



COMPANY  
NEWSLETTER  
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## Excitement surrounds ribbon cutting

It's the talk of the town. The Iron Bridge Road transload facility officially began operation Oct. 5. Employees from Patriot Rail, Louisiana & North West Railroad, and state and local government officials convened for a ribbon-cutting ceremony. The facility serves as a transload site to unload aggregate, frac sand, lumber and other products.

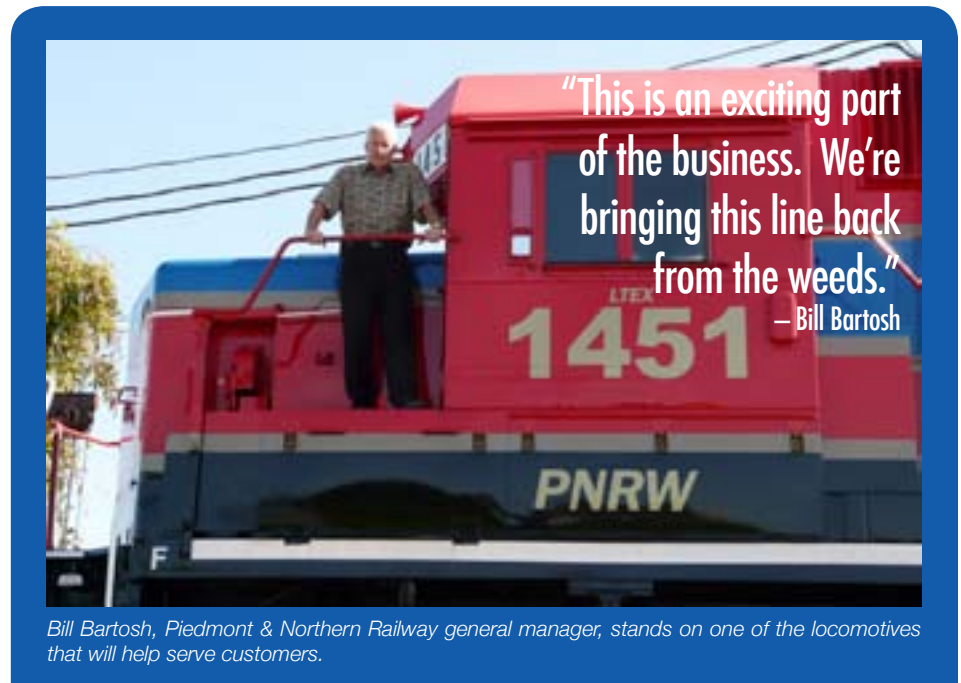
The celebration began with a lunch. Later in the afternoon, speakers praised the impact the facility will have on railroad operations and the local economy. The Gibsland, La., facility will supply jobs and boost the economy. Speakers included Reps. Jim Fannin and Rick Gallot; Jess Johnson, LNW operations manager; Johnnie Raab, LNW general manager; Stan Wlotko, Patriot Rail senior vice president - operations; and J.D. Ventrecek, Patriot Rail vice president - transportation.

"It's been very exciting," Raab said. "This is the largest project I've been a part of and to see it open and imagine the possibilities is great."

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The Iron Bridge Road transload facility brings a boost of industry to Gibsland, La., and the surrounding area.



"This is an exciting part of the business. We're bringing this line back from the weeds."  
— Bill Bartosh

Bill Bartosh, Piedmont & Northern Railway general manager, stands on one of the locomotives that will help serve customers.

## RESURRECTING A RAILROAD

Bill Bartosh loves a challenge. For a man who doesn't use the words "can't" or "never," resurrecting a railroad that has been dormant nearly 30 years is right up his alley.

After joining the Patriot Rail team in March, he accepted a job as assistant general manager of Piedmont & Northern Railway, which operates from Gastonia to Mount Holly, N.C., with a spur line toward Belmont. He teamed with LaMont Jones, operations manager, to resurrect the railroad.

"I'm having lots of fun," Bartosh said. "This is an exciting part of the business. We're bringing this line back from the weeds."

He and Jones have worked with officials from the FRA, Norfolk Southern Railway, CSX, and North Carolina and Gaston County Departments of Transportation.

NCDOT financed projects to return the railroad to code. Bartosh consults with contractors to ensure work is performed correctly.

A lifelong railroader, he learned to throw a switch and tagged along for bridge inspections at age 9. He operated steam engines at 15.

"That was a different time," he said. "It prepared me for a project like this

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# A bright outlook for Temple & Central Texas Railway

After more than two years in business, Temple & Central Texas Railway employees continue to put their stamp of excellence on each day.

Employees marked two years without a reportable injury or incident Aug. 16.

“We’re happy about our success,” said David Lutz, general manager. “We have seen business increase due to our focus on customer satisfaction.”

Safety remains priority No. 1. Following their training and adhering to rules keeps employees safe.

“The advantage of having a small group of employees is that we know how each of us works and what to expect,” Lutz said. “The goal is to get home safely at the end of the day to see our families.”

He praises employees for understanding their job isn’t solely about moving

freight, but also doing it safely.

Safety isn’t the only source of employee pride. Business levels have either increased or remained steady due to their tireless efforts to serve customers.

TC assists the growth of Air-Gas, a carbon dioxide distributor. The company’s Temple location serves as a transloading site. TC delivers BNSF tanker cars and pulls empties from the facility.

TC also relies on business development to attract new customers, such as Northland Oil. As its facility is completed, TC stocked extra tanker cars to handle additional business. Other growth opportunities include increasing carload business with Wilsonart and a new customer, Department of Defense contractor BAE



The Northland Oil facility is one of the newest Temple & Central Texas Railway customers.

Systems. VP Business Development Paul McCarthy and Regional Marketing Director Scott Davis have worked closely with these customers.

In June, employees received two GP-15 locomotives to enhance operational efficiency. The locomotives reduce cost through fuel efficiency and reliability.

“It’s been a nice upgrade for us,” Lutz said. “We appreciate getting them.”

## Tennessee Southern partners with firefighters

It’s an old saying, but some people still believe “practice makes perfect.”

Walt Robinson, Tennessee Southern Railroad safety and operating practices manager, partnered with Columbia, Tenn., firefighters for training focused on handling hazardous material (HazMat) shipments in case of a grade-crossing collision.

“Training keeps firefighters and the general public safe,” he said.

Columbia is south of Nashville. With a growing population of



Safety and Operating Practices Manager Walt Robinson, second from right, speaks with firefighters about railcar classifications and how to recognize a HazMat car.

“He is the most knowledgeable person on the subject I have ever met outside the railroad,” Robinson said.

Bergeron returned the praise for Robinson’s efforts

37,000, TSRR wanted to ensure proper training is provided to the 93 firefighters manning five stations.

Robinson joined Lee Bergeron, fire chief, for six classes. Each class lasted five hours. He was impressed with Bergeron’s 30-plus years of HazMat experience.



Safety and Operating Practices Manager Walt Robinson, second from left, and Columbia Fire Chief Lee Bergeron, second from right, speak with firefighters about responding to a possible HazMat leak or spill.

during training.

“We have three shifts, and he came for all six classes to get everyone trained,” he said. “We appreciate him taking the time to partner with us.”

Bergeron noted the correlation between the growing community and public safety.

“We want the community to grow and prosper, but that won’t happen without the railroad and firefighters working together to make sure everyone is safe,” he said.

Sessions began with Robinson explaining basic railroad safety, including working near trains and responding to incidents. Firefighters learned how to stop rail traffic and contacts in case of a collision or derailment. They also learned rail car classifications and how to identify a HazMat car.

Training also included information about current HazMat shipments through Columbia, including a liquefied petroleum gas TSSR ships for a wholesale distributor. If a leak occurs, the non-odorized gas would be undetectable.

# Ligon returns to Operation Lifesaver

Jerry Ligon is making a comeback. After a few years in hibernation, the DeQueen & Eastern Railroad locomotive engineer plans to attend classes to receive recertification as an Operation Lifesaver presenter.

While he always enjoyed presenting OL, he stopped because he didn't feel supported in his efforts. However, he has been encouraged by Tom Williams, DQE general manager, and Patriot Rail to return to spread the safety message.

Ligon began presenting OL in the '90s after a retiring employee, Carl Wommack, asked if he would take the reins. Having seen Wommack present OL, he knew the importance of educating the public about safety near the rails.

"I've always said, 'if I can save one life, it's all worth it,'" he said.

Prior to leaving OL in 2007, Ligon regularly scheduled



From left, Locomotive Engineer Jerry Ligon and Dispatcher John Wishard man the booth at the Broken Bow Centennial Celebration.



From left, Conductor Keith Young and Locomotive Engineer Tim Arivett show off a DQE locomotive prior to leading tours during the Broken Bow Centennial Celebration.

presentations for a long list of groups, including driver education classes, truck driver courses and schools.

"There are tons of small schools in eastern Oklahoma and I went to almost all of them," he said. "They would call me and ask if I could come to talk to the kids."

With Williams and Patriot Rail supporting OL, Ligon is excited to get back on the saddle.

"Management support is very important," he said. "If your boss makes it difficult to volunteer to teach people about rail safety, it is hard to stick with it."

Not one for waiting, he already has a presentation scheduled once he receives certification. Dierks Mill awaits the opportunity to learn from the OL veteran.

Ligon staffed DQE's booth at the Broken Bow, Okla., Centennial Celebration. He and fellow OL presenter John Wishard welcomed people and distributed railroad and safety educational materials. Tim Arivett, locomotive engineer, and Keith Young, conductor, guided a tour of a locomotive.

## Grund tackles tech challenge

Ask Aaron Grund, switchman and signal maintainer, about a typical day and he may need to think about the response. Like many jacks-of-all-trades, he could be repairing track, operating switches or fixing signals. What he has enjoyed most during his three years with Butte, Anaconda & Pacific Railway is the variety.

"I like doing different things; it's helped me learn a lot about the railroad," he said.

Grund's latest challenge is learning to repair signals. Although most training has

been hands on, he also participates in online classes.

"It's amazing to look back and see what I've learned in just a year," he said. "I'm still learning every day."

Grund appreciates his impact on employee and public safety.

"We don't operate at the highest speeds, but it's still important that people know the train is coming," he said.

He also enjoys learning about signals.

"I never thought I would work with

this much technology, but I like a good challenge," he said.

Grund found his way to the railroad while employed by a construction business working with BAP. General Manager Bob Andreoli later offered him a job, working part time the first year.

Grund enjoys time with his wife, Cheryl, and their Labrador retrievers, Shadow and Oreo. Both outdoor enthusiasts, the couple to camp and fish during summer, and hunt during winter.

# Lutz relies on experience for new role

For recently promoted General Manager David Lutz, the Temple & Central Texas Railway is the latest opportunity to extend his career.

The 25-year railroad veteran plans to continue the excellence TC employees have come to expect the past two years.

"I'm very happy to be here," he said. "Our team has a great working relationship and robust customer opportunities. I'm encouraged by current business levels and future possibilities."

Lutz joined the Chicago and Illinois Midland Railroad as a Springfield, Ill., carman. He then worked eight years for Missouri Pacific/Union Pacific before his introduction to the short line industry in 1990 with Kyle Railways in Tennessee and California. After stops with Cascade and Columbia River Railroad, Georgia Northeastern Railroad

**"Our team has a great working relationship and robust customer opportunities."**

— David Lutz



Temple & Central Texas Railway General Manager David Lutz, right, works with Locomotive Engineer/Conductors Justin Wimmer, left, and Tim Woods to provide quality customer service.

and Fulton County Railway, he found his way to TC.

"I definitely have used my past experience to help me get comfortable with this new role," he said.

As Lutz looks to the future, he wants TC to extend its record of safe, efficient operation and watching for opportunities to expand service to new and existing customers.

"There is a lot of room to grow

this business," he said. "The growth potential in Central Texas, coupled with support of the Temple Economic Development Council, point to a very positive future."

Away from work, Lutz enjoys time with his wife, Amanda, and their daughter, Ella, 13. A Girl Scout, she also volunteers for a local charity and plays euphonium in the junior high school band.

## Upgraded website offers more details



Patriot Rail announced the launch of its new, advanced interactive website in September.

The website features many upgraded, user-friendly features and allows customers and employees to navigate from railroad to railroad, including a custom rail map, location, general information and history of each.

A new Real Estate section allows customers to contact the Real Estate department to inquire about parcels of land for sale. This section is especially helpful in growing business around local communities.

The most exciting new feature is the addition of Google Maps, which allows users to see a map, satellite and hybrid version of each of Patriot's railroads. With the updated design and innovative technology, the website is now one of the best interactive railroad websites.

"We are very pleased with the upgraded Patriot Rail website, and are excited about the many features it offers," said Gary O. Marino, chairman, president & CEO.

# For Quintana, clear communication key to success

As talented as an acting cast might be, they take their cues from the director. In similar fashion, Utah Central Railway crews work with Traffic Manager Paul Quintana to ensure customers remain happy.

“The employees here are great,” he said. “They make my job easier because we work together.”

He joined UCRY in 2004 after working four years in the trucking and air transportation industry. After being hired as a freight clerk, he accepted the traffic manager job when Patriot Rail assumed ownership.

Quintana starts his day by briefing crews. They discuss switching instructions and customer requests. He also communicates with customers, develops business and assists General Manager Maurice Bowens.

His free time consists of family activities. He and his wife of two years, Tonya, attend their childrens’ activities, including soccer games, concerts and programs. He also plays golf.

“My wife is a tremendous help,” he said. “We keep busy following the kids.”



Away from work, Paul Quintana, traffic manager, third from right, enjoys time with his family. From left are Kaytlin, Johnathon, Madison, Tonya, Erin, Rebekah and Ashley.

Flagger ensuring public safety at the Dudley Boulevard grade crossing includes, from left, Shane Grupp and Matthew Magas.



## All the bells and whistles

The Sacramento Valley Railroad teamed with local entities to enhance safety in McClellan Business Park.

SAVR – which provides railcar switching and transloading support on the park’s seven-mile rail line and interchanges with Union Pacific and BNSF – worked with representatives from the park, Sacramento County and the City of Sacramento’s utilities to install a new grade crossing signal system for Dudley Boulevard. The boulevard is the only route crossing the park from east to west.

The new system includes two arms

and an overhead cantilever, lights and bells. Prior to the system, SAVR employees physically stopped the four-lane, 45-mph boulevard traffic 10 to 20 times a day.

Denise Hunley, SAVR assistant general manager, said the project enhances safety and efficiency. As of Sept. 30, SAVR was 1,308 days without a reportable injury.

“We won’t be getting on and off moving equipment,” she said. “It’s a bunch of stops we don’t need to make now, and crews are ecstatic. Now we can get back to doing what we do best.”

The new crossing is part of a larger project that includes new sidewalks and lighting. The project was funded by the FRA, Sacramento County and McClellan Business Park.

The park is California’s largest master-planned community, strategically situated within minutes of Sacramento and in proximity to San Francisco, the Port of Sacramento, Central Valley and the Pacific Rim. The park has more than 2.4 million square feet of rail-served facilities, including 155 industrial buildings, 35 warehouses and a 10-acre rail transloading yard.

# Rivas, Ladybacks take state title

When away from his job at DeQueen & Eastern Railroad, Fernando Rivas, a trainman since 1993, spends time with other successful teams.

He coaches his two daughters' softball teams, one of which won a state championship this year.

Stephanie, the second of three children, played this summer with 11 other girls for the Ladybacks, a Horatio, Ark., 14-and-under team. Following their regular season, the team captured the district title in Nashville, Ark., by compiling a 3-1 record in a round-robin tournament. The team then lost the first state tournament game before winning the remaining ones, earning the title.

"They played very well," Rivas said. "We would lose a game by a couple runs, then play the same team

a few days later and beat them by five or more. It was pretty impressive."

Rivas appreciates DQE for its support of his team. The railroad donated money at the start of the season and helped fund travel expenses during the championships.

"We couldn't have done it without them," he said.

Competition isn't everything to Rivas.

"I enjoy teaching the girls how to play," he said. "As long as they're having fun, I'm doing my job."

Rivas also coached his youngest daughter, Maddie, and her team this summer.

Although softball keeps the Rivas family busy, they also participate in 4-H and FFA. The Rivas daughters show cattle, goats and pigs.



The Horatio Ladybacks show thanks for the support they received from DeQueen & Eastern Railroad during their district and state title run.

## Family Ties

For Katrina Rigling, Port of Florence assistant office manager, the past 15 months with Tennessee Southern Railroad have presented challenges, a chance to learn and increased time with family.

Rigling partners with Lisa Phillips, office manager, to process paperwork at the busy port. Rigling's primary focus is maintaining

accurate records for inbound and outbound cross tie shipments. The process begins when trucks arrive. She checks in the truck and receives an invoice from the driver. Ties are then unloaded and she gets another invoice. When ties are loaded onto a barge, she receives the final tally.

"It's a lot of organization and double checking, but I enjoy working here because they have given me freedom to organize it the way that works best for me," she said.

Rigling and her co-workers rise to expectations.

"Patriot has confidence in us to get the job done, and we take pride in doing it well," she said.

While she takes her job seriously, time away from work is spent relaxing with family. She enjoys time with youngest daughter Jennifer and her husband, John Holt; and eldest daughter Brittany and her husband, Daniel Malone, and 18-month-old daughter, Gracie.

"She is a handful," Rigling said. "I call her Miss Gracie."

She also enjoys visits with her parents, Sylvester and Lois Rigling.

Perhaps the best aspect of her job is the steady schedule. Her prior occupation included a variety of hours and working weekends.

"Having a regular schedule has benefited me and my family," she said.



Katrina Rigling, right, enjoys her job with Tennessee Southern Railroad for many reasons, including the opportunity to spend more time with her family. From left, Jennifer Holt, daughter; Lois Rigling, mother; Brittany Malone, daughter; and Gracie Malone, granddaughter.

# New locomotives a dynamic addition

Columbia and Cowlitz Railway employees will soon brake with the best of them thanks to four new locomotives.

Two GP 38-2s and GP 38-3s were put in service Oct. 3.

“Everyone is excited to see what they can do,” said Jason Hilliard, general manager.

The locomotives feature dynamic braking, allowing locomotive engineers increased stopping power on C&C rails, which feature up to 3.6 percent grade. Dynamic braking uses electric traction motors as generators when slowing the locomotive.

“It will help employees when they are coming down the hill, especially with an empty train,” Hilliard said.

In addition to enhanced train handling, he hopes the latest additions will result in decreased costs on brake equipment and repairs and lower energy consumption. Increased braking power will enhance safety.

The locomotives also will have more horsepower to handle more cars as business increases.

Dave Eyer mann, vice president-operations, joined the C&C team to conduct training in October.



From left, Dave Eyer mann, vice president-operations, joins Lyle Britton, locomotive engineer; Steve Levang, conductor; and Johnny King, brakeman; following dynamic braking training on one of C&C's new locomotives.

## Iron Bridge Road transload facility begins operation

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Johnson echoed the sentiment.

“This marks a new beginning for LNW,” he said. “It’s a great opportunity not only for the railroad, but the whole community.”

The buzz isn’t limited to railroad employees. Johnson said a Gibsland citizen told him the facility is the biggest thing to

happen to the town since Bonnie and Clyde were ambushed there.

Raab appreciates the teamwork that made the facility possible.

“I thank all the employees, the Gibsland Revival 2000 committee and all the government officials who worked with us on zoning and permits,” he said. “Without

cooperation, this wouldn’t have come to life.”

Johnson said the ribbon cutting was only the beginning.

“We are going to keep growing and this facility is just getting started,” he said.

LNW and Patriot Rail are in negotiations to add 19 acres east of the facility.

# Piedmont & Northern Railway reborn

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where there are many aspects to bringing this railroad back to life.”

Already into Phase II of the project, contractors redecked the 561-foot South Fork River bridge, replacing ties and installing 132-pound jointed rail. Track is being inspected and upgraded to FRA class II specifications. To receive certification, crews installed new ties, repaired culverts and cleared brush alongside tracks.

Bartosh’s familiarity with the NCDOT helps the project flow smoothly. Previously a general manager for Aberdeen, Carolina and Western Railway, he made connections as he enhanced its safety and financial situation.

“We brought that operation back to life,” he said. “It was a challenge, but the outcome was rewarding. People were proud to work there once we turned it around. We want to do the same thing here.”

As operations become a reality, Bartosh is excited about the buzz surrounding PN. Because it connects with two

Class 1 railroads, it will provide customers with opportunities and competitive pricing.

“We are going to give our customers two things – great customer service and a brand new set of options to move their products,” he said.



Before and after: The South Fork River bridge was upgraded with new ties and 132-pound jointed rail.



From left, Locomotive Engineer/Conductors Scott Morgan, Gilbert Petty and Dondi Mullins conduct their daily safety meeting before departing on the train.

## Daily discussions create safety atmosphere

For the nine Golden Triangle Railroad employees, working safely is a time-honored tradition.

GTRA personnel had worked 725 days without a reportable injury as of Oct. 3. Since the railroad's inception 29 years ago, employees have never recorded a lost-time injury. They have recorded only one derailment in 2011.

"Everyone takes pride in their safety record and seeing each other go home at the end of the day," said Benjy Jones, general manager.

With the exception of one new locomotive engineer, every employee has worked in excess of 20 years.

"The experience and knowledge of these employees has been key to our success," Jones said.

A daily safety meeting keeps the team informed of everything from safety to traffic congestion. Employees operate trains on three railroads — BNSF Railway, Kansas City Southern and Columbus and Greenville Railway — in addition to their own tracks. If switches are defective or walking conditions present a hazard in other rail yards, it is communicated at the meeting.

"It takes a lot of coordination to ensure other railroads know something needs to be fixed in their yards, but our employees do a great job," Jones said. "We communicate clearly and make sure everyone is on the same page."

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*Thank you to everyone who contributed to this issue of the newsletter. If you have a story idea, contact Nate at nathan@newslink.com.*

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**Left:** Cornhole champions Michael Smith, trackman, left, and Michael Smith, Port of Florence manager, right, receive their prize from Matt Prince, general manager. **Above:** Tennessee Southern Railroad employees and their families enjoy a meal during a picnic celebrating 1,000 days without a reportable injury.

## Picnic recognizes safety achievement

Tennessee Southern Railroad employees celebrated 1,000 days without a reportable injury Aug. 20.

Employees enjoyed a picnic at Davy Crockett State Park in Lawrenceburg, Tenn. The event included a cornhole tournament and a cake in the shape of a TSRR locomotive.

"We had lots of fun," said Walt Robinson, safety and operating practices manager.



Employees prepare for the cornhole tournament.