

chicago division



8th Edition 2011 - August

Lafayette employees are hitting it “Out of the Park” with efficient train operations focused on eliminating dwell, increasing velocity and maintaining a high level of communication with the 44 customers they serve.

“We give the customer what they want and keep them satisfied, because that’s what this business is all about,” said Larry Burbage, conductor. “You have to take care of the customer, which means knowing their preferences beforehand. Most of the time we go into industries during off hours, so it’s up to us to know where and how to place cars to make it easiest for them. If it’s not right, they’ll tell us the next day. I listen to them and remember their needs.”

A key interchange point on the Chicago Division, Lafayette has played an integral role in the division’s velocity success. According to Aug. 25 measurements, the division was exceeding velocity goals for intermodal, coal, auto and grain business. The team is only 0.05 percent below

goal for merchandise velocity as well.

“We’re running the ONE Plan and using train scheduling to run trains efficiently,” said Steven Stuller, yardmaster. “If a locomotive fails, we call and have it replaced to keep things moving.”

Transportation relies on other departments to run the plan. Engineering fixes broken rail and maintains tracks. Mechanical inspects cars and 10 Signal employees cover nearly 200 miles of railroad on which crews operate.

James Camplin, yardmaster, said communication allows his team to provide excellent customer service.

“We follow up and support one another as a group,” he said. “If you understand and listen, you can fix a problem or get it to the right people.”

About Out of the Park

The Out Of The Park Initiative is about employees driving continuous improvement in our service delivery product. The OOTP Competition recognizes those



Yardmaster James Camplin voices the importance of listening to crews on the ground during a safety overlap meeting in June.

leaders by highlighting the best teams each quarter. CSX began the system-wide Out of the Park initiative to improve upon the ONE Plan and enhance customer service. The plan serves as a guide to help employees run trains on time and deliver freight to customers when they expect it to be delivered.



4 years STRONG



From John Bradley, division manager

Although the summer is not quite over, our kids are going back to school and the harsh heat is finally subsiding. These challenges test our diligence. It is up to us to maintain situational awareness and stay focused through the end of summer.

This is the season of family day celebrations, where our railroad has the privilege of recognizing the dedicated workforce and families behind what we do every day. These fun and informal acknowledgements are a way for CSX to thank employees' families for supporting their loved ones while they make a difference in the world by working safely.

Having that common bond between railroad families is something that can never be broken. But to enjoy our precious time at home, we must continue to work safely and share our

knowledge with those around us. New hires encompass the future of CSX, and we must take time to provide insight to them, which in turn supports our operations.

Please continue to stay hydrated and take frequent breaks when needed to stay alert and focused on the task at hand. As the saying goes, "No job is so important ..." So don't risk it; it's not worth your life.

I am excited to see what our railroad does during the second half of an already successful year of operations. My thanks go out for all the hard work employees perform every day.

Your families and I appreciate your efforts.

-John



34 roles in 43 years

Mike Gaspar is starting his 34th role on the railroad.

After 43 years of service, he's still involved in clerical work – something he began in 1968 and continued through his Vietnam War service until now.

"I used to jump out of helicopters and repel down ropes," said Gaspar, who served in the Air Mobile unit as an Army infantryman before becoming a typist. "I was very fortunate. I only spent 30 days active in the field."

He didn't like the training because of all the walking – which he found boring. He did enjoy the discipline and self-reliance learned in boot camp.

"Everyone should go through basic training," he said. "It

gives you perspective and teaches you so many things in a short period of time."

Typing 25 words a minute was impressive 40 years ago, before personal computers and digital spreadsheets streamlined the process of data collection. Gaspar served as an awards and decorations clerk in the Army.

After learning the ins and outs of his military job, his service ended. He returned to civilian life, married and raised a family, working for the railroad the majority of his life. Now, as the newly crowned engineering support clerk, Gaspar is doing the same thing he did decades ago.

"Many things are similar, and many are different. There are newer processes and some that have translated into today's reality," he said. "I'm going through all the old knowledge in my head, figuring out what to replace and what to keep."

He noted that all communication and documentation is done through fax sheets now, where it is then loaded into a computer. He said everything is specialized and compartmentalized.

"The dynamics have changed, but the work is the same," Gaspar said.

Gaspar has been married to his wife Mary for 39 years. They have three sons.

Retirement is not in his immediate plans.

"I like what I do, so why would I leave here to do something else? That doesn't make sense to me," he said.



Mike Gaspar, engineering support clerk

New careers in Danville

Two conductor trainees joined Danville June 20 as locals from the region. They both completed six weeks of training at the REDI Center and look forward to getting into the swing of things.

"The instructors were really awesome," said Glenn Hoshauer, conductor from

Newman, Ill. "I enjoyed the hands-on training and working with people in the yard."

Kicking cars, building trains and simulated operations were just some of the activities trainees practiced while in Atlanta. Hoshauer used to build track as a contractor for the railroad. He had friends who joined

the railroad, which prompted him to do the same.

"They love it, so I had to give it a try," he said. "I'm just ready to get to work and get out of training."

In his free time, Hoshauer enjoys boating, waterskiing and fishing with his

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Lafayette Family Day

More than 100 people attend the family event despite the heat of the day.

Piles of presents provided smiles all around as children and families celebrated. Lafayette Family Day took place at a water park, which turned out to be appropriate given the 101-degree temperature.

Thanks to Safe Returns, the terminal was able to buy presents for all children at the event, as well employees and spouses.

Food and terminal T-shirts also were purchased with the fund. Approximately 133 people attended.

“Everyone had a good time,” said James Camplin, yardmaster.

Families were treated to arm-

bands, which granted them unlimited access to train rides and attractions around the park.

Prizes included a Nintendo DS, TV/DVD players, laptop and Nook Color. Everyone who attended received a sky blue T-shirt with an original design for Lafayette Terminal.



Smiles adorn faces as railroad families spent time with one another and children relax in the shade. shared a common bond.





On Board Reporting Systems provide enhanced connection and data transfer.

New and enhanced On Board Reporting Systems are popping up around the division, making jobs easier for employees servicing local and yard jobs.

“They’re definitely faster,” said Travis Wilkins, Danville conductor.

Also known as on board work orders, these new devices are lighter and faster – with twice as much battery life. They also have a better cellular connection, which allows employees to transfer information after inputting details on a move. Before, conductors had to occasionally walk off the engine and around the worksite until they got a connection. Not anymore.

“Some customers need information the minute after it was placed, and others don’t need it that fast,” said Fred Dedrick, Danville trainmaster. “The old ones had a hard time staying connected, but the new

New on board work orders feature bigger screens.



An employee checks his books near the new on board work order machines in Danville.

ones are tack sharp.”

Previously, if a device broke in the middle of work, a third party was required to release the digital information over the wires. Now, only railroad employees are required to transfer the data, saving much needed time and effort.



Saving The Planet

Out in the field, Christina Mays is busy saving the earth.

As supervisor of environmental field services, her job is to help maintain compliance with local, state and federal regulations. She’s in charge of 60 facilities around the division and performs regular inspections.

“I’m normally in the field, but I go into the office from time to time to enter inspections,” said Mays, who joined in February. “I do a lot of emailing from my Smartphone.”

Considering the massive territory before her, she relies on local HazMat teams if something happens far away from her.

“Time management is definitely challenging,” Mays said. “We can’t be everywhere at the same time.”

Deadlines add to the pressure, because federal guidelines prohibit certain materials from sitting more than 90 days. She works closely with each terminal to ensure everyone is on the same page.

“We work hand-in-hand with roadmasters and the Engineering Department because everyone’s participation is critical,” she said. “We have to be a team in order to do our job and to comply with federal standards.”

If a spill or event occurs concerning the environment, employees are instructed to do two things: first, call the Public Safety Coordination Center hotline at 800-232-0144, which connects to the CSX Police and HazMat officials. Second, call the environmental representative of the division, which in this case is Mays.

Mays studied environmental science, biology, geology and chemistry in college. She started working for CSX as an environmental field service contractor in Russell, Ky. She recently purchased a home in Indiana.

Given the green revolution taking place in the 21st century global economy, she knows she has her work cut out for her.

“In order to save the planet, so we can have a better tomorrow for our children and the future, we have to comply with these regulations,” Mays said.

Division Safety Update

Keeping with the popular tide of rotating locations, the Chicago Division Safety Overlap meeting took place in Lafayette, Ind., this month.

In this post-bloom season, new hires are dotting the landscape and horizon, and the “importance of training them in a positive way” cannot be stressed enough, said Stacy Posey, assistant division manager.

“We need to instill in them that leadership starts at the ballast line,” he said. “How they make decisions in the



Division Safety Coordinator and UTU Representative Jerry Gibson attends an overlap meeting.

early stages of their careers will mold the employees they will become.”

Reinforcing fresh safety messages along with prescribed operations will help new employees absorb good habits and correct training, Posey said.

“Expose them to the local safety meetings,” he told managers from across the division. “They are a fresh set of eyes that might see particular items we don’t.”

Department heads noted current injury-free streaks, stressing the origin of their creation.

“I encourage everyone to keep employees engaged and to lead by example,” said Staff Engineer Jon Phillips. “Deploy your safety representative to the field to elevate awareness of potential dangers and to provide products to maintain proper hydration.”

Bruce Adkins, Danville general foreman, said crews he works with employ situational awareness, especially around slips, trips and falls and blue

flag protection.

“We continually stress the point that ‘this can happen to you,’” Adkins said. “We are making employees conscientious of their surroundings by staying alert.”

Bringing safety perception and understanding down to the ground level enables teams and management to understand each other with little effort.

“Let us encourage everyone to build teamwork so we all share in the responsibilities,” said Jerry Gibson, division safety coordinator and UTU representative.

Each location is responsible for taking inventory and equipping employees with the tools for the job, Posey said.

“We must prioritize responsibilities, utilize time efficiently and increase employee involvement,” he said. “Observe what needs to be changed and make it happen.”

Frazier Committed To Family

Commit to What Matters

Most railroaders work for a living to support their family.

Conductor-turned-clerk Blake Frazier goes an extra mile, taking care of not only his family, but also older relatives.

After working six years as a Danville conductor, he decided the best thing for him to do would be to step down and let someone else take his spot.

“It freed up time for me, my family and my kids,” said Frazier, who also keeps a watchful eye over his aunt and grandmother who live in the area.

He is committed to his family and community, which translates into a solid approach to work every day. He is a member of the Danville Safety Committee and plays softball in his spare time.

“Now I have more time to be available to them if something should happen,” Frazier said.

Something did happen recently. His aunt had fallen ill and nobody was around to notice. After four days of no word, neighbors broke down her door to find her in bad condition. Frazier was notified and, being a clerk, was “able to leave and sprint over there.”

“I called up the trainmaster when it happened, and he was

more than willing to work with me and make it happen,” he said.

Frazier and his wife Sommer have children Landon, 8, and Weston, 1, and another child on the way.



Blake Frazier enjoys his new role as a Danville clerk.



Safety a two-way street

Customer Feature

Danville-based Mervis Industries depends on CSX to deliver cars for dismantling and provide gondolas to move processed scrap metal by rail. They have been full-cutting and de-racking cars for CSX some 35 years.

David Chapman, transportation manager for Mervis, said the company has seen a “steady increase” in switching performance accuracy from local crews during the last few months.

“This is key to the planning and efficiency of our operations group,” Chapman said. “I view this as a true partnership.”

As a family-owned business started in the 1920s, Mervis has evolved into a full-service scrap and recycling yard specializing in tearing down and modifying railcars.

Timeliness and accuracy are paramount to smooth operations in the scrap industry, as prices tend to fluctuate and change every month.

“Fred Dedrick is new to Danville; he’s been very helpful in making this process work smoothly,” Chapman said of the Danville trainmaster. “We work closely together to get switches correct and coordinate their timing.”

Discussing preferences and mutual



Cutting railcars is very important to the business of Mervis Industries.

expectations is the key to any professional working relationship, and Dedrick and Chapman communicate regularly.

“I talk to him on the phone a lot,” Dedrick said.

Mervis is located less than two miles from the Danville Terminal. The close proximity helps personalize the service because crews can be contacted at a moment’s notice.

“I’m working more closely with the trainmaster and yardmasters than ever before,” Chapman said. “We try to make it a two-way street because it’s necessary to help accommodate them, and they need to ensure our requirements are met.”

So far, they have been. This does not include only normal switching service – bringing cars in to cut or to load with scrap – but each party going above and beyond the call of normal service.

“We’ve helped CSX clean up derailments when they occurred near us,”

A railcar is dismantled inside the Mervis Industries yard in Danville.





Dismantling railcars and recycling the waste is also a source of raw material for Mervis.

Chapman said. “It’s a way for them to get rid of damaged cars quickly because we cut them on site to haul back to the yard.”

CSX acts as a vendor to Mervis by selling them cars. They also know exactly how the company prefers their cars to be spotted and plan accordingly.

“The CSX crew will place cars just inside our gate to minimize exposure to our operations and personnel,” Chapman said. “We try to provide ad-

equate lighting and keep the switches operational – good housekeeping is very important to everyone.”

The nature of the business is challenging because scrap metal is a tough product to handle and to haul. Chapman said CSX has been more than helpful through the years.

“Many people in Jacksonville have been very supportive of the services Mervis Industries provides for CSX,” he said.



From left, Switchmen Chris Holt Filhe, Maurice Owens, and Locomotive Engineer Paul Hawkins

Stay focused

Avoiding Distraction

Barr Yard employees know staying focused starts with staying hydrated.

“You lose focus if you’re not hydrated,” said Paul Hawkins, locomotive engineer.

He goes through a mental checklist every day before making big moves to ensure he does everything correctly.

“I have constant job briefings throughout the day to make sure I haven’t forgotten anything,” Hawkins said.

Switchman Chris Holt Filhe’s strategy for preparing for work and staying focused includes getting to work early.

“I try to get here 20 minutes early so everything that I have going on in my life can get off my mind by the time I start,” Filhe said.

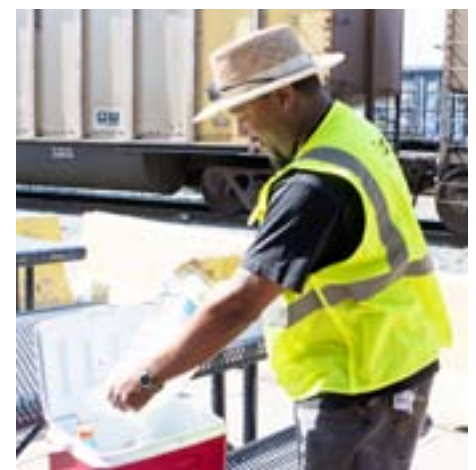
Switchman Maurice Owens believes a job briefing before work is one way he avoids distraction.

“Job briefings before you start work help to clear your head and your mind,” Owens said.

Chuck Griggs, locomotive engineer, knows the importance of keeping cool drinks within reach during the summer heat.



Mervis Industries considers itself a recycling company, though it also is a full-range scrap yard.



Ready to Railroad



Barr Yard Conductor Trainee Willie Gordon

After flying all over the world and serving as an army parachutist, Conductor Trainee Willie Gordon is ready for a change.

“I’m looking forward to marking up and getting more experience learning the railroad,” said Gordon, a Chicago native who joined the team July 11.

Gordon said his REDI Center training was “very comprehensive,” especially when it came to the importance of job briefings and communication.

“Out here, safety is the most important thing as far as I’m concerned,” he said. “Preserving my life and health – there’s nothing more important.”

He is learning aspects of the yard, like bringing engines in from the REDI track, and coupling them to cars ready to leave the yard. He is getting used to switching, although it’s “complex, as far as ensuring train movement.”

“A run-through switch is something you can’t undo once it’s done,” Gordon said. “You have to get it right the first time and be completely accurate.”

In his spare time, Gordon enjoys spending time with his four children and wife Diana. He has an interest in horticulture, landscaping and gardening, a passion he started as a small child.



Jamaal Hill, Barr Yard conductor trainee

Everything is going well for Jamaal Hill after joining CSX as a conductor trainee.

“I’ve been wanting to work for them for some time,” Hill said. “I like the aspects of transportation and logistics, and I like working with my hands.”

The opportunity to advance his career came, and he jumped at the notion. He had a good experience training at the REDI Center.

“It was cool; people there cared about what they were doing,” he said. “They took the time to help us if we needed help.”

Following the rules and taking his time will be Hill’s approach to working safely.

“You’re still getting the job done, but making sure it’s done safely and effectively,” he said.

Shadowing other veteran railroaders has proved useful to Hill, who said everyone is telling him what he needs to know.

“People are guiding me and telling me what to focus on,” he said. “Everything is going really well.”

In his spare time, Hill enjoys watching and playing sports.



Charles Kendall, Barr Yard conductor trainee

Charles Kendall wanted something solid that could keep him going for the rest of his life.

“At my age, I can’t keep starting over,” Kendall said. “I plan on this job being my last one.”

Growing up in Chicago, he enjoys working around loud noises and big machines – it’s where the energy is.

“Being around heavy equipment and staying alert keeps you on your toes –

and that’s what I like,” Kendall said. “It keeps you busy and you don’t get bored, and time goes by faster.”

He appreciates the variety.

“I’m loving my job because I enjoy working with my hands and being outdoors,” Kendall said. “Each day is different.”

Off the job, he spends time with his three sons and enjoys playing in dart leagues.

CSX partners with Hyundai

Intermodal has added more color to the containers in our train consists.

More than 100,000 new loads per year of Hyundai's distinct red containers permeate our system.

Hyundai, a Seoul, South Korea, company with U.S. headquarters in Dallas, stands as the 10th largest ocean container shipping company in the world and ranks No. 6 for international trade. The company had been an exclusive customer of Norfolk Southern for more than 15 years, but made the comprehensive switch to CSX in June 2010 after serious considerations.

The Korean business culture places significant emphasis on loyalty and Hyundai's incumbent rail carrier's service was acceptable, and the personal relationships were solid. CSX, however, offers a competitive stronghold with the Port of New York and New Jersey, where Hyundai's Eastern port operations center. This serves as more cost competitive and efficient connection between rail and ship for Hyundai.

A main difference-maker, however, rested with CSX's new intermodal transfer facility in Northwest Ohio. This allows Hyundai containers to bypass Chicago congestion for hubbing at our new terminal and saves them days in transit from Southern California and the Pacific Northwest, where Hyundai owns their own marine terminals and rides BNSF, to Eastern markets.

Hyundai was impressed with CSX's innovation and realized that there was a competitive advantage over other ocean carriers that don't get the benefits of CSX's new terminal.

With Northwest Ohio recently becoming fully operational, Hyundai is finally finding out that their bet on CSX is paying off. Hyundai left impressed and proud to be aligned with CSX after a recent visit to the new terminal.

CSX Intermodal's operating department has given "red carpet" treatment to Hyundai, and it hasn't gone unnoticed. After one year of doing business with CSX, they're impressed with our responsiveness and overall focus on their needs. Our mission with Hyundai is to continue to exceed their expectations and make their future rail sourcing decision an easy one — to stay with CSX.

CSX Intermodal's international business, consisting primarily of 20-foot and 40-foot containers that hold anything from electronics, toys and apparel to waste paper and grain, to refrigerated fruits and meats comprises about half of our total annual volume. Major customers, called "steamship lines" include: APL, Mediterranean Shipping Co. (MSC), CMA CGM, Hapag Lloyd, Hamburg Sud and many other important customers. In conjunction with our steamship customers, CSX connects eastern U.S. markets to the world, with most containers going to or from China, but also Europe, South America, Africa and beyond.

TSI Carload

Utility Worker Tarelle Hoskins watches cars pass through Barr Yard.

The division prides itself in customer service and on-time delivery of cars across the region. Currently, the division's ISE performance is 85 percent, 5 percent below goal. The team is working toward providing better service to our customers as scheduled.

"We shoot for 100 percent every day," said Trainmaster Jarred Rahn, who has three years of service. "We try our best to schedule around track work so it's not difficult for us to serve our customers."

Communication is what the job's all about, Rahn said. Being involved at every level — with the customers, crews, dispatchers, managers, and yardmasters — to ensure our customers get served for that day is very important. Another component to successful operations is notifying everyone of locomotive locations.

"We list where engines are and whether they are at a different location

to create accountability," he said. "We rarely have power sitting around because we have so many moves to make."

Crews stay ahead of engine repairs by noting the last time they were serviced before using them for a job. Every two weeks, during the summertime, engines not being used are shut down to conserve energy.

By listening to the needs of employees and providing leadership and accountability at all levels, Barr Yard crews are reducing locomotive dwell time and saving money for the company they support — while completing efficient operations at the same time allowing us to serve our customers as scheduled.

"We're getting everyone involved and letting them know what needs to be achieved," Rahn said.



New careers in Danville

Continued from page 2.

children and wife.

Josh Fleming comes to Danville as a conductor trainee from Oakwood, Ill. He left his job at the corn mill for something more permanent.

"I was looking for a career instead of a job," said Fleming, who has a wife and two boys.

He enjoyed his six weeks in Atlanta.

"It was fun; some things were expected, some were not," he said. "It put a little more perspective on what the railroad was going to be like."

Fleming enjoyed training in the simulator

because it provided a deeper analysis of the job beyond pictures and lectures. He said the instructors took their time when teaching, making sure everyone understood before proceeding to the next topic.

"They slowed down and answered your questions," he said.

From left, Danville Conductor Trainees Josh Fleming and Glenn Hoshauer



Laugh a little, Live a lot

Having a good attitude at work speaks volumes for the type of person someone is.

“I enjoy making people laugh, and there’s nothing that says you can’t have fun doing your job out here,” said Cal Whitmore, Detroit locomotive engineer.

He’s the type of person who has a good day if he makes someone smile. But don’t get Whitmore wrong; he takes his job seriously. He also seriously loves his job.

“It’s not about the job, but the crew you’re working with,” he said. “I try to level the playing field and get people out of the ditch if they need lifting up.”

For Whitmore, working safely comes from knowing the specifics of a task.

“Rather than mechanically following a list, if you understand why you do

something, you can fine-tune the details for the next person,” he said. “It comes down to doing the extra move; that’s the right thing to do.”

Whitmore believes this good-natured effort has a trickle-down effect.

“Eventually the next person will start doing the extra move, which helps things flow smoother,” he said.

Viewing the railroad as a big puzzle with certain solutions – like a crossword – is how Whitmore feels at work.

“You have to pay attention, and keep your head in the game,” he said.

As a regular churchgoer, Whitmore has a passion for guitar and classic rock music, having studied music theory and chemistry in college. He has been married to his wife Robin for almost 30 years. They are currently restoring a Victorian house.



Locomotive Engineer Cal Whitmore is a regular churchgoer and guitar player.

Kicking Fun Health

Health & Wellness

Being involved in activities outside of work is healthy for any person, regardless of taste.

Physical activity is a must for employees wanting to stay in shape, lose weight or just feel better. Locomotive Engineer Sheron Bibb hits two birds with one stone every Monday night when he plays kickball with his friends and family.

“It’s a lot of running, strategizing and hand-eye coordination,” said Bibb, who joined CSX in 2000. “It’s good exercise.”

He plays in a 16-40 year-old league locally in Danville. He said the overall competition is “pretty informal,” with about half of the players being female.

“If you can still hang; you can play,” he said. “It’s so much fun to get together when you’re older, and have the kids play in the park while the game’s going on.”

Keeping blood flowing and bones and

joints limber is helpful to staying alert on the job. Increasing the heart rate for even a few minutes a day has dramatic health benefits. Bibb also is involved in softball and bowling leagues. Both his nephew and cousin play, and a few of his co-workers.

Sitting down and riding the Chicago freight pool most nights gives him motivation to take advantage of his time off. By engaging in community events with co-workers, he believes he “keeps the camaraderie going.”

“It keeps you active and thinking out there on the rails,” Bibb said.

He also avoids red meat and pork as a way to maintain a healthy diet. He eats turkey, chicken and fish instead. Fish contains nutritious omega-3 fatty acids, which are essential fats the body needs to function properly.

Research has shown that omega-3



Sheron Bibb, Danville locomotive engineer

fatty acids decrease the risk of arrhythmias, abnormal heartbeats, decrease triglyceride levels, slow the growth rate of atherosclerotic plaque, and lower blood pressure. In addition to heart health, omega-3 fatty acids may improve other conditions including cancer, inflammatory diseases, depression, ADHD, joint pain, lupus, dementia and rheumatoid arthritis.

Talking & Training



Ericka Smith, manager of customer operations

Ericka Smith is the new trainer in town. She spends 75 percent of her day teaching crews around the system the importance of timely, accurate data.

"I counsel them on work orders and the importance of data integrity," said Smith, manager of customer operations. "I spend a lot of time with the crews."

After successfully completing the ADP program along with 10 other graduates, she is ready to turn a new leaf in her career.

"The program was great," she said. "It offered a lot of opportunities to get out there and learn about the company, and where you want to go on your career path."

Smith started her new job in July. She is responsible for the training and accuracy of all data collected and transferred to customers via on board work orders. With new conductors popping up around

the system, constant updating and training is very important, she said.

"I created training manuals to help guide them through the process and help them troubleshoot for solutions," Smith said. "It's a constant reminder to utilize the tools they have available."

One such tool is the on board help desk in Jacksonville, where conductors have the option of calling for assistance if they run into issues with reporting data. This is so customers can go into CSX's on-line system to track their product behind the scenes.

"It's a way for them to go in and see what's been done," she said.

Smith has two daughters and a husband. She is currently enrolled in online classes in business management. She has been with CSX for three years.



Lafayette Yardmaster James Camplin

A Watchful Eye

Teenagers caught celebrating Independence Day 2011 on top of a crumbling sand tower probably didn't mean any harm, but that doesn't mean they weren't violating the law.

The high school duo violated two railroads by crossing over another's property to enter CSX.

Yardmaster James Camplin had a keen eye when he spotted a couple of dancing dots in the distance. He confirmed the couples' presence on the tower with his binoculars and called the local authorities.

"I was not only protecting CSX property, but their lives," said Camplin, an Operation Lifesaver volunteer. "They were endangering themselves out here. They didn't know when the cars were moving. The crew didn't know where they were. It was not a good place to be."

After the officers arrived, CSX police were notified.

"We didn't press charges, but we gave them a stern talking to," Camplin said.

Leader in Safety

About every three hours, a person or vehicle is hit by a train.

This is the opening statement on Operation Lifesaver's website. As a leader in public awareness and education across the country, Operation Lifesaver volunteers dedicate their time and energy spreading the good word to as many people as possible.

"We've talked to the elementary school children about not walking down tracks and how trespassing is illegal," said James Camplin, Lafayette yardmaster and Operation Lifesaver volunteer.

Camplin has given speeches at local industries and in front of professional truck drivers. He knows the cost of not following the rules.

Operation Lifesaver volunteers train with law enforcement agencies and constantly update themselves on new laws and hazards affecting their community.

To get involved in your home state, please visit <http://oli.org>.

CSX employees monitor railroad property for trespassers.



Enthusiasm, creativity and a willingness to do an extra move is how Danville employees achieved another milestone in safety.

“I’ve witnessed more teamwork here than anywhere else on the railroad,” said Fred Dedrick, trainmaster, who joined the team four months ago.

Employees recently achieved 120 days without a reportable injury. Dedrick said it’s important to acknowledge incremental success.

“Any day we don’t have an injury is a great day,” he said. “These small streaks are a big deal to me.”

With 140 employees on the roster, communication and understanding are paramount to effective operations. Mutual respect and unity are huge, so Dedrick takes it upon himself to recognize each individual employee for the hard work they do.

“I have a genuine appreciation for employees doing a job well,” he said. “I thank everybody every day. I shake hands and look them in the eye – that makes a difference.”

Staying on track with small-scale celebrations increases the potential for large successes to happen, Dedrick believes.

“It’s all about maintaining that mindset,” he said.

RIGHT: From left, Sheron Bibb, locomotive engineer; Fred Dedrick, trainmaster; and Blake Frazier, clerk, discuss job details.

BELOW: A Danville trainman walks away from his engine after a day of work.



This newsletter appears under direction of the superintendent. For news coverage, contact Travis 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 email travis@newslink.com. This material is intended to be an overview of the news of the division. If there are any discrepancies between this newsletter and any collective bargaining process, insurance contracts or other official documents, those documents will govern. CSX 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. Thanks to everyone on the Chicago Division who took the time to contribute to this newsletter, including, but not limited to James Camplin, David Chapman and Ericka Smith.

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