



WISCONSIN & SOUTHERN RAILROAD CO.

MAKING TRACKS


MAY 2010

A Newsletter designed to inform interested people on new developments that are taking place on the Railroad that serves their Communities

SERVING THE FOLLOWING COUNTIES

Columbia, Crawford, Dane, Dodge, Fond du Lac, Grant, Green, Green Lake, Iowa, Jefferson, Milwaukee, Ozaukee, Richland, Rock, Sauk, Sheboygan, Walworth, Washington, Waukesha, Winnebago

THE WSOR OFFERS "GREEN" ALTERNATIVES FOR SHIPPING

Railway Age's
2009 Regional
Railroad of the Year 

MILWAUKEE, WI, March 1, 2010 – The word is out across southern Wisconsin that the WSOR is not just a freight carrier for “rail” receivers and/or shippers. As the local economy began its downward spiral in late 2008 into 2009, the WSOR’s Sales and Marketing Department was quick to recognize that we could offer many off-line customers a competitive alternative to their established modes of transportation in Southern Wisconsin.

The growing need and strong interest from offline customers to look at viable alternative modes for transportation exploded during 2009. In order to address and satisfy the needs of the local polymer resin consumers the WSOR invested in a redesign of our Milwaukee yard to facilitate this demand. Tracks were eliminated to satisfy truck traffic lanes and logistical access to the rail cars for unloading. *“It has been a “field of dreams” experience and the market was quick to respond”*, notes Katie Sackett, Director of Sales and Marketing. With the help and assistance of a handful of 3rd party trucking firms the WSOR has been able to grow our transloading operations in Milwaukee, WI from 3 cars to over a 30 cars monthly... and counting. Business has also increased for 2 other plastic transload facilities located in Madison and Plymouth, WI

TYPICAL TRANSLOAD MATERIALS

COMMODITY	CAR TYPE
Polymers	Covered Hoppers
Road Salt	Covered Hoppers
Scrap Metal	Open Top Gondolas
Natural Gasoline	Tank Cars
Lumber	Center Beam Flats
Lumber	Box Cars
Pipe	Flat Cars
Composite Lumber	Center Beam Flats
Automotive Parts	Box Cars
Fertilizer	Covered Hoppers
Vehicles	Flat Cars
Bentonite	Covered Hoppers

Logistics Manager for Placon Corporation based in Madison WI states, *“Having the WSOR’s transload facility nearby has allowed Placon to position bulk raw materials closer to our manufacturing facility, thus reducing over the road miles – which translates to reduce transportation cost, improved just-in-time delivery capabilities, less road congestion, and last but not least a reduction in our carbon footprint”*.



Please visit <https://www.wsorrailroad.com/customers/transloading.html> for further information on WSOR’s transloading program and our new GOING GREEN tab at <https://www.wsorrailroad.com/green/green.html>. The picture above shows bulk plastic being unloaded at our transloading site in Plymouth, WI.

WSOR AWARDED CONTRACT FROM OSHKOSH CORPORATION



MILWAUKEE, WI, February 1, 2010 — For the past four years the WSOR transloading ramp at Oshkosh has been sitting idle. In January 2010 the U.S. Military issued a request to submit a tender for the movement of M-ATVs overseas. The M-ATV is a combat transport vehicle manufactured at Oshkosh Truck. After being awarded a competitive bid the WSOR in conjunction with the CSXT is moving multiple flat cars from Oshkosh to Charleston, SC for furtherance to Afghanistan and Iraq for our US troops.

Before the first car was loaded WSOR took serious attention to detail and updated our ramp to ensure the M-ATVs could be loaded safely. This upgrade took approximately 6 weeks to complete. Currently five 89 foot chain-tie down flats are spotted at the ramp 5 days a week which hold 3 M-ATVs per flatcar. With the expertise and assistance of the CSXT Military Flat Management Group WSOR was able to secure the flat cars for this movement.

WSOR is pleased and proud to be a part of keeping our soldiers safe while in the field and on the front lines! Pictured to right is one of the first M-ATV's being loaded onto a flat car at Oshkosh.



WSOR WORKING TO IMPROVE PUBLIC SAFETY

MADISON, WI, April 20th, 2010 - The Wisconsin and Southern Railroad's continued commitment to safety and community involvement has recently been expanded. Matthew Koser, System Trainmaster, for the WSOR has become a certified presenter for the Wisconsin Chapter of Operation Lifesaver. Operation Lifesaver is an international, non-profit organization committed to reducing the number of train versus automobile crashes and trespasser fatalities on railroad property. Trainmaster Koser recently presented several hour long sessions to over 75 school bus drivers from the Badger Bus Company. Badger employees were impressed with the volume of information that was presented, and seek to have Operation Lifesaver present to their company again in the future. In the past, Operation Lifesaver has presented for many different types of audiences. School aged children all the way up to Senior Citizen groups have enjoyed the free presentations that WSOR and OL offer.

If your company, organization, club, school, or other civic group would like to have a free presentation from Operation Lifesaver, or would like more information, please contact Matt Koser mkoser@wsorrailroad.com. For more information on Operation Lifesaver, please visit <http://www.oli.org>

TRANSPORTATION DEPARTMENT CELEBRATES "MILESTONES"

The following employees from WSOR Transportation Department achieved anniversary dates in 2009 and are recognized for their years of service and dedication to WSOR: Dick O'Connor, Chief Dispatcher (20 Yrs.); Don Pingel, Trainmaster (15 Yrs.); Darby Destromp, Trainmaster (10 Yrs.); Robert Hasheider, Engineer (10 Yrs.); Marsha Waltman, Dispatcher (10 Yrs.); Mike Janke, Engineer (5 Yrs.); Mike Swan, Engineer (5 Yrs.). Also, congratulations to Jason Danz for the recent birth of a daughter and to Miles Draper for the recent birth of a daughter. Jason and Mike are employees in train service and work various bid jobs on WSOR's Southern Division.

The WSOR is committed to the safety of our employees, our customers, and the communities through which we operate. Employees must complete their duties safely and efficiently, and compliance with safety rules and procedures is essential. As of May, 2010, WSOR Transportation Employees have worked a combined 652 days without a reportable injury. **All** employees should be proud of their performance and are encouraged to help each other work safely. Together, we remember to: **Work Safely Obey Rules**

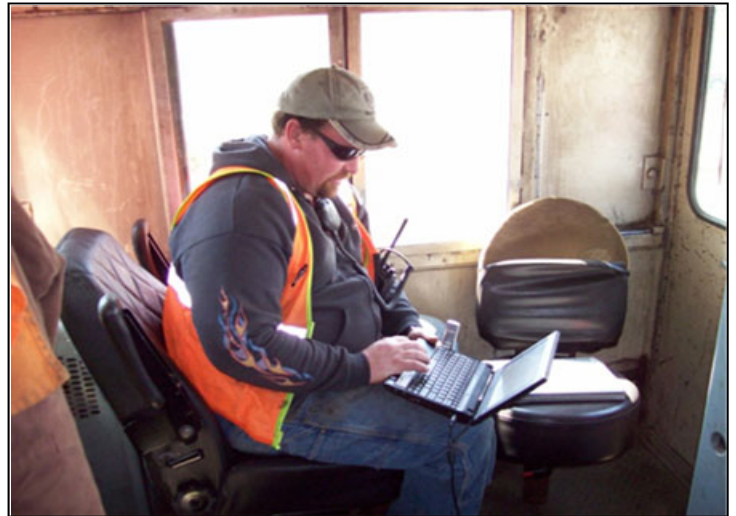


WSOR ROLLS OUT “REAL TIME REPORTING”



HORICON, WI, October 16, 2009 — The RailConnect “mCrew” remote reporting system is a Transportation Management System (TMS), which allows train crews to report switching moves and update completed work in near real time. Using laptop computers, crews can safely and efficiently input work completed on an intuitive touch screen user interface. With cellular connections, critical event reporting data is transmitted and updated to TMS in near real time. This will enable customers using shipper connect to load, unload, and bill cars themselves. Previously this was not possible in many situations because of the time delay experienced between when the work was performed and when the information was entered into the computer system (from paper copies). Customers would try to release cars which were physically placed at their facility, but not available yet in the computer system. Another benefit “mCrew” provides is the ability for train crews to access current information regarding disposition of freight cars along their route. Previously, train crews would get lists of all freight cars with their daily work list, then as the status of cars changed, customer service, in conjunction with dispatch would have to contact crews to advise of the change. With “mCrew”, conductors can unload cars that are physically empty to obtain disposition themselves, eliminating the need to contact the train dispatcher or customer service.

The “mCrew” system is currently in use by WSOR Conductor Karl Meyer on the L595 train between Horicon and Oshkosh, and training is being conducted on L249 and L599 between Horicon and Milwaukee. It is WSOR intentions to have all job assignments compatible with “mCrew” by the end of the year. Pictured is Conductor Karl Meyer entering information into “mCrew” before he begins his daily work task. Thank you to Dale Eilo, WSOR Customer Service, for providing the information for this article.



RAIL INDUSTRY IMPROVES OVERALL FUEL EFFICIENCY

WASHINGTON D.C., April 22, 2010 “Earth Day” - The Association of American Railroads (AAR) announced that the nation’s freight railroads in 2009 averaged 480 ton-miles to the gallon, up significantly from the benchmark of 426 ton-miles used by AAR, Class I railroads, and freight rail supporters throughout North America in recent month to bolster the mode’s environmental credentials.

Ton-miles-per-gallon is the railroad measurement for fuel efficiency, like autos use miles-per-gallon. Overall, freight rail fuel efficiency is up 104% since 1980. In 2009, railroads generated 67% more ton-miles than in 1980, while using less fuel, AAR said. While environmental benefits from moving more people and goods by rail are important advantages, fuel efficiency is where it all starts, said AAR President and CEO Edward R. Hamberger, citing the federal government’s finding that railroads are four times more fuel-efficient than trucks. “Railroads are moving more while consuming less fuel, which means we’re emitting fewer greenhouse gases.”

“America can save even more fuel by shipping more by train. If just 10% of the long-haul freight currently moving on our crowded highways was moved by rail, annual fuel savings would exceed 1 billion gallons.” Hamberger said. Among other things, railroads have invested billions of dollars in thousands of new, more fuel-efficient locomotives and on overhauling older units to make them more fuel-efficient. Research also is under way on hybrid long-haul locomotives. WSOR continues its efforts to reduce carbon emissions and cut fuel consumption from its fleet of 42 locomotives. “Smart Start” equipment is being installed on WSOR's fleet of locomotives. This equipment automatically shuts down the locomotive engine when it has idled for a predetermined amount of time while not in use. Idle reduction devices can reduce fuel consumption and emissions by up to 70 percent.

ANNOUNCEMENTS

WASHINGTON D.C., January 28, 2010 — Federal Government awards \$810 Million to Wisconsin for development of High Speed Rail Infrastructure between Madison and Milwaukee, WI. The proposed route will utilize existing freight rail corridors, including upgrading 32 miles of WSOR operated track between Madison and Watertown.

JANESVILLE, WI, March 9, 2010 — WSOR releases report on “injury-free” workdays by division on the WSOR. Congratulations to the following departments and their employees who have gone over 1 year without a reportable injury: **Northern Division**—Mechanical/Locomotive; **Southern Division**—Transportation, Mechanical/Car Dept.. These 70 employees have shown exemplary efforts at completing their tasks while placing safety first.

MADISON, WI, May 12, 2010 — Wisconsin Governor Jim Doyle proclaimed Wednesday, May 12th as “*Operation Lifesaver Awareness Day*”. And as part of this day, Wisconsin & Southern hosted an “**Officer on the Train**” program for local law enforcement officials including University of Wisconsin PD, City of Madison PD, City of Middleton PD, Wisconsin State Patrol, & Wisconsin Chapter of Operation Lifesaver. During the program, local law enforcement provided *enforcement* and *education* of state laws pertaining to at-grade railroad crossings.



VISIT US ON THE WEB AT
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