



PATRIOT RAIL DISPATCH

COMPANY
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The Iron Bridge Road facility will replace the temporary facility in Athens, La. **Inset:** General Manager Johnnie Raab



Bulldozers break ground on the Iron Bridge Road facility.

Construction begins on LNW transload facility

Crews broke ground Feb. 14 on Louisiana & North West Railroad's new Iron Bridge Road facility.

To be built in three phases, the 40-acre transload site will be used to unload aggregate, frac sand, lumber and other products. Located within Gibsland, La. city limits, the site will also feature warehouse space.

Situated along the I-20 Corridor, the facility promises to cement the railroad's footprint in the region.

"This project will help solidify the

future of LNW," said Johnnie Raab, general manager. "This will help move us into the next generation. It will put this railroad on the map and open up opportunities for new customers."

Northern Louisiana industries are booming, and the facility will allow LNW to tap into that growth.

In the interim, a temporary transload site opened in Athens, La. in January to help the railroad capitalize on demand for its services.

In conjunction with the new facility,

track forces will lay two 50-car sidings and two transload spurs.

"We'll have storage capacity and quite a bit of transload capacity," Raab said.

An on-site truck scale will allow tractor-trailers to be weighed before they enter the freeway.

The project will also upgrade the rail in the area to 115-pound rail, enabling LNW to handle 286,000-pound cars. Current customers will be able to move heavier cars at the same cost they transport lighter cars. The result will be greater fuel savings and

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Pet food company throws TC a bone

Dave Spehek, operations manager with Mars Petcare U.S. does not hold back praise when it comes to Temple & Central Texas Railway.

"TC is vitally important to our success here," Spehek said. "The level of customer service we've received has been unmatched in my experience of dealing with the railroads."

Mars Petcare produces cat and dog food products distributed internationally, including Pedigree, Whiskas and a number of exclusive brands for wholesalers and big box stores.

The petcare giant has operated the Temple facility since 2006.

The location produces numerous variations of dry dog and cat food. Raw

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SAV hosts customer appreciation dinner

A March 25 customer appreciation dinner provided Sacramento Valley Railroad employees an opportunity to reflect on 2010 successes and promise of 2011.

"This is a thank you to all our customers for the great year we've had," said Richard McGowan, general manager. "We're looking forward to building on our success and having an even better year in 2011."

The festivities at the Lion's Gate Hotel and Restaurant is just a few hundred feet from the railroad's McClellan Business Park location.

Representatives from existing customers and McClellan Business Park were invited, along with SAV employees. Roughly 50 guests attended.

According to McGowan, 2010 amounted to the railroad's most successful year. SAV moved 6,000 carloads and won the BNSF Short Line Achievement Award.

"We broke all the records here," he said. "We couldn't have done that without our customers."

Business slowed slightly in early 2011 due to poor weather in Southern California.

A wet winter has taken its toll on the construction industry, reducing the amount of lumber and cement ingredients hauled by SAV. However, warmer weather promises to improve business.

"We'll see the business come back in the middle of the second quarter," McGowan said.

With no new customers to report, the company has worked to build and strengthen its core of existing customers.

"We're building and improving," McGowan said. "It's all moving very well. Like everyone, we always want more."



Sacramento Valley Railroad hosts a customer appreciation dinner March 25 at the Lion's Gate Hotel and Restaurant.



Justin Wimmer, Temple & Central Texas Railway brakeman, works with Jose Urbina, Mars Petcare U.S. unloader, to ensure cars are spotted correctly.

Pet food company

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ingredients used to create the pet food are shipped in by rail, while the finished products are shipped out by truck.

Food from the Temple facility travels throughout the southwest region, including Texas and surrounding states. TC receives the cars at the BNSF interchange point, delivers them to the facility and spots them according to instructions.

Car contents include corn, soy, meat and bone meal. A crew switches the facility Monday through Friday and occasionally on Saturday.

Each weekday, the Mars Petcare third-shift manager faxes the railroad a track list including instructions. Between 7 a.m. and

11 a.m., the TC crew removes empties, re-spots any partials and brings in new cars.

Mars can trust TC to provide reliable, on-time switching. If a track list does not arrive, TC managers follow up with a reminder. When Spehek needs help, TC employees are just a phone call away.

"They're very easy to work with, and we're very pleased with the level of service we get from them," he said. "They're right next door, so they're easy to get a hold of."

He cited a week when due to vendor issues, the facility was unloading cars out of order. When a cut of cars became stalled at the bottom of a slope, Spehek contacted TC, which helped move and re-spot the cars.

"The plant was going to shut down because we didn't have what we needed to operate," he said.

In another situation, the facility rejected a car of sub-standard material from a vendor. However, without the car, the facility was at risk of shutting down.

TC personnel helped the facility locate a replacement car containing the same material on the BNSF system, then had a crew make a special trip to the facility to deliver the car.

"It's just another example of their commitment to helping their customers," he said. "They go above and beyond to help us maintain our success."

Construction begins

Continued from page 1.



more efficient services.

"They'll be able to move more product using fewer railcars," Raab said.

The capital improvements will help generate additional revenue for the railroad, opening the door for future upgrades, he said.

The project represents a joint effort between the LNW and former Gibsland Mayor Pat White.

According to Raab, White saw the Iron Bridge Road facility as an

opportunity to revitalize the community's economy.

"We hope to bring several long-term jobs to the Gibsland area," Raab said.

The site also was selected based on its proximity to I-20 and larger cities such as Shreveport, Bossier City, Ruston and Monroe, La.

Fifteen acres of this site have been set aside for aggregate development. The location could qualify the project for additional funding and grants.

The facility will be located roughly a mile from the mechanical shop, helping expedite repairs, Raab said.



UCRY Engineering helps prevent washout

While excellent for skiers and snowmobile enthusiasts in the area, mountain snowfall can have negative effects when temperatures rise.

Just ask the employees of Utah Central Railway.

“I enjoy it up on the slopes in the mountains,” said Maurice Bowens, general manager. “But then in the spring, we’ve got to dig out the river.”

The railroad is located at the base of the Wasatch Front.

“Snowmelts have been bad for a while but this particular year was pretty epic,” said Ben Poore, section foreman. “This is the worst I’ve seen it.”

The combination of a large snowpack and a quick thaw produced larger-than-

usual snowmelt.

“It was 32 degrees, and then it was 70 in the matter of a week,” Poore said.

In recent years, UCRY has partnered with Weaver County government personnel to keep tabs on rising water. In March, the county notified the railroad of potential washouts following massive flooding in a town 20 miles uphill.

“The county said they were clearing bridges above us and to get ready because it was coming,” Poore said.

UCRY and the county planned to rendezvous on the bridge at the break of dawn the next day. Crews began by clearing one small channel. They then removed surrounding material and began to move it through the port. The county’s long-arm

booms and excavators prove especially useful at clearing out bridges.

Meanwhile, rail personnel used a backhoe to push logs and other debris out of the way.

“We work in tandem to get it out as best we can without damaging the bridge or jeopardizing track safety,” Poore said. “Anything you can imagine — it’s running down through Ogden.”

In addition to Bowens and Poore, UCRY employees who contributed to the effort included Noe Espinoza, John Hoffman and Jesse Patino.

A bike trail and pedestrian walkway underneath the bridge were completely overtaken with floodwater.

“If you were standing on that walkway,

TSRR looking to reach four digits

Tennessee Southern Railroad employees reached 900 days injury free March 20.

Additionally, the team had completed 598 days without a reportable derailment, according to Walt Robinson, safety and operating practices manager.

Robinson, who has worked for TSRR since 1988, said the excitement surrounding the achievements has been palpable. The team is on pace to reach 1,000 days injury free June 27.

“We’re going to have a picnic if we hit 1,000,” he said. “We’re excited and proud about our safety record.”

Though they may work separately,

employees realize they are part of a larger team.

“We are safety conscious and talking to each other,” Robinson said. “We’re taking care of our brothers and sisters.”

From Florence, Ala., to Columbia, Tenn., TSRR employees are united by a common dedication to one another and their craft. The lines of communications remain open.

“Sometimes we don’t get to see each other, but we all talk,” he said.

Unlike last year, weather has thus far been kind in 2011. The 2010 floods brought greater awareness of washouts and other

flood-related problems. Employees watch the news with an attentive eye.

The adversity taught employees and managers a great deal about themselves.

“We learned that we are resilient and we can get back no matter how bad things look,” Robinson said.

In recent months, managers have emphasized a new FRA rule that prohibits cellphone use by train service employees.

“When the FRA gets on something, we get on it, too,” he said.

Employees are still permitted to use their phones under special circumstances, including emergencies or during lunch.



UCRY and Weaver County employees clear a channel for heavy flowing snowmelt.

your head would be under water,” Poore said. “It was pretty crazy.”

The longer the bridge is dammed, the greater the force pressing against it. Without swift action, the bridge and its pilings could be destroyed.

“The water wants to find a place to go,” he said. “We try to get it done in the safest and fastest manner possible.”

The bridge supports the railroad’s main switching lead, located just off the yard.

“It’s one of the most important tracks that we have,” Poore said. “If that bridge were to be washed out, it would really throw a wrench in the works.”

With the debris cleared, the water level beneath the bridge dropped by six feet. It was not the first nor will it be the last time the team prevents a washout.

“It’s standard operating procedure every year,” Poore said. “We know it’s coming.”



Lisa Phillips, standing second from left, enjoys time with her family, including standing from left, Nick Thompson, Michael Phillips and Chad Phillips; sitting from left, Monica Thompson, Dillon Thompson, Kristin Risner and Craig Risner.

Right on Track

Lisa Phillips brings a high attention to detail to ensure the accuracy of all orders. An office manager in the Port of Florence, Phillips has worked 11 years with TSRR.

She benefits from the assistance of Katrina Riddle, who helps clean and organize their office. Riddle will celebrate her one-year anniversary in June.

“Katrina’s been a very welcome addition,” Phillips said.

TSRR business has increased dramatically with the recent addition of the Budweiser contract.

“There’s a tremendous amount of paperwork,” she said. “You log it coming in, it’s logged while it’s here and then you log it going out.”

Along the way, they keep customers and co-workers in the loop — something Phillips enjoys.

“The main thing I like about my job is getting to meet and talk with people,” she said.

Phillips must overcome the language barrier in dealing with customers that hail from China, Vietnam and other countries.

“I learn their language and they learn mine,” she said.

Her husband, Michael, works for TSRR as a port manager. The couple have been married 27 years.

Prior to joining the railroad, Phillips performed factory work. She welcomed the change of pace that came with her arrival at TSRR.

Away from work, Lisa and Michael maintain a small farm near St. Joseph, Tenn. They enjoy gardening and raising goats.

They plant enough vegetables to feed their family and other residents in their community. Crops include corn, potatoes, onions, tomatoes, cucumbers, squash and okra. In the summer, the couple invites family and friends to cookouts.

The Phillips have children Chad, Monica and Kristin, plus a grandson, Dillon. Kristin is married to Craig Risner, a TSRR locomotive engineer.

The entire family enjoys sporting events of all kinds. Their favorite teams include the Atlanta Braves, Nashville Predators and University of Tennessee Volunteers. They also enjoy riding their all-terrain vehicles and Jeeps.



TSRR Conductor Rex Durham uses a new brake stick. The tool helps trainmen set the brakes without having to climb the car.

Hales relishes life on UCRY

A longtime admirer of the Great Salt Lake Valley, Jon Hales enjoys the beautiful surroundings and slower pace of Ogden, Utah, and Utah Central Railway.

The Ogden location operates one switch

engine during the day and one switch engine at night.

“It’s not a great big company,” said Hales, a conductor with the No. 9 crew. “It kind of makes it nice that you know everybody.”

He works alongside Chris Slater, locomotive engineer, and Kent Brown, brakeman. The crew enjoys good teamwork and shares ideas with one another. Their familiarity translates to greater safety and performance.

“It’s always nice to be able to trust the person that you’re working with,” he said.

Crew members are comfortable approaching one another with suggestions for how to work more safely and efficiently.

Hales began his railroad career in 1974 at Kennecott Copper, a mining outfit in Magna, Utah, with

more than 230 miles of track. He helped haul ore to mills and operated switch engines.

The small railroad interchanged with Union Pacific, Western Pacific and Denver & Rio Grande.

Hales learned of the job through friends and family affiliated with the railroad.

“It was pretty exciting,” he said. “It was quite a career.”

Hales worked 28 years with the company before being laid off in favor of an outside rail contractor. He joined UCRY in July 2002 and has never looked back.

“I absolutely love this job,” he said. “It’s so cool switching the district we have.”

Hales and his wife, Debbie, have been married 29 years. They enjoy traveling together in their camper and are members of 10 different campgrounds in Utah. Their favorite spots include Green River and Moab.

The couple have four children and four grandchildren.



UCRY Conductor Jon Hales enjoys riding his Harley-Davidson and camping with his wife, Debbie.



Top: From left, Jeff Weeks volunteers as head brakeman and pilot on the 2472 steam locomotive with fellow volunteer John Teshara, locomotive engineer. **Bottom:** Jeff Weeks enjoys his time volunteering at the Golden Gate Railroad Museum working on and operating diesel and steam locomotives.

Weeks enjoying time with SAV

Sacramento Valley Railroad extends a warm welcome to Jeff Weeks, who became the railroad’s newest conductor Dec. 8.

“I’m really liking it,” he said. “I definitely see a future with Patriot. It’s an awesome company.”

He eventually hopes to become qualified as a locomotive engineer.

Prior to joining SAV, Weeks served as an engineer for San Francisco Bay Railroad in San Francisco. He also labored in the entertainment industry. Helping set up and tear down rock concerts, he would often work from 7 a.m. to 3 a.m.

“I had some long hours, that’s for sure,” he said.

Hailing from a railroad family, Weeks knew about the retirement plan and other advantages of railroad life.

His grandmother was one of the first female switchmen for Atchison, Topeka and Santa Fe

Railway. Stationed in Bakersfield, she demanded respect from her male peers.

“She was really tough,” he said. “I’d never mess with her.”

Weeks has enjoyed the group dynamic shared between him and the three other train service personnel.

“All of us get along really great,” he said. “We’re like an extended family.”

Away from the railroad, he enjoys volunteering at Golden Gate Railroad Museum, where he operates a train. Weeks serves as the museum’s diesel shop manager, overseeing maintenance for three diesel engines. The museum also owns a steam locomotive, for which he serves as a qualified steam engineer and inspector.

“I wear many different hats,” he said.

Weeks relishes the opportunity to work with other people and get his hands dirty as a mechanic. Some projects can require up to 12 hours to complete.

He enjoys spending time with his girlfriend, who majors in wildlife conservation biology at Humboldt State.



DQE Roadmaster Tony Johnson spends his free time with his sons, from left, Wyatt, Zack and Riley, and wife, Kelly.

Johnson ready for new challenge

Tony Johnson brings a comprehensive understanding of DeQueen & Eastern Railroad to his new role as roadmaster, an assignment he accepted in March.

"I hope to use my knowledge to do a more efficient job," he said. "I want to help our people be safer, quicker and more efficient."

Prior to taking the role, Johnson worked in train service as a brakeman. He has worked nearly two decades with DQE, getting his start in 1993 with Maintenance of Way. After five years he moved to Transportation.

Johnson was excited about the return to Engineering and his opportunity to reconnect with friends in the department.

"It's a new challenge," he said. "The employees are great."

In the role, he will seek to improve communication between MOW employees, who have been without a roadmaster for some time. He will help ensure employees have the materials and resources they need to complete their work.

Practicing an open-door policy, Johnson encourages employees to come to him with their concerns. He then will pass employee feedback on

to his manager.

"Let's sit down and discuss things," he said. "Your voice will be heard."

Johnson's previous railroad experience helped prepare him for the role. For instance, he has seen firsthand the impact track maintenance can have on operations.

"You have to work with the train crews," he said. "I understand the process and problems they go through for track maintenance."

Johnson enjoys working on the tight-knit, 86-mile DQE, primarily for the strong relationships he has built with his co-workers.

"This is basically a small-town railroad," he said. "I like working with everyone. We all know each other. It's one of the better places to work."

Away from work, Johnson enjoys spending time with his family. He and his wife, Kelly, have been married 20 years. They have sons, Zack, Wyatt and Riley. Zack, the oldest, just began his first year of college in Magnolia, Ark.

The Johnsons divide their time between hunting, fishing and sports. The family canoes the Buffalo River three times each year.

Standardization helps Patriot

Employees on the Columbia & Cowlitz, DeQueen & Eastern and Golden Triangle railroads have welcomed a retooled training program.

"We're doing really well," said Jason Hilliard, C&C general manager.

Training sessions have been held at the newly acquired railroads. Dave Eyermaun, vice president-operations, has led the training.

Eyermaun has helped establish a program consisting of rules compliance training, FRA compliance training and a standardization process.

"We're trying to implement these things throughout our company with our existing railroads and our new acquisitions," Eyermaun said. "We've established that foundation and framework from which we all operate."

Training is divided between the classroom and the field. Only a handful of employees can participate in training at a given time. Weekend sessions have helped large groups complete training in one fell swoop.

"People have been very positive and engaged," Eyermaun said. "They're open to everything we've been providing. This is exciting for them."

While their previous training focused on lumber and warehouse principles, employees now have a strong railroad foundation.

"We brought the expertise to get them up to speed so they were compliant," Eyermaun said. "This is a great group. They're hungry for training."

Standardization allows Patriot Rail the flexibility of transferring personnel among operating territories without those employees needing to relearn processes.

In addition to growing employees' understanding of the railroad, the experience has brought co-workers onto the same page.

"Everyone's mingling to make sure we have everything covered," Hilliard said. "They're working together."

On C&C, the formerly separate crew bases have been combined into a single pool. While the groups knew one another previously, they have never worked together as closely as they do now.

"We're making sure everyone works safely together," Hilliard said. "We're going to grow the business."

Man on the *move*

A desire to see Patriot Rail become a better company drives Dave Eyer mann, vice president-operations.

According to Eyer mann, Patriot Rail employees must have the knowledge and tools to complete their job safely.

“Without training you might be good, but you won’t be great,” he said.

Though his efforts have been met with success, Eyer mann still sees more opportunities.

“We have a long way to go,” he said. “There are new regulations coming out all the time.”



Dave Eyer mann, vice president-operations

Eyer mann began his railroad career more than 20 years ago.

He worked for RailTex, which was acquired by Rail America in 2000. He later served four years as chief operating officer of Watco Companies, another rail holding company.

Soon after joining Patriot Rail in 2009, Eyer mann saw an opportunity with Patriot Rail’s safety program.

“Training is a valuable asset that you can’t overlook,” he said. “We knew we needed to become standardized as we continued to grow.”

With standardization as one of his chief

objectives, Eyer mann sought to create a safety culture and structure that reinforced FRA-compliant behaviors.

As vice president-operations, he draws on many of his experiences as a railroad executive in the late 1980s and 1990s, an era when numerous short line acquisitions occurred. That period of his career prepared him for the fast-paced, ever-evolving culture of Patriot Rail.

“We’re a very growth oriented company,” Eyer mann said. “We’re always looking for that next opportunity.”

A resident of the Joplin, Mo., area, Eyer mann enjoys golf, riding his Harley-Davidson with his wife, Gina, and boating.

The couple have children Kylee, a college freshman, and Brooke, a high school freshman.

Harsh winter no match for BAP

As Patriot Rail’s northernmost railroad, Butte, Anaconda & Pacific Railway must endure harsh winter conditions.

While the past few winters have been mild, the 2011 season saw more snow and icier conditions.

“There were one or two nice days, but it was a lot colder this year,” said Tony Smith, designated supervisor-locomotive engineers. “The wind, the snow — everything was progressively worse.”

Despite below-zero temperatures, employees remained injury free throughout the winter and plan to continue that streak into summer.

Morning safety meetings are conducted three days per week. Employees within each department take turns leading the meetings and select their own topics. Since they often work alongside one another, the joint safety meetings give employees an advantage, according to Smith.

Discussion points can vary from how to safely get on and off equipment to slip, trip and falls.

“Our number 1 priority is safety,” he said. “Being aware of your surroundings at all times is key.”

In the winter, employees must be cognizant of slick conditions and take added precautions. If conditions become ugly, train crews contact Al Taylor, trackman, who will inspect different areas of the territory.

“We know where the bad spots are going to be if we get a storm,” Smith said.

Track personnel inspect problem areas and relay their findings back to train crews. They look for pull-aparts or heavy snow drifts.

“They’ll let us know if it’s OK through that area or if we need to proceed with extreme caution,” he said. “Everyone’s safety conscious, so we’ve done well.”

As the seasons change, the conversation shifts toward the heat. Employees must practice hydration and pace themselves in order to avoid exhaustion.

“Safety is a big thing for us,” Smith said. “We try to work as safely as humanly possible.”

He has served three years in his designated supervisor role. Standing responsible for the training of locomotive engineers and switch crews, Smith also operates trains.



Tying things together

Train crews traveling the Tennessee Southern Railroad enjoy a smoother ride resulting from recent track improvements.

In February and March, approximately 14,650 new ties were added to the L Line from Columbia to Pulaski, Tenn., Mileposts L233 to L253.

Roadmaster Larry Taylor and company helped acclimate tie crews to the territory and assisted them in distributing material.

"We provide the track time and safety for them," he said. "We make sure they're completely covered safety-wise."

In the lead up to the project, Taylor walked the entire 20 miles and marked crosssties that required replacement. Joints, bad spots and curves were of his greatest concern.

"Ninety-nine percent of your derailments are in curves or switches," Taylor said.

The line, which hauls lower tonnages, received limited attention in recent years.

The degree of curves was not sharp because the line was used to run passenger trains. With the easier curves, the ties lasted longer.

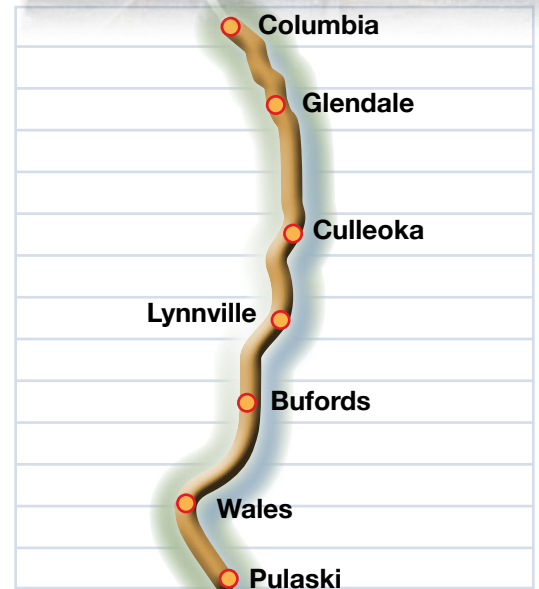
The improvements will result in time savings for TSRR Maintenance of Way employees. The five-person crew must maintain 120 miles of rail.

"When you add it up, that's a lot of miles," he said. "It saves us a lot of spot work. It gives us a chance to focus on the other line where we run most of our tonnages."

Train crews already have noted the difference the new ties have made, Taylor said.

Additional timber and surfacing work is slated for the territory. That work will allow TSRR to increase speeds and reduce service delays.

"When you take eight or nine hours running back and forth, then all of a sudden you cut it down to four, that's a huge difference," Taylor said.



New ties on the "L" line from Columbia to Pulaski, Tenn., help save time for Maintenance of Way and Transportation employees.

Jones brings fresh perspective



Away from work, DQE Trainmaster Todd Jones enjoys time with, from left, Madison, daughter; Lorie, wife; and daughters Madelyn, Ellye and Kendyl.

An employee turned manager, Todd Jones seeks to break down barriers between labor and management as the newest trainmaster for DeQueen & Eastern Railroad.

"We're all in this together," Jones said. "I really believe that."

Feb. 21 marked Jones' first day on his new job. The 18-year railroader stands proud to represent DQE and Patriot Rail. He has worked as a trainman, brakeman, conductor and locomotive engineer, and previously served as UTU local chairman.

"I know how the jobs are to be performed and what's expected of them," Jones said.

With a firsthand knowledge of how to build and move trains, he looks forward to becoming more acquainted with the business side of the operation. From his new perspective, he can explain to employees the reasoning behind each directive.

"I want to let people know why certain decisions are made and how," Jones said. "Everything has a reason behind it."

Away from work, he enjoys spending time with his family. He and his wife, Lorie, have daughters Madelyn, 19; Kendyl, 17; and Ellye and Madison, 13.

The family enjoys spending time on the river, golfing, cooking out and staying active in their church.

UCRY ready for more growth

Recent performance has made Maurice Bowens, general manager, bullish about the future of Utah Central Railway.

2010 marked the third consecutive year of growth for UCRY. The railroad increased carloads and revenues without increasing staff, according to Bowens.

Feeling as though they are part owners in the company, UCRY employees are committed to providing exemplary service in order to help the railroad realize its growth objectives. Often, that means pitching in wherever they are needed.

For instance, Maintenance of Way crews assist in switching operations, while train crews contribute to track maintenance.

“Our employees are our most valuable asset,” Bowens said. “They’re the wearers of many hats. It’s a team effort.”

Projections call for increases to continue into 2011. Several developments in the ethanol business will help drive the growth.

Expansion of the UCRY terminal will increase the number of ethanol cars the railroad can handle. Bowens anticipates the ink to finally dry on several ethanol contracts yet to go into effect.

“We should see some ethanol issues get settled and those increases to begin sometime in the second or third quarter,” he said.

The railroad will pursue several new business prospects in 2011. Bowens hopes to build on the momentum the railroad has enjoyed in recent years.

Major track work has been slated for the summer. UCRY crews will rehabilitate approximately one mile of rail called the “race track,” an oval-shaped section that once was an actual race track.

Plans still call for the eventual establishment of a true transload facility for the Ogden, Utah and surrounding areas. Freight handled at the facility would include wood and metals.

The facility will be designed for shippers without their own spur that need to transport more than 10 cars per year.

This material is intended to be an overview of the news of Patriot Rail Corp. If there are any discrepancies between this newsletter and any collective bargaining process, insurance contracts or other official documents, those documents will govern. Patriot Rail Corp. continues to maintain and reserves the right, at any time, to alter, suspend, discontinue or terminate all plans and programs described in this newsletter. This newsletter is not an employment contract or any type of employment guarantee.

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

Patriot Rail Corp.
One Boca Place
2255 Glades Rd., Suite 342W
Boca Raton, FL 33431

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— Maurice Bowens

