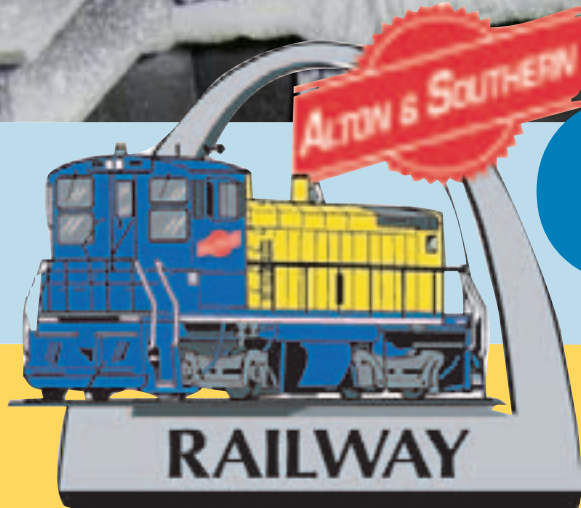


ALTON & SOUTHERN

# Chronicle

Third Quarter 2011



## EMPLOYEES PRAISED FOR EXPANSION PROJECT

Continuous  
improvement  
essential

Page 2

Page 4

Roundhouse employees such as John McCarthy, electrician, build upon their 1,700-plus days injury-free record.

# Continuous improvement essential

Spot it. Work it. Depart it.

Employees continue to strive for continuous improvement in the fundamental missions of the A&S, knowing the drive for increased efficiency remains essential.

Despite an uncertain economy, experts predict growth in the number of trains the A&S must process. While our yard expansion will help, it provides only a relatively small answer to the challenges the railroad faces. The railroad has a finite number of tracks and other resources to safely meet increasing demands for our services.

That is why employees participate in various teams created to facilitate increased efficiency. They are working on the carmen's outbound process, locomotive management, the trim process, crew utilization and other areas. They realize the future calls for the railroad to receive more trains, classify more cars, build more trains and depart them with a minimum of wasted time, effort and expense. They know productivity must be maximized to sustain operations and serve customers.

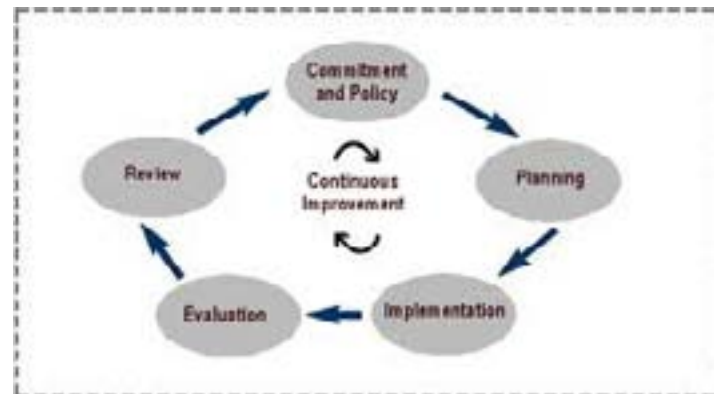
Increased efficiency and productivity will be achieved by the people who know the work the best — the employees. Employees already have developed processes that pay dividends for all in various facets of the business.

The railroad can count on employees to improve standard work processes just as they have taken charge of their own safety through Total Safety Culture. It's the employees who

will initiate changes that decrease car dwell, increase velocity, maximize locomotive utilization and improve other standard measures without jeopardizing safety. Managers, supervisors, directors and others will actively listen to employees' ideas and suggestions. They are aware of the need to streamline operations and know employees have the answers.

The challenge is not simply for employees to do more work in less time. In fact, the new, more efficient methods they develop may reduce the difficulty of some tasks they perform and the time it takes to do them. Employees already try to "work smart, not hard."

To reach our future goals, they will develop processes that take the concept to the highest level imaginable.



## EMPLOYEES MAKE IT WORK

It works.

Total Safety Culture creates significant and lasting changes that keep employees safe. With TSC, our employees feel responsible for the identification of potential risks and the actions required to avoid them.

Many of our employees go beyond the call of duty to address potentially unsafe conditions and behaviors. Behavior-based safety, or actively caring for co-workers' well-being, and positive reinforcement mitigate the likelihood of injury.

TSC targets, customizes and validates intervention designs with measurable outcomes and demonstrated success. Its methods are easy to teach and self-sustaining. It shifts industries from risk-

tolerant to risk-averse and from reactive to proactive in the pursuit of safety in all areas of the operation. TSC defines safe and at-risk behaviors.

By observations and recording related behaviors, giving feedback in a supportive manner and charting progress, the data itself motivates employees to participate. TSC also celebrates safety accomplishments. Actively caring shows concern for others with behavior aimed at reducing risks.

Total Safety Culture has been described as a "by-the-people, for-the-people" approach. It teaches employees what they need to know about behavioral science methods to produce positive safety outcomes in their own corner of the

workplace. The more individuals who participate in the TSC process, the greater the rate of success. The greater the success, the greater momentum increases to prevent at-risk behaviors or potentially unsafe work conditions.

A company like ours aspires to achieve a culture of total safety. It redefines itself to seek employee input into how to avoid injury by identifying, then eliminating or mitigating risk. Our employees do not want bad things to happen to their family, friends, co-workers or even strangers.

We must pull together and demonstrate actively caring on a regular basis. As employees do so, they will reap the benefits. Safety must be our No. 1 concern at all times, and TSC ensures that.



# Superintendent joins team

New Superintendent of Transportation Jeff McGuire looks forward to the challenges of his job.

McGuire began his duties Sept. 1. Previously, he was director-terminal operations for the St. Louis Service Unit in Dupo, Ill.

“The A&S runs a tight ship,” he said. “It has great, hard-working, safety-conscious and dedicated employees. The railroad also is well-managed and a vital part of various carriers’ and customers’ operations.”

McGuire joined the railroad in 1994 with the Chicago & North Western Transportation Company as a dispatcher in training in Chicago. He moved to Omaha and worked three years as a dispatcher. He then became a corridor manager in Omaha. Subsequently, he transferred to San Antonio and served two years as a manager-train operations.

The superintendent returned to Omaha, where he worked in Operations’ automotive group as a lane manager and senior lane manager. He became director-train management at Harriman Dispatching Center. In May 2006, he began as director-transportation services in St. Louis, then accepted his assignment as Dupo’s director-terminal operations.

McGuire graduated from Baylor University in Waco, Texas, in 1993 with a bachelor’s degree in religion. He was attending graduate school at DePaul University in Chicago when he saw the job for dispatcher advertised and took advantage of the opportunity. The railroader also completed the management development program from 1998 to 1999 in Omaha.

“I am definitely looking forward to meeting the employees and working with them,” McGuire said. “I’m also eager to learn this aspect of operations at the St. Louis area.”

He appreciates the great help from employees and management for all the training and support. He most enjoys the people he has worked with and the various challenges each of his assignments have presented.

McGuire resides in Wentzville, Mo., with his wife, Nicki, and their children, Emma, 12, and Aden, 10. Time with them is important to him. He also enjoys camping, visiting friends and family, and home remodeling projects.



Jeff McGuire, superintendent of transportation

## PREVIOUS EXPERIENCE BENEFICIAL

Although he has railroad experience, Mac Moeller, trackman, looks forward to learning more about track maintenance, repair and upgrades.

Moeller joined the railroad July 11 after working 18 months for R. J. Corman Derailment Services as a backhoe operator. He also has worked as a carpenter.

The new hire saw the job advertised online and thought it was a great opportunity. His job with R.J. Corman required a great deal of travel. Now, he will have more family time.

His job started with classroom training on safety, Total Safety Culture and crane operations. He appreciates on-the-job training he receives from co-workers. When the yard expansion project began, he knew the Corman employees assisting the A&S Engineering Department. The trackman had previously worked on similar projects.

“It’s going good,” Moeller said about his new career. “I like it. I like the employees I work with and it’s a better situation for my family, not being gone so much.”

Having worked for Corman, he had already built switches, track panels and was familiar with various other track maintenance and upgrade tasks. There is

still, however, much to learn, and he appreciates having his safety training refreshed.

Moeller resides on an acreage near Red Bud, Ill., with his wife, Rebecca, and children Brittany, 19; Dillon, 16; and Coby, 8. Off duty, his No. 1 priority is quality time with his family. They enjoy riding their four quarter horses and can always borrow another if needed.

They particularly enjoy trail rides. The family has gone to various locations in southern Illinois for trail rides, including Shawnee National Forest, where they camp.



Mac Moeller, trackman



# Employees praised for expansion project

A major track expansion was placed in service at the east end of the A&S yard (D Yard) demonstrating the outstanding capabilities of the Engineering Department.

“I could not be more pleased with the way our Engineering employees have performed,” said Jim Pinkerton, director-track maintenance. “Our track and signal foremen and supervisors excelled in their leadership and responsibility roles while the remainder of the team tackled the project with enthusiasm.”

The expansion is one of the biggest projects the current Engineering team has ever tackled.

Employees simultaneously continued regular track and signal maintenance that could have potentially resulted in out-of-service tracks or even derailments. The project required planning, organization and the safe, efficient execution of duties. Employees completed the project without incident or injury.

New track panels and turnouts were constructed and prepped during the month of July. Surfacing, cleanup of the surrounding area and small, quality alterations completed the

track work Aug. 31.

Signal employees soon will complete their important duties and the project will conclude in October.

There was 2,400 cubic yards of earth excavated and removed from the site to correct drainage issues. Work began with a 12-hour window Aug. 15, and a second 12-hour shutdown Aug. 17. It required a third major construction day Aug. 22.

Employees removed 11 switches and eliminated a No. 7 crossover. The project also eliminated one 11-degree curve and two 12-degree curves.

The recipe for success called for major quantities of ingredients:

- 2,300 crossties
- 8,200 feet of 136-pound rail
- 13,000 rail anchors
- 148 kegs of spikes — nearly 27,000, but who’s counting
- 2,300 tons of ballast
- Six new 136-pound No. 9 turnouts
- Two No. 9 and several No. 10 secondhand turnouts

## EXPANSION FACILITATES EFFICIENCY, PRODUCTIVITY

The track expansion at the east end of the A&S yard greatly benefits the railroad and its customers.

First, it separates the main line from the humping process. Previously, the railroad used four tracks to shove cars on the main line as needed to enable hump operations to continue. Eliminating the need to shove cars on the main line significantly reduces risk.

Second, the elimination of two curves gives the railroad a much straighter approach to the hump. That decreases the potential for derailments when the lateral/vertical ratio exerted upon the rails by a train’s wheels becomes too great. A wheel-climb derailment may occur if the lateral and vertical forces are not properly considered.

Third, by reconfiguring tracks, yarding capacity is greatly increased. The storage capacity will be increased by 3,600 feet over seven tracks. Therefore, train crews can couple more cars into a longer cut for the humping process.

Combined, these changes result in more efficient and productive classifica-

tion. They facilitate increased fluidity and velocity. The changes also reduce car dwell.

The yard expansion will help the railroad meet its need to receive trains, classify cars, build trains and depart them with increased efficiency and productivity.



Clint Severs, foreman, left, rebriefs with Isaac McCray, machine operator.



A front-end loader fills a dump truck with ballast to be spread on new track panels to facilitate construction.



Steve Williams, foreman, radios a co-worker to ensure all employees are aware of their surroundings as Tracks 129 through 133 are extended.



Cranes carry joined track panels into position to be attached to extend one of five tracks to greatly increase storage capacity at the east end the A&S yard.

# Chiumento dives into duties

A new assistant superintendent brings a wealth of experience to Alton & Southern Railway and has hit the ground running.

John Chiumento began his duties Aug. 22. He worked as manager-train operations in Salem, Ill., for the St. Louis Service Unit.

“There was no doubt I was going to accept the job when it was offered,” the new assistant superintendent said. “It’s an exciting opportunity that enables me to continue my career development. I’ve also heard a lot of great things about A&S.”

Chiumento looks forward to learning about the railroad’s operation. This is his first opportunity to work with a hump process. He wants to know more about every aspect of rail transportation and wants to dive right in to contribute to the team’s safe and efficient operations.

He has toured the yard, hopped on the main line and visited interchange points to familiarize himself with various locations. The former MTO is building relationships with his key contacts. He then looks forward to meeting the other employees.

Chiumento’s duties include helping execute the Transportation plan each day. He must communicate it to the remainder of the team and ensure they have the resources necessary to perform those duties. He also anticipates any issues and initi-



John Chiumento, assistant superintendent

ates adjustments before they can impact operations.

Before the railroad, Chiumento worked 17 years in various operating management roles in the airline industry. With the airline industry struggling, he knew he wanted to make a change.

He earned a bachelor’s degree in education from St. John’s University in New York City and a master’s degree in management from Embry-Riddle University in Daytona Beach, Fla., both while working in the airline industry.

His wife, Kara, saw an ad for the management trainee program in the Navy Times and told him about it. It drew his interest right away, sounding similar to his airline duties. He joined the railroad in 2005 as a management trainee in Des Moines, Iowa.

Chiumento began the six-month

program by spending time with the car department, Maintenance of Way and shadowing Operating managers, learning railroad operations from ground up. The program included two weeks in Spring, Texas, for remote control locomotive operations training.

After eight months in Des Moines, he was promoted to manager-yard operations in Eagle Grove, Iowa, where he worked nearly two years. He applied for the vacancy in Salem not only because it was a new challenge, but because Kara and her family hail from the St. Louis area.

Chiumento, Kara and their children, Christopher, 10; Paige, 8; and Ethan, 4, reside in Belleville, Ill.

Off duty, he enjoys quality time with the family including travel, watching sports and reading.

## NEW HIRES WELCOMED

The Transportation Department has grown.

Nine switchmen/brakemen joined the railroad July 25. They completed new hire training by successfully passing examinations Aug. 12.

The new employees include Doug Davis, Chris Dodson, Chad Easton, Chad Harris, Ryan Huie, James King, James Morris, Tim Owens Jr. and Gabe Tucker.

They trained on transfer jobs with qualified conduc-

tors through Sept. 11. The new hires returned to class for a minimum of two weeks of RCL training.

“We’re happy to have these employees on board,” said Bill Penberthy, senior manager-operating practices. “They receive excellent training from our experienced conductors.”

Penberthy thanked and praised the conductors who trained the switchmen/brakemen.





## Two careers at once

Craig Harp, patrolman, wanted to work for both the railroad and in law enforcement. Now, he does.

After working nearly 30 years for the Belleville, Ill., Police Department, Harp joined the A&S Police Department Nov. 1, 2008.

“It’s something I’ve always wanted to do,” the patrolman said. “My grandfather was a locomotive engineer. When I was growing up, I always wanted to be a policeman or work for the railroad.”

Harp earned a bachelor’s degree in law enforcement from Southeast Missouri State University in Cape Girardeau. While working as a Belleville policeman, he earned a master’s degree in criminal justice administration.

He retired as a sergeant from the Belleville Police Department, but wanted to continue work in law enforcement. Harp learned from a friend that A&S was hiring. He knew it was a great opportunity. In the beginning, his job seemed much different than other police work because he did not regularly deal with the general public. He also had to learn about the railroad’s various locations and master railroad terminology.

“The past three years have gone really well,” Harp said. “I’ve really enjoyed the work and the people here are great. Everyone is really nice. The employees get along well. It’s a good place to work.”

On a typical day, he assists surrounding agencies, but ensuring the safety of the employees comes first. His duties include crew protection, checking certain railcars and dealing with trespassers. He also assists special agents from other railroads.

Harp resides in Belleville, where he was born and raised. He has two children, Stephanie, 26, and Ryan, 23. Stephanie lives in Belleville where she works as an administrative assistant for an attorney. Ryan, who also earned a bachelor’s degree in criminal justice, will be commissioned as a second lieutenant in the Army and is stationed at Fort Bliss, Texas.

Off duty, the patrolman enjoys golf and cooking. He can prepare nearly any meal on a grill — for example, escargot, crab legs and lobster.



Craig Harp, patrolman

## WINTER PREPAREDNESS

Summer’s scorching sun and blistering temperatures have been replaced with autumn’s pleasant conditions.

While it means employees can more easily avoid heat-related illness, it also means OI’ Man Winter is just around the corner. Employees should prepare now before inclement winter weather strikes.

Winter preparedness is a key to safety, as well as maintaining velocity, minimizing dwell times and continuing on-time departures. Customers expect safe and timely rail service in any kind of weather. Winter weather can arrive unexpectedly, and customers expect on-time delivery regardless of the weather in another region.

Being prepared for winter ensures customers receive shipments as scheduled despite inclement weather.

Employees should begin to shift gears to a mindset that focuses 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 co-workers, family and friends.



Be prepared for winter.

## ABOVE & BEYOND

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

### MECHANICAL

Dave Bollman  
Pat Coomer  
Jack Jamison  
Willie Jenkins  
Michael May  
Dan McMahan  
Josh Ruch  
Tim Middleton  
Adam Markley

### TRANSPORTATION

Scott Barron  
Mike Heffernan  
Fred Marquart  
Greg McCune  
Steve Mims

### CLERICAL

Edward Morris

# GORDON: FIRST RECIPIENT OF AWARD

Skip Gordon, foreman general I, was named the first Total Safety Culture Mechanical Department Employee of the Month in August.

Gordon received the award from Pete Hoffman, TSC coordinator. The award was created to recognize outstanding contributions by an employee to the TSC process.

The employee of the month was determined by a vote of TSC Mechanical participants.

"I was humbled to receive the award," he said. "I really appreciate it. It says a lot when your fellow employees feel this way about you. They voted for me for actively caring about them."

Gordon received a framed certificate of recognition and a gift card to a restaurant.

He kept Mechanical employees supplied with extra-large freezer pops, day and night, to help them stay cool during summer's blistering temperatures. Gordon even worked on his time off to provide the icy treats. He and others stressed at every meeting that employees should take breaks, keep hydrated and watch their co-workers for signs of heat-related illness. The employees did not sustain any injuries due to the potential hazards presented by summer conditions.

While temperatures soared, the heat index was even higher in certain areas

where carmen walk the tracks to inspect every car on a train. The heat rises from the track and is greater between railcars.

Gordon knows from firsthand experience. He has been a carman 42 years.



Skip Gordon, foreman general I, right, accepts a certificate of recognition from Pete Hoffman, Total Safety Culture coordinator, as the first Mechanical TSC Employee of the Month.

## THE TIME HAS COME

Employees will bid a fond farewell to Skip Gordon, foreman general I, when he retires Sept. 29.

"I thank the company for giving me the opportunity to serve and employees for allowing me to serve," the retiring employee said. "That's always been my mission. I tip my hat to the employees as often as possible and say thanks to them for another day's safe work."

Gordon joined the railroad in December 1969 as a car oiler for the Illinois Central Railroad in East St. Louis, Ill. He became a carman apprentice for Illinois Central and a journeyman in 1973.

He came to the A&S June 30, 1989, and continued to work as a carman. He then became second-shift car foreman five years and was promoted to foreman general in 2001.

Gordon stayed safe by staying focused on his job. He always tried to make good decisions by thinking before he acted. Good job briefings and rebriefings also are crucial to avoid potential hazards.

In addition, he believes the advent of the Total Safety Culture process has helped tremendously to keep employees safe. He has been involved with TSC since it started at A&S.

"The highlight of my career has been the interaction with my co-workers," he said. "I love to work with people. I love my job and always have. It's provided a livelihood that helped put my children through college and also helped my grandchildren."

Gordon resides in Fairview Heights, Ill. He and his wife of 43 years, Gloria, have five children and 13 grandchildren. He spends a great deal of time with the grandchildren, especially in the summer.

The seasoned railroader has been a licensed minister 30 years. He has served as pastor, delivered eulogies, performed wedding ceremonies, including all of his children's, officiated at funerals and volunteered to help his church in many other ways. He and his family are members of the Winstanley Baptist Church in Fairview Heights.

Gordon intends to be more involved in church activities after retirement. He also may travel to spend more time with his children and grandchildren. His children live in Texas, Ohio, North Carolina and Virginia.



Skip Gordon, foreman general I



Skip Gordon, foreman general I, right, leads a safety briefing with, from left, Bob Blanchard, Mike Wiley and Sean Hartmann, carmen.

# AVOID THE FLU

Union Pacific is again offering free 2011-12 seasonal flu immunizations to employees. Occupational health nurses will be providing flu immunizations throughout the UP. The flu (influenza), is a contagious disease that is caused by viruses and can affect the lungs, stomach and can lead to serious illness, including pneumonia. Pregnant women, young children, older people, and people with some chronic medical conditions like asthma, diabetes and heart disease are at increased risk of serious flu-related complications.

The flu vaccine cannot give you the flu. The most common side effects from a flu shot are a sore arm and maybe a low fever or achiness. Even if you got a flu vaccine, there are still reasons why you might have felt flu-like symptoms. The flu vaccine protects against the three influenza viruses that research indicates will cause the most disease during the upcoming season, but there can be other flu viruses circulating. It takes about two weeks after you receive the vaccine for your body to build up immune protection against the flu.

Even healthy people can get sick enough to miss work or school for a significant amount of time or even be hospitalized with serious complications. During the 2009 H1N1 pandemic, many healthy people—including healthy young adults—became seriously ill from this virus. Flu viruses are unpredictable, and every season puts you at risk.

[The CDC recommends these actions to avoid contracting the flu and to avoid spreading the flu:](#)

- Get a flu vaccination yearly.



Barb Tucker, RN, occupational health nurse

- Cover your nose and mouth with a tissue when you cough or sneeze and throw the tissue away in the trash.
- Wash your hands often with soap and warm water or an alcohol based hand cleaner.
- Avoid touching your eyes, nose or mouth to avoid spreading germs from your hands that may infect you.
- Avoid close contact with people who are sick. This protects both you and them.
- Stay home for at least 24 hours after your fever has stopped to avoid infecting others with viruses.

Even if you feel like you are not at risk for the flu, consider that you might be around someone who is at high risk from the flu ... a baby, your grandparents or even a friend. You don't want to be the one spreading flu, do you? We encourage employees to look on the UP website for information about the locations and contact information for your local Occupational Health Nurse to get your flu shot.

## Great new career

Chris Lance, trackman, was looking for a change. The opportunity to work for the railroad appealed to him.

He joined the railroad July 11 after working 10 years for a cable television company as an installer and system technician.

"It's a good career," Lance said. "There are many opportunities for change and advancement."

He graduated from Hickey College in Maryland Heights, Mo., with an associate degree in computer programming and applications.

His friend, Clint Severs, foreman, told him the Engineering Department was hiring new employees. Severs and another friend told him the railroad was a great employer with good wages, benefits and

retirement. He's happy to be a part of the A&S team.

"It's going great," Lance said. "I am learning so much. Working on the yard expansion also has been a great experience."

His job began with three days of classroom training on safety and the overall picture of the railroad. One day of training was devoted to Total Safety Culture. He also attended three days of training in order to work safely with crane operations.

Lance's on-the-job training included learning to gauge track, work on retarders and general track maintenance. Then, he began to learn how to build switches, cut rail and make joints. His co-workers taught him how to perform tasks safely and efficiently.

Lance resides in Waterloo, Ill., with his

wife of seven years, Crystal, and daughters Taylor, 5, and Kadence, 2. Off duty, time with the family is important to him. Taylor has taken an interest in cheerleading, swimming and soccer.

Crystal is a financial representative and has her own personal health and cosmetics business.

Lance's hobbies include fishing, hunting, bowling and fantasy sports.



Chris Lance, trackman



## BIRTH ANNOUNCEMENTS

### Barnes

Corry Lynn Barnes, granddaughter of Beverly Barnes, manager-administration, was born at 11:26 a.m. Sept. 3, 2011. She weighed 7 pounds 6 ounces and measured 20-inches long. Parents, Jerry Barnes and his wife Sara, and their daughters, Micah and Reagan, are thrilled about the new addition to their family.



Newborn Corry Lynn Barnes with her sisters

### Blanchard

Andrew Konradt came into the world at 10:55 a.m. June 30.

His proud parents are Cameron Blanchard, assistant signalman, and Amanda. The baby weighed 6 pounds, 6 ounces and measured 19.5 inches.



Cameron Blanchard, assistant signalman, and family

### Derleth

Maya Margaret Derleth, granddaughter of Beverly Barnes, manager-administration, was born at 5:28 p.m. June 21, 2011. She weighed 6 pounds 9 ounces and measured 19.5-inches long. Mother, father, brother Gavin, and sister Amelia express joy as they welcome Maya into their family.



Maya Margaret Derleth

### Pratt

Rusty Pratt, manager-signal and communication, and his wife, Michele, are the proud parents of a baby girl.

Kendyl Riley was born at 12:27 p.m. Aug. 2. She weighed 6 pounds, 1 ounce and measured 19.5 inches.



Kendyl Riley Pratt

## IN THE NEWS

### Augustine

Steve Augustine, assistant superintendent, and his wife, Tammy, were recently featured in a story in Suburban Journals about their home's landscaping.



Steve Augustine, assistant superintendent

The couple have been enhancing the appearance of their lawn and garden on Parkwood Drive in Waterloo, Ill., for more than 20 years. The story reported how pink flowers decorate the landscape and Spearmint junipers line the front porch.

The couple plans to add roses to their home's surroundings, the story said. Augustine and his wife do the vast majority of the work themselves. To plant a tree, however, they recently called a professional plant nursery.

## SERVICE TO COUNTRY

### Ivory

Terron Ivory, vehicle operator, was called to active service with the Missouri National Guard.

He will be deployed 18 months in the Middle East.



Terron Ivory, vehicle operator

## RETIREMENTS

### McKenzie

Willie McKenzie, Engineering foreman, retired Aug. 31.

He hangs up his hard hat after more than 40 years of dedicated service including work as a trackman and machine operator.



Willie McKenzie, Engineering foreman, right, receives a congratulatory handshake from Jim Pinkerton, director-track maintenance.

### Lee

Jerry Lee, carman, retired July 1 after more than 38 years of dedicated service.

He worked efficiently throughout his career, which began in 1973.



Jerry Lee, carman, shows a sign he was given as one of his retirement mementos to the delight of other Mechanical employees.

# Service Anniversaries

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

### 20 Years

Charles Dickey

### 10 Years

Daniel Burch  
Ron Hughes  
Theon Phillips  
Timothy Price

Ronald Riesing  
Faye Schwartzkopf  
Sheila Williams

### Five Years

James Augustine  
Rond Edmonds  
Brent Fletcher

Andrew Giovanetti  
Curtis Gossett  
Christopher Lindsey  
Billy Miller  
Vincent Weber



# 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](mailto: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.



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## 'Grandma days' planned

Employees are sad to see her leave, but happy to see her start a new chapter in life.

"I've enjoyed my work tremendously," said Beverly Barnes, manager-administration, who retires Sept. 30. "I know so many caring people here."

Barnes transferred to A&S Jan. 16, 2007, just prior to the retirement of Laura Bodway, administrative assistant. The manager-administration handles various duties under the direction of Michael McCarthy, general manager. Previously, she was manager-administration at the UP National Customer Service Center in Omaha.

Born and raised in South St. Louis, Mo., she joined the railroad as a statistical typist in 1978 working on the 11th floor of the Missouri Pacific Building in St. Louis. She worked as a claims analyst; as over, short and damage analyst for the Stations

and Claim Prevention Department, now the Damage Prevention Department; a claims adjuster; an administrative 1E in the St. Louis Service Unit; and as manager of safety and employee development at the NCSC.

Barnes and her late husband, Jerry, relocated to Council Bluffs, Iowa, when she began her job in Omaha, but kept their home in St. Louis. Jerry also worked for UP and retired from the Information Technology Department in St. Louis.

"I will miss the contact with other employees and conversations with people throughout the day," she said. "I have plans to keep busy, though."

Barnes' retirement plans include golf and travel. A retirement party in San Antonio with friends from throughout the system is planned. She also plans two days each week as "grandma days" when she

will enjoy time with her grandchildren.

She has one son, Jerry Jr., and two daughters, Kelly Bettlach and Kristy Derleth. She has five granddaughters, Hailey, 10; Micah, 4; Amelia, 1; Reagan, 1; and Maya, 3 months; and a grandson, Gavin, 3.

"If I could give employees one piece of advice, it would be to do today what you have planned for tomorrow," Barnes said.



Beverly Barnes, manager-administration

