



“Providing Service...Not Excuses”

**Terry Respondek
President**

“When you need service...not excuses”...the hallmark of Terry Respondek, president of Respondek Railroad Company. Providing unexcelled service, Terry has a proud history from a humble beginning as a youth from East St. Louis, Illinois to an entrepreneur of railroad operations in five states. His dedication to providing service at a reasonable and fair cost along with the determination to provide safe and efficient service has resulted in his continued growth and expansion of railroad services ranging from interplant switching to short line operations.

A native of East St. Louis, Illinois, Terry’s interest of railroading began at an early age and eventually, he would follow in his father’s foot steps as a locomotive engineer. Terry began his railroad career with the Norfolk & Western Ry. in 1968 as a carman in Madison, Illinois. From this point on, Terry would experience the bane of a railroader with layoffs and the moving from one railroad to another to continue maintaining employment within the industry. In 1974 he would achieve the dream of becoming a locomotive engineer on the Louisiana & Midland short line railroad. In 1977, he would achieve another goal: working for the Illinois Terminal. It is this railroad, with its sharp combination of green and yellow that in later years Terry would adopt as his official company locomotive paint schemes. Terry would continue his employment with the Indiana Harbor Belt, and once again experience his last layoff before making the decision to start his own railroad.

The Respondek Railroad Company was organized on March 14, 1987, with a lone switcher locomotive to switch the Amoco Additives Division Plant, Wood River, Illinois with 24 hours a day, 7-day week availability. In 1990 he would extend his operation in the Wood River area to switch the Shell Oil-LPG refinery. During the next 25 years he would provide service to a variety of companies, such as;

In April of 1999, the GE Plastics Company of Mt. Vernon, Indiana had Respondek Railroad conduct a site evaluation of the rail operations to provide the best productivity and safety guidelines in railroading. In September of 2000 Respondek railroad was awarded the contract to perform all interplant rail switching operations. The plant, now Sabic Innovative Plastic Company, has our crews switching the plant who have been trained in Hazmat with special attention being given to safety and OSHA training. The crew handles a variety of railcars containing various products and chemicals for each facility within the plant.

In March of 2000, the short line railroad, Fredonia Valley Railroad, was organized to haul

aggregate from the Lafarge Rock Quarry, Fredonia, Kentucky to interchange with common carrier Paducah & Louisville Railroad, Princeton, Kentucky. The 15 mile track is also maintained and repaired by Respondek crews who are available to travel to various locations to build new or track rehabilitation.

During June of 2000, an agreement was signed with the City of Litchfield, Illinois to operate all of the switching for their Industrial Park, in addition to maintaining all trackage. The line is now operated under the banner of Illini Terminal Railroad System.

April 2001: The Respondek Railroad leased the former Peabody Coal Company yards, Lynville, Indiana with a capacity to store 700 cars at competitive rates.

In January of 2004 switching services were established for the customers within the Tri-City Regional Port District in Granite City, Illinois. Today, the port is reorganized as America's Central Port and this growing facility is the home of Abengoa, an ethanol fuel facility that brings inbound unit corn trains for unloading and loaded ethanol cars outbound. This port facility provides room for a growing company to locate with interchange availability to the railroads of the St. Louis gateway.

In August of 2005, The Eastern Indiana Railroad was organized to operate a 42 mile segment of the former CSXT line from Richmond Indiana to Fernald, Ohio. This line provides rail service to grain, chemical, recycling and other companies on line in addition to unit coal trains.

August 2006, the Respondek Railroad would start its first operation of loading unit coal trains for Vigo Mine of Evansville, Indiana at their Friendsville Mine, near Mt. Carmel, Illinois. Today, coal loading is now in place at the Liberty Mine, Booneville, Indiana, Sugar Camp Mine, Akin, Illinois, Maryan Mine, Carlinville, Illinois, and Deer Run Mine, Hillsboro, Illinois. Coal unloading is performed at the Savatran coal docks at Mt. Vernon, Indiana. In addition, unit coal trains are unloaded to river barge facilities at the Warrick County Docks, Newburgh, Indiana. Unit coal trains are also delivered to the Alcoa plant, Newburgh, Indiana and Class 1 brake tests are performed on outbound empty unit coal trains. All these services are provided by the 2003 Respondek subsidiary Squaw Creek Southern RR.

If you have an interest in a provider of railroad service, contact Terry Respondek for all of your railroad needs with safe, professional, unexcelled service at a reasonable rates.

Visit our website for additional information at:

respondekrailroad.com

SERVICE  **SAFETY**  **EXCELLENCE**