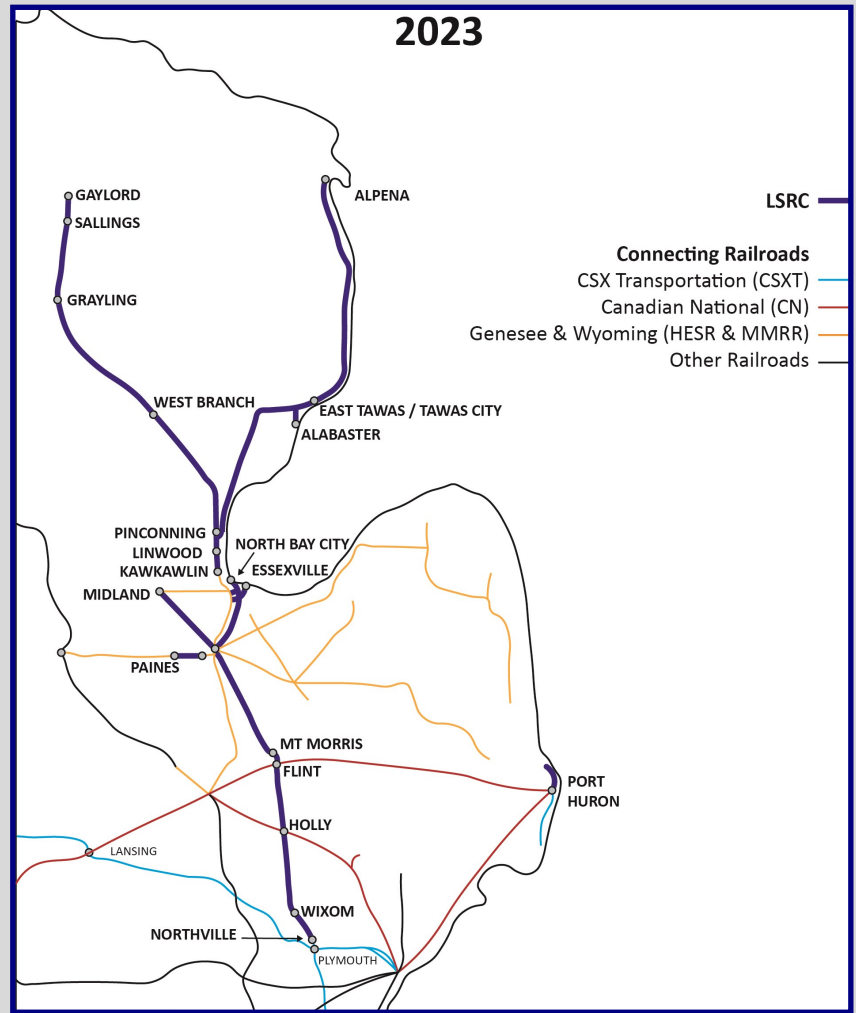
sumed the operation of the CSX lines from Mt. Morris south to Northville/Plymouth (Plymouth Line). Most CSX traffic was a result of interchange traffic to LSRC and overhead traffic using their trackage rights from Flint to Port Huron (to serve their discontinuous Port Huron to St. Clair line). With minimal on-line customers and developable sites and rail yards along the Plymouth Line, LSRC saw the acquisition as an opportunity to develop traffic with customers via new-build sidetrack or transloading.

Operating Challenges

Rail line rationalization in the 1970s through 1990s reduced repetitive lines that resulted from merges and rail line acquisitions. Many of these track changes were based on interchange practices and rail volume at that time, as well as shorter train lengths. Initial track rationalization and merges would not have forecasted future requirements to operate components of previously separate rail networks as a single system. Further merges and acquisitions, traffic pattern changes, and increased rail volumes were not forecasted by engineering, transportation, and real estate departments, resulting in the network we have today.

In 1987, two decades prior to the SBS acquisition from CSX, annual carloads for the D&M were 20,000. Only 12,000 carloads were interchanged offline at Bay City and split between the GTW (and later CMGN haulage to Durand) and CSX, with a majority of the traffic interchanged via GTW/CMGN. With traffic shifts and LSRC's 2005 acquisition of the SBS lines south of Bay City, tariffs began favoring CSX routing. Some declines in traffic (lowest in 2013 at around 3,300 cars) occurred but steadily grew or shifted via CSX interchange. By 2022, traffic over the same routing through the former Bay City LSRC/CSXT interchange had grown to almost 14,000 with traffic expected to continue growing.

This growth and extended LSRC trackage would be of minimal concern if not for the current operating procedure of trains through Bay City. In order to be oriented properly, trains must perform a "see-saw" move. Trains originating on LSRC's northern lines destined for Saginaw/Flint operate on LSRC track until Kawkawlin. LSRC trains then traverse the HESR/ex-Penn Central & GTW line from Kawkawlin to the HESR/ex-GTW connection track (known at the D&M Spur) to LSRC's Bay City Yard. Though trains can physically continue across the LSRC Saginaw River swing bridge and avoid the Bay City Yard in order to access the former CSX lines, the train would be originated in the incorrect direction to continue south to Saginaw and Flint. Instead, the train must enter the Bay City Yard and reverse the train across the bridge. Once across and clear of the switch on the south side of the bridge, the train is correctly oriented to continue south. In all, the operation takes an hour each direction.



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

Tom Klemm
Chief Engineer

New Wayside Flange Lubricators

Wayside Flange Lubricator



As illustrated in the picture, Lake State is enhancing its infrastructure in smaller ways. This equipment is a wayside flange lubricator.

The wayside lubricators will enhance the life of Lake State's infrastructure by slowing the wear rates on the rail and wheels. With less resistance on the wheels, Lake State will also reduce fuel usage. Proper lubrication will also reduce the derailment risk, where the lubrication helps the railcars track better around curves, and prevents climbing of the wheel at critical locations.

In 2023, a new lubricator was placed in service in Saginaw on the Dean Sub adjacent to the main office; and in late 2022, a new lubricator was placed in service at East Tawas on the Huron Sub. The Saginaw location provides coverage on tight curves on the Bay City Subdivision, and at Mershon. The East Tawas location provides coverage on the tight curves that encircle the big box store. The 2023 program also restored the lubricator at Holly to service on the Saginaw Sub.

Later in 2023, the wayside lubricators will be complemented with a hi-rail based lubrication system. The hi-rail system can place the lubricant on all curves that would not warrant the expense of a piece of dedicated wayside equipment.

Tom Klemm
Chief Engineer

The "Excellence Award" Program

LSRC's First Excellence Award Winners:

Congratulations to Scott Baker and Lloyd Douglas, our Alpena Train crew, for being nominated for going above and beyond the call of duty.



The Alpena train crew was north of Tawas doing their walk-around inspection on a locomotive before their northbound movement to Alpena when they noticed the brake rigging sitting on the safety strap. After notifying us at the Locomotive Shop, we requested they tie up the rigging in case the safety strap broke and proceed back to Alpena, not exceeding ten mph. We intended to meet them in Alpena with a new brake rigging bolt. When the mechanic arrived in Alpena, he found the brake rigging back in place. The crew had climbed under the locomotive, lifted the rigging back in place, and secured it with a knuckle pin from one of the knuckles. They immediately notified the mechanic of their temporary fix, the mechanic then made the proper repair, and the knuckle pin was installed back in its original coupler. Thank you Scott and Lloyd for going the extra mile.



Scott Baker aka Scooter

Lloyd Douglas

SEAN PENGELLY— PROJECT & DEVELOPMENT ENGINEER

When it comes to railroading, there are many conscientious people behind the scenes diligently working to help keep LSRC engineers and conductors on moving trains hauling consumer products to their destinations. One of those hardworking individuals is Sean Pengelly, Lake State Railway's Project & Development Engineer. Sean joined Lake State Railway in June of 2017 after completing 3 fulltime summer internships with us. Sean began his education at Michigan Tech in Houghton, MI. After 2 years at MTU, he transferred to the University of Illinois where he graduated with a degree in Civil Engineering & Rail Transportation. He had a pretty busy schedule as an undergrad at the University of Illinois as he received a partial scholarship to be a research assistant for the Rail Transportation Program and another Big 10 Division 1 Scholarship to run on the University's Cross Country and Track teams. The 3 main races Sean ran were the 5k, 8k and 10K, which gave him and his team an opportunity to run races all over the country. In Sean's Senior year at U of I, his Cross Country team made it to the Nationals for the first time in 30 years. A very proud moment for sure.



ment has the resources to perform work safely and ensure infrastructure is continually improving. Sean has lead the way in Lake State's Federal and State grant awards. It's a huge undertaking with the application processes and the requests for recommendation letters, not to mention the years of follow-up on project progressions and completion. It takes a lot of organizational skills and diligence and Sean far exceeds the requirements.

Today, Sean resides in Fenton, MI with his partner Joe and their 2 cats Millie and Chessie. He says children scare him too much at this point in his life. His favorite pastimes include gardening, camping up north and traveling. He recently took a trip to Iceland and is saving and planning for future trips to Australia, New Zealand and Eastern Europe. Sean still loves running and is trying to get back into it after he took a bit of hiatus. I think we can all relate when it comes to breaks from exercising.



If you ever have the pleasure of meeting Sean, you will see his genuinely kind nature and his honest commitment to working with integrity and pride. He's one of those employees everyone should have, so we think we'll keep him around. 😊

Sean grew up in Hartland, MI with his parents and older brother. His father was a State Police Officer while his Mother worked for the Michigan DNR and DEQ. Both are now happily retired. His brother is currently a Livingston County Sheriff's Deputy.



Sean's job at Lake State requires him to wear many hats. Along with those hats comes a lot of pressure which he seems to handle pretty well. Some of his primary responsibilities include track engineering, capital & maintenance activities, project organization and implementation assistance, conceptual designing of customer side tracks, and also supporting the business development team bringing in new business and customers. Sean finds that the ability to be involved in so many aspects of the railroad greatly expands his knowledge and expertise of the business. He finds the split between Engineering/MOW and Marketing/Business Development to be very rewarding. Sean feels that the most important aspect of his job is ensuring that our Engineering Depart-

Deanna Hennessy
HOS Compliance Manager/AR
Newsletter Editor

"Sean brings a passion for building the railroad into something bigger and better every day. His passion is great to see in a young person as this industry will need people like Sean for the future." - John Rickoff

"I have known Sean for eight or nine years now and worked with him more in the past five. I have nothing but good things to say about this young man. He is a valuable asset to Lake State as he wears many hats. Rain or shine Sean is there, but I do recommend he eats a hamburger or two so he doesn't blow away." - Mark Pennell

"Sean is a tremendous asset to Lake State. It has been a pleasure to watch his growth from his time as an intern to now leading projects." - Tom Klemm



Look who got Hitched!
Congratulations
Newlyweds



Brendan & Lindsay Forrest
February 18, 2023



Benjamin & Caitlin Story
March 3, 2023



WELCOME
ABOARD!



Michael & Errin Milkowski
proudly welcome
Olivia Morgan Milkowski
February 3, 2023

The "Excellence Award" Program

We are excited to announce a new recognition program at LSRC - The "Excellence Award". The award will be given to employees who are nominated by managers and/or peers. Every nomination will be reviewed by the Continuous Improvement Team to determine if the nominee qualifies for the award.

To qualify for nomination an employee **must have gone above and beyond the normal scope of their job duties**. The award will include company swag, a \$50 gift card, and recognition in our company newsletter. Nominations can be submitted via the employee portal at any time and will be reviewed on a monthly basis. We encourage you all to keep an eye out for those who do exceptional work so we as a company can show our appreciation.



NEW HIRES

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

1st Quarter—2023

- James Collins – Transportation*
- Kelli Eurich – Staff Accountant*
- Noah Kolka – Transportation*
- Noah Steffen – Transportation*
- Marc Ballard – Yardmaster*
- Brian Greanya – IT Technician*
- Scott Perkins – Locomotive Mechanic*



PROMOTIONS

1st Quarter—2023

Shasta Duffey—Senior VP of Commercial

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**

MOW Rules & Safety Testing



**2023
ANNIVERSARIES**

QUARTER 2

EMPLOYEE YEARS

Benson, B.....	24
Baker, S.....	22
Hanson, R.....	17
Wolgast, T.....	16
Agnew, J.....	12
Kent, K.....	11
Pennell, M.....	11
Eickholt, M.....	9
Joles, R.....	9
Davis, M.....	6
Pengelly, S.....	6
Esseltine, A.....	5
Forrest, B.....	5
Bailey, P.....	5
Smith, T.....	5
Leaman, T.....	4
Sweet, N.....	4
Dault, B.....	4
Kalinowski, D.....	4
Adams, P.....	2
Ryan, M.....	1
Foster, D.....	1
LaGreca, R.....	1
Krieger, J.....	1
Wachowicz, T.....	1

We want to Hear from You....

If you have any interesting railroad facts, stories, pictures, or exciting news to share, please submit an article (with corresponding pictures if possible) for a chance at having your story published in LSRC's "The Turntable".

EMAIL SUBMISSIONS TO:
hennesyd@lsrc.com

*Please note, not all submissions will be accepted and those that are approved for publishing will be subject to editing.

**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 Company

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Mailing Address Line 3
Mailing Address Line 4
Mailing Address Line 5

Locomotive Mechanic Tom Leaman



To be added to "The Turntable" email distribution list or to make changes to how you receive the newsletter, please contact hennesydd@lsrc.com. ☺