

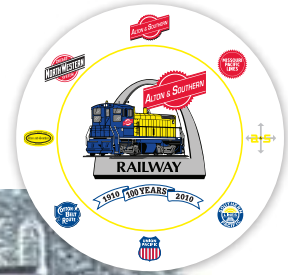
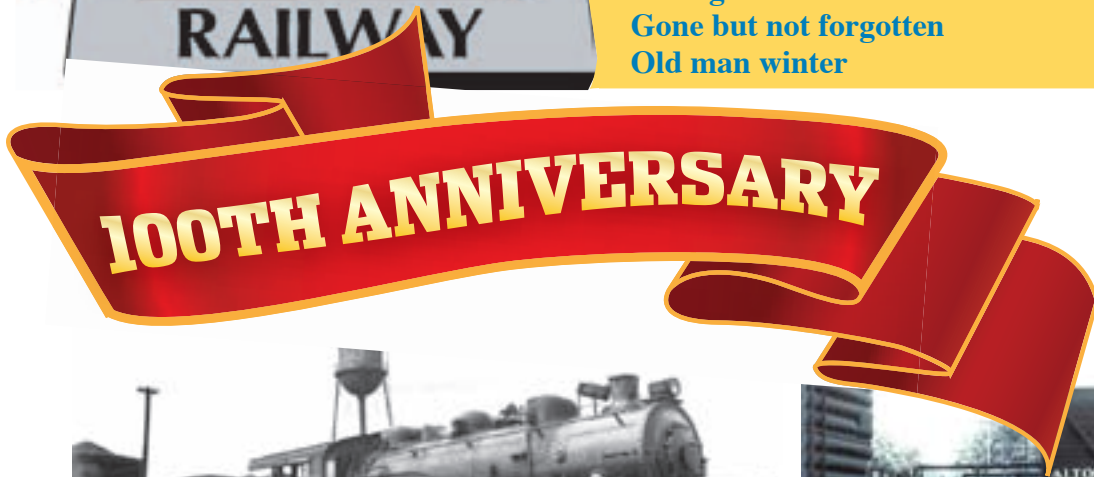


Chronicle

Third Quarter 2010

The faces of A&S
Fifth-generation railroader
Gone but not forgotten
Old man winter

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CELEBRATING A CENTURY

NOT MANY COMPANIES can say they've been in existence for 100 years. Alton & Southern Railroad Company is one of the few that can. It passes the century mark this year. The milestone was observed Sept. 29 with a celebration for its dedicated employees – past and present – who made it all possible.

The Alton & Southern Railroad Company was founded June 28, 1910, in East St. Louis when it became dissatisfied with the service from the Southern Railway and built its own line to provide a second source of raw materials and coal.

Often referred to in the 1940s as the "biggest little railroad in America," A&S was a switching and transfer line that began operating over one mile of track. The company continues serving

the same vital purpose it did when it was organized 100 years ago. Growing at an average rate of one track mile per year throughout the last century, A&S maintains 100 miles of track today. Records show that in 1913 the railroad handled 12,636 cars and employed 26 people. The railroad currently handles approximately 550,000 cars per year with nearly 325 employees.

It was, and remains, a Class I switching carrier and is a vital link connecting eastern, western, northern and southern railroads in the transfer of freight shipments of manufactured goods and commodities from every section of the country. At one time, A&S was controlled through ownership of its entire capital stock by the Aluminum

continued on next page



SOMETHING TO CELEBRATE

continued from previous page

Company of America, now known as Alcoa Inc.

While ownership has since changed – along with the huge, steam-powered locomotives that have been replaced by a modern locomotive fleet – many things remain the same. The railroad still has a family atmosphere. Its employees remain dedicated to providing safe and efficient service to its customers. The railroad's various departments work together as a cohesive unit. The Engineering Department continues to

maintain track at the highest standards to prevent track-caused derailments and promote velocity. Mechanical Department employees, both in the car shop and locomotive roundhouse, provide repair and maintenance to cars and locomotives with a minimum amount of dwell time.

It's the way A&S has operated for the past 100 years, and it's the way A&S will continue operating into the future – for the next 100 years and beyond.

Dear Alton & Southern Railway Employees

2010 marks the 100th year our company has provided indispensable transportation service not only to the St. Louis Gateway but to our nation.

Our railroad was born from a need to get raw materials to the Aluminum Company of America's smelting operations. It grew through the years from a desire to connect to Class One railroads, serve as a belt railway for the rapidly expanding East St. Louis area, and ser-

vice a growing industry base. Now, due to strong international exposure, our future looks bright.

Change has been the only constant throughout the years at The Alton & Southern Railway Company and I am convinced we will see many more in the years to come. Our ability to adapt, innovate, and go the extra mile has been the key to fulfilling our mission of providing safe, reliable, and efficient

rail service to all our customers.

I am very proud to be the General Manager of an organization with such a rich history, bright future, and as it has been for 100 years, truly amazing employees dedicated to their craft.

Thanks and congratulations to each and every one of you.

Sincerely,

Michael A. McCarthy, General Manager

Harris Looks To Continue A&S Tradition Of Excellence

Alton & Southern employees welcomed Brian Harris as assistant superintendent July 1.

Harris began his railroad career in 2004 with Norfolk Southern, working in Toledo, Ohio, before joining Union Pacific in October 2006 as an operations management trainee. He served as a manager-yard operations for Chicago Commuter Operations before transferring to Cheyenne, Wyo., where he worked two years as a manager-terminal operations.

"I'm really happy to be here," Harris said. "I've gotten to see a lot of the territory and it's very well-maintained. A&S is very busy, it's a great facility, it's very unique in its layout, and is very good about getting customers their cars in the most efficient way possible. I look forward to working with each and every employee and hopefully learn about them and what's important to them and help them in their daily assignments."

Among his new responsibilities, safety will be Harris' No. 1 priority.

"I take that very seriously," he said. "I want to make sure every employee has an opportunity to work in a safe environment

and make A&S the most efficient railroad it can be."

Harris has gotten a good start thanks to assistance received from employees.

"I depend on a lot of people for their expertise and they've been very willing to share their experiences and help me get acquainted with A&S, both the geography and the operations," he said. "Everyone has been really helpful and I've been really happy with that. It's going to be a good opportunity."

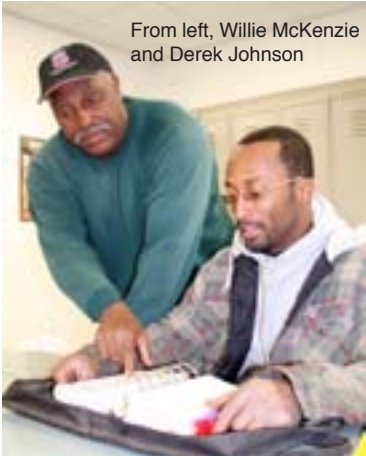
Prior to joining the railroad, Harris attended the University of Virginia in Charlottesville. He earned a bachelor's degree in business administration and is currently pursuing a master's degree in the same field of study. He served in the Army from December 1999 to December 2005. He was activated in 2003 and deployed to Kuwait and Iraq serving as a CH47 flight crew member.

Today, Harris lives with his wife, Amanda, and their two dogs. The couple enjoys a range of outdoor activities including fishing, camping, hiking and riding ATVs.



Brian Harris

A CENTURY LATER: **THE FACES OF A&S**



From left, Willie McKenzie and Derek Johnson



Wilkee Wilkinson



From left, Travis Chaplin, Mike Schmierbach and Chris Smalley



Steve Augustine Sr.



Jim Pinkerton



Justin McDaniel



Donna Wilson



Bob Ingram



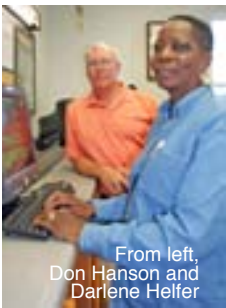
Jeff Pratt



From left, Donna Nettleton and Danny McMahan



From left, Marvin May and Curtis Gossett



From left, Don Hanson and Darlene Helfer



Tim Price



Joe Stewart



Bob Wilson

From Military to Railroad



Jacob Robinson joins A&S as a carman/toolman.

A Family Tradition

Jacob Robinson continued a family tradition June 14 when he joined A&S as a carman/toolman.

He follows in the footsteps of his father who currently works as a mechanical employee in the De Soto, Mo., car shop. His two brothers, three uncles, father-in-law and brother-in-law also work for the railroad.

“My family’s background is full of railroaders,” Robinson said.

Prior to joining A&S, he worked 11 years at a lumber yard. Though it was good work, he kept his sights set on the railroad the entire time.

“I’ve always wanted work for the railroad, I just never got the opportunity,” he said. “When this opportunity became available, I jumped on it.”

Now that his career with the railroad is finally under way, Robinson is glad he followed in his family’s tradition.

“I’m enjoying it,” he said. “I definitely see myself staying here.”

Robinson lives in De Soto with his wife, Katy, and their three daughters, ages 9, 6 and 5. In his spare time, he enjoys hunting, fishing and other outdoor activities.

Jason Buie started his career as a mechanic repairing Army tanks in South Korea. Now he works in East St. Louis, repairing locomotives for Alton & Southern Railway. He said his military experience prepared him for a career at the railroad, which he began on Flag Day, June 14.

“There’s a lots of similarities, like the work schedule, and staying safe and following rules,” he said. “It definitely helped me.”

Before joining A&S, Buie worked in a factory building industrial-size shredders. He was laid off after three years service.

Now, working as a machinist, he has another three years to go before completing his apprenticeship. But he’s not in a hurry.

“This is the type of work I like to do,” he said. “Hopefully, I’m doing it the rest of my working career.”

He said his new job is an adventure because he learns something new every day. But regardless of how much he enjoys changing filters and fixing braking systems, he still finds time to spend working on the house with his wife, Christy, who’s expecting their first child.



Jason Buie

FIFTH-GENERATION RAILROADER

When Jacob Middleton came to Alton & Southern as a carman/toolman June 14, he followed in a long line of railroading in his family.

A very long line.

Jacob is a fifth-generation railroader whose father, Tim Middleton, is an A&S carman. Tim holds more than 20 years of experience on the railroad. Jacob’s grandfather, whom he visits on the weekends in Columbia, Mo., served as a carman as well. His great-grandfather and great-great-grandfather before him also put in time on the rail.

“It’s in our family,” Jacob said.

Now that he has secured his place with A&S, the fifth-generation



With four generations of railroading before him, Jacob Middleton builds on a strong family tradition, joining A&S in June.

railroader is proud to carry on the tradition and his family’s legacy.

“I’m loving this,” he said. “This is what I’ve wanted to do since I was a little kid.”

Did you know?

Forty percent of body heat escapes when the head is left unprotected.



Gone But Not Forgotten

Alton & Southern Railway employees mourn the loss of their co-worker and dear friend Terry Morrissey. He was 36.

A resident of Columbia, Ill., Morrissey died Aug. 31 as a result of a motorcycle accident on Floraville Road in Millstadt, Ill. The Mass of Christian burial was held Sept. 4 at Immaculate Conception Church in Columbia with Father Carl Scherrer officiating.

Morrissey was born June 9, 1974, in Belleville, Ill. He worked as a switchman the past 10 years. Co-workers described him as a dedicated employee who was well-liked by all. His decade of experience gave him a wealth of knowledge about the railroad's operations. He knew how to do his job safely and efficiently. He also was a loving son, brother and friend.

Donations are preferred to Immaculate Conception Church Building Fund. Condolences may be expressed to the family online at www.kasslyfuneral.com.

Railroad offers exciting prospect for Tucker

The railroad brings all walks of life together under a common umbrella: job security. And with full benefits and a retirement plan to boot, Zac Tucker is excited to start his new job as a journeyman carman for Alton & Southern Railway.

"I love welding and cutting," he said. "I'm still learning how to weld though, it's fun."

In his spare time, he rides all-terrain vehicles and competes in a local circuit with his friends. He's been racing ATVs since he was 15 years old, and mounted his first one at the age of 4.

He also shoots targets and works on modified diesel trucks his friends soup-up.

Tucker's uncle worked for the railroad and motivated him to apply for an open position at the railroad. Compared to his friends that are \$20,000 in debt and still going to college, he believes he made the right choice with A&S.

"I have buddies still living at home with mom and dad, but I'm out on my own and have a house."

When asked why he liked his new job, he replied, "Basically, I just like being out here and working all the time."

Tucker said his co-workers help



Zac Tucker

keep him safe.

"They're more than willing to show me something and answer questions I have," he said. "We're like brothers."



Dan Happel, locomotive engineer, holds 15 years of experience with A&S.

HAPPEL DRIVES FOR SAFETY

Dan Happel understands that safe work on the job enables him to enjoy hobbies off the job. One of his favorite hobbies is golf. As in past years, the locomotive engineer was out regularly this season looking to perfect his game. His focus and hard work paid off in a recent 18-hole outing when he shot a six-under-par 66.

"Everything clicked that day," he said.

Happel knows an injury incurred on the job may have prevented him from shooting such a low round. To continue developing his game and shooting par or better, he focuses on safety. The key to staying safe and injury free is communication and employees watching out for one another, he said.

In addition to safety, the locomotive engineer strives for efficiency. An area in which he looks to maintain efficiency is fuel conservation. When he only needs two engines in a three-unit consist, for example, Happel will shut down one of the engines.

A 15-year veteran, Happel joined A&S as a switchman. He later worked as a hostler before becoming a locomotive engineer. His father, Mike, also worked for A&S as a yardmaster.

"I thought it'd make a good career that I could make a decent living at," he said.

Ivory Eyeing the Top in New Career



Terron Ivory

When deciding on a career to pursue, Terron Ivory wanted to find a company that offered advancement opportunities. He's confident he came to the right place when he joined Alton & Southern in May as a trackman.

"Being on the ground floor right now there seems like a lot of opportunity for advancement," he said. "There's a lot of upward movement potential. It's a big ladder to climb."

While Ivory already has his sights on advancing within the company, he's not getting ahead of himself. The new trackman is committed to mastering his craft first before even considering moving to the next level.

"I want to soak up as much as I can and then work on moving my way up," he said.

With no previous experience on the railroad, Ivory has his work cut out for him. He has learned a lot already, though, assisting Gang 9343 and other work groups. In the short time he has been on the railroad, Ivory has contributed to a number of projects from building switches and installing frogs to tamping and performing retarder maintenance.

"Co-workers have taught me a lot about the tricks of the trade," he said.

Ivory is determined to integrate safety into his work routine to the point it becomes second nature.

"I don't even think to swing the hammer without pulling down my faceshield first," he said.

Ivory came to the railroad industry after six years with working as a vendor, delivery driver and sales associate. He has served in the Army National Guard since 2001 and currently holds the rank of sergeant. He was deployed to Iraq from 2005 to 2006, serving as an automated logistics specialist.

UNITED WAY CAMPAIGN

As the Alton & Southern Railway Company celebrates its 100th anniversary this year, it has developed a unique way of participating in the 2010 United Way of Greater St. Louis campaign. The A&S set a goal having at least 100 employees participate in the company's effort to support the United Way.

Employees had two great ways to participate and be eligible for a gift and chances to win prizes. In the first package, employees donated \$2 per pay period and received a special A&S teddy bear and a chance to win two tickets to the opening game of the St. Louis Cardinals 2011 baseball season. In the

Helping people.



second package, employees pledged \$5 per pay period and received the same prizes as the first package but with an additional chance to be one of five lucky craft employees to receive a paid day off from their assigned job.

Employees also can show support for their community during Union Pacific's United Way campaign. All donations go directly to improving the health, education and incomes throughout communities in which employees live. Donating is easy. A&S employees can visit the UP homepage and select "Pledge Now." Online donations will be accepted through mid-November. Of course, employees can donate any time throughout the year to United Way. Donations can be made through payroll deduction, personal check or cash. Give generously so that, together, we can LIVE UNITED.

Signalman stays active on and off the job



Besides working as a signalman, Adrian Abernathy is a Peer-To-Peer representative, Friend To Friend ambassador and Total Safety Culture I-Team member for the Engineering Department

Adrian Abernathy pursues many endeavors on the railroad.

In addition to working as a signalman, Abernathy is a Peer-To-Peer representative, Friend To Friend ambassador and Total Safety Culture I-Team member for the Engineering Department.

Juggling multiple assignments and helping others is just in his nature, Abernathy said.

“I’m always very positive no matter what,” he said. “I like helping people because I need help myself. If I help others then surely someone will give me a hand when I need it.”

His outlook has led to a very fulfilling career with A&S. He joined the company in February 1999 as a signalman assistant before becoming a full-fledged journeyman two years later.

“I’ve enjoyed the railroad,” Abernathy said. “It’s very interesting, and being a part of moving our nation’s freight is very rewarding.”

The part of the job the signalman enjoys most is the camaraderie among employees. He said employees within the Signal Department are particularly close.

“We all get along throughout the ranks, from the managers down,” he said. “It’s priceless.”

Abernathy lives in St. Louis and has three daughters, ages 19, 10 and 9. His personal life is a mirror reflection of his life on the job with respect to staying active. In addition to spending valuable time with family, Abernathy enjoys playing darts and electrical work.

Tidbits

Bev Barnes, manager of administration, has been blessed with two new granddaughters born only four days apart.

Amelia Marie, daughter of Kristy and Bryon Derleth, was born June 9. She weighed 7 pounds, 3 ounces and measured 20 inches long. She was welcomed home by her brother, Gavin, 2.

Reagan Marie, daughter of Sara and Jerry Barnes, was born June 13. Her weight and length were identical to her cousin’s. She was welcomed home by her sister, Micah, 3.

Barnes is thrilled about the two new additions to the family. She enjoys spending quality time with all her grandchildren, children and their spouses.



Gavin and Amelia



Micah and Reagan



Amelia and Reagan

OLD MAN WINTER

Customers expect safe and timely rail service in any kind of weather.

That is why employees should prepare now before inclement autumn and winter weather strikes. Winter preparedness is a key to maintaining velocity and reducing dwell times.

Winter weather can arrive unexpectedly, and customers in one location expect on-time delivery regardless of the weather in another region. Being prepared for winter ensures customers receive shipments as scheduled despite inclement weather.

As railroad employees, everyone needs to switch to a mindset that allows focusing on injuries that tend to occur in

autumn and winter. Winter brings shorter days and colder nights. Cold weather can bring icy conditions, snow and unexpected hazards. People move from a controlled environment to one that can be unpredictable.

Everyone must adapt to the change in season. Staying focused, open communication and maintaining situational awareness serve as critical elements to performing daily tasks, regardless of the season. Most importantly, employees' families count on their loved ones coming home the same way they left.

Share winter awareness and seasonal preparedness information with family and friends.

Don't Risk It, Inspect It

Switches can be problematic in the winter.

Ice and debris can clog the switch and prevent it from being lined safely.

The best defense is a thorough inspection and cleaning.

Proceed only after points are found to be clear.

Immediately remove from service switches that need extra attention from Engineering because they are iced over or are hard to throw.



Ice and debris can clog switches in the wintertime. It's important for employees to report switches that are hard to throw.

FACILITY SAFEGUARDS

Plummeting temperatures, ice, wind and heavy snow can cause disruption to operations. Customers count on A&S to provide service despite adverse weather conditions. Preparing roads, walkways, facilities and equipment before winter sets in is critical to reducing risk of damage, accidents and injuries. It also is critical in maintaining service to customers who expect it.

In October, review a winter preparedness plan that encompasses a variety of preparations needed to ensure safety and productivity in adverse weather. Create a checklist of items that need to be addressed:

- Order salt, sand and de-icing material well in advance.
- Place bags of ice-melting salt, snow shovels and brooms where they will be needed. Contact a supervisor if a replacement is necessary.
- Arrange for snow and ice removal for main roads and emergency access points with employees or a contractor before the start of the season. Inspect and test the furnace to ensure it runs properly.
- Inspect and repair weather stripping around windows and doors. Place weather-appropriate rugs at building entrances. Establish assignments for shoveling, sweeping and keeping walkways clear.
- Establish a weather communication plan that outlines plans for extreme conditions, when the plan will be implemented, who will authorize the implementation and who will communicate the plan to employees on the ground.



Give snowblowers a tune up and make sure extra gasoline is on hand to operate it.

ABOVE & Beyond

A&S salutes and thanks the following individuals who worked above and beyond assigned duties.

ENGINEERING

Edward Angel
Jim Bland

MECHANICAL

David Bollman

The A&S congratulates the following employees for reaching their service anniversaries:

40 YEARS

Lucious Rogers

30 YEARS

Keith Elliott

10 YEARS

David Deckard
Robert Harrison
Rodger Henley
Robert Hoskin
Mathew Wagner
Christopher Whaley

5 YEARS

Darryl Holmon Sr.
Anthony Smith

Tip: Organize a team of employees to canvass work sites before the first forecasted snow to clear debris, and organize tools or materials so they don't become hidden hazards.

Safe Winter Walking: Prevent slips, trips and falls

Slips, trips and falls contribute to a majority of personal injuries incurred by employees in the railroad industry.

Risk of these types of injuries increases with snow and ice on the ground, and even when morning dew forms on rails. When working in winter conditions, employees should place added emphasis on footing.

Surfaces can quickly change from dry to wet and wet to frozen. Visibility also may be reduced and stopping distance required for moving equipment may be increased. Always stay alert and aware of surroundings.

10 Steps to Safety

1. Take slow, short steps.
2. Keep feet pointed outward.

3. Wear enhanced traction footwear.

4. Keep eyes on the path.

5. Keep hands out of pockets to help maintain balance.

6. When stepping over objects such as rails, make sure front foot is flat before moving rear foot.

7. Maintain three point contact and utilize hand rails when possible.

8. For paths covered in snow, shuffle feet to determine hidden hazards such as holes or debris.

9. Return in the same footprints if possible.

10. Survey the landing area before stepping down from equipment.



DID YOU KNOW?

Slips, trips and falls account for 15 percent of all accidental deaths and are second only to motor vehicles as a cause of fatalities, according to the Occupational Safety and Health Administration.

Dress For Success This Winter

Forecasts don't always accurately predict the weather, but they help warn of potentially adverse conditions. Before each shift, monitor the weather forecast to see if additional garments or PPE be necessary.

When dressing for winter weather, wear a series of thin layers, rather than one of two thick layers, in order to easily adjust clothing to suit the temperatures and conditions.

Three Basic Types of Layers

Base — A light layer in close contact with skin used to keep skin dry. Base layers come in various weights. The fabric must be able to wick moisture from skin to the outer layer of fabric where it evaporates. The faster a fabric dries, the more heat that is retained. Cotton should be avoided because it traps moisture and draws heat away. Base layer fabrics: wool, polypropyl-

ene, thermostat, thermax, coolmax and capilene.

Mid — The middle layer between the base and outer layer should be loose, but maintain contact with the base layer. It holds an envelope of warmth between the body and cold. If active in the cold, one insulating layer could suffice. Mid layers should be easily removable. Wear many layers if mostly stationary in extreme cold. The layer continues to move moisture away from the body and provide warmth. An insulating layer can easily be removed if too warm. Mid layer fabrics: wool, flannel, goose down, Polartec fleece, polyester and synthetic blends.

Outer — Provides protection against the elements of wind, rain and snow and allows moisture to escape. It should be large enough to accommodate all layers underneath loosely and without restrictions. To minimize overheating, fabric

and design should allow for ventilation. Outer layer fabrics: Gore-Tex, rubber, treated nylon and vinyl.

Head and Hands

Hats should be made of warm, breathable materials. Be conscious of the restrictions a hat could place on hearing protection. Wear gloves or mittens that are large enough not to be restrictive. Gloves and choppers should have an insulating and waterproof layer.

Warm Feet

Limit socks to two pair — one thin pair that wicks away moisture, and one that provides insulation. Any more layers could restrict circulation. A tight belt also can restrict circulation to legs and feet, causing feet to become more apt to the cold. Consider using suspenders instead of a belt in extreme cold weather.



Chronicle

This newsletter appears under direction of the superintendent. For news coverage, contact Randy at the newsletter office by phone at 402-475-6397, fax 402-475-6398, mail information to 1845 S. 11th St., Lincoln, NE 68502-2211, or e-mail randy@newslink.com. This material is intended to be an overview of A&S Railway news. If there are any discrepancies between this newsletter and any collective bargaining process, insurance contracts or other official documents, those documents will govern. A&S 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. Any photo submitted may be used. Anyone who submits a photo retains all rights to the image. However, by submission you give the newsletter permission to use your photo(s) in all related media. Thanks to everyone at Alton & Southern for contributing to the newsletter, including but not limited to, Dave Smith.



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AVOID GETTING THE FLU

Every year in the United States around 36,000 people die and more that 200,000 are hospitalized from serious flu-related complications. The Centers for Disease Control and Prevention states 5 to 20 percent of the U.S. population get the flu each year. The CDC recommends everyone over the age of 6 months get a flu shot.

Complications of the flu can include bacterial pneumonia; dehydration and worsening of chronic medical conditions, such as congestive heart failure, asthma, or diabetes. Children may get sinus and ear infections. Even if you aren't at high risk for serious complications, you may spread it to someone like an elderly parent or grandparent, or children. CDC states the best way to protect yourself and people you love is to get a flu shot

The flu is spread mainly from per-

son to person when an infected person coughs or sneezes near others. You can become infected by touching something with the flu viruses and then touching your nose or mouth. Think about what you have handled with your hands in just the last hour. Have you just filled up your gas tank, bought something and handled money, used escalator hand rails, or used an elevator button? When is the last time you washed your hands or used a sanitizer?

Again, the CDC states that we can reduce the overall infection rates by washing our hands. Yes, something as simple as this can help. Wash your hands for at least 20 seconds. Use a paper towel to turn off the faucet. If you can't wash your hands, use an alcohol-based instant hand cleaner.

Also stop the spread of germs that make you and others sick. Cover your



Barb Tucker, RN, occupational health nurse

cough. Always cover your mouth and nose with a tissue when you sneeze or cough or sneeze into your upper sleeve not your hands. Put the used tissue in the waste basket.

“Take 3” actions to fight the flu. Take time to get vaccinated. Take everyday actions to stop the spread of germs. Lastly, take flu antiviral drugs if prescribed by your doctor.

Sources: CDC.org

