

FRONTIER-KEMPER CONSTRUCTORS, INC.

CROSSCUT



**The Industry Bids
Farewell to Bob Pond**

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FKCI SAFETY



We have all been exposed to a new catch phrase recently, often hearing insurance companies, regulatory officials, and customers use the term “Safety Culture.”

But perhaps we shouldn’t think of safety as a separate entity. It might be more fitting to think of all the good safety performances, attitudes, and behaviors that comprise a “Safety Culture” as simply an integral part of our Business Culture – that is, the way we do things at Frontier-Kemper.

After all, safety is a core value that impacts every decision we make, every design we set into reality and every project we complete. When our Business Culture is strong, so is our safety.

Methods to Positively Influence Our Business Culture:

- Listen. See things through the eyes of others.
- Be open to suggestion.
- Enhance communication. In order to be understood, seek to understand.
- Have clearly defined expectations.
- Respect. Treat all individuals as the main engine, not an interchangeable part.
- Emphasize support and commitment, not control.
- Set direction, not detailed strategy.

The foundation of a strong Business Culture, and the safety of the individuals who work within it, is the desire to do the right thing. A win achieved outside the rules is a hollow victory.

“Safety First, Last and Always”

George W. Zugel, CMSP
Corporate Safety Director



THE FUTURE FRONTIER



“Discouragement is not the absence of adequacy but the absence of courage.” – Neal A. Maxwell

Since its rejuvenation in late 2006, the Future Frontier has been a major asset to our company in many ways. The level of participation from Action Planning Team Members has been invaluable. Ideas were discussed, benefits weighed, and several action items implemented. Things are looking up for FKCI. It is vital, however, to keep in mind that the strategic planning initiative is an ongoing process.

No one ever said participating in the Future Frontier would be easy. Being part of any strategic planning process requires patience, devotion and, most importantly, courage. Twice a year, each team’s action item proposals are submitted to the Core Group for review. Some action items are implemented, some are returned to the action planning team for reevaluation, and some are declined. This is our strategic planning process.

If an action item is not accepted, it by no means suggests the proposal was considered a “bad idea.” The Core Group, consisting of experienced upper-management, considers what may or may not be beneficial to our company from every angle. You can rest assured that every decision is made with the best interest of our organization in mind.

Teamwork is vital for our strategic planning process to succeed. There are inherent difficulties to working as a team, but try to focus on the opportunities. Disagreements are an important part of the team process, making it more interesting – resulting in a high quality proposal that has been thoroughly considered.

Everyone gets discouraged from time to time, but it is important to maintain the courage to propose what you believe is best for our organization, and then to discuss and debate those ideas. Have the courage to do research, ask questions, and give answers. Have the courage to take the initiative and be proactive. Most importantly, have the courage to persevere. As Frontier-Kemper employees, we all share the trait of “excellence.” You can do it!

If times get tough, don’t despair! Instead, look forward to a future filled with possibilities. FKCI’s greatest resource is our people. Together, we can lead our company into the Future Frontier.

Jim McMahon
Director of Corporate Development



Written by Dyke Howell, former President & CEO of FKCI

The Mining and Civil Underground Construction Industry lost a valued member of our close-knit fraternity when Bob Pond passed away on February 18, 2008. Bob had been active in the Industry all his adult life and had just retired as Executive Vice President of Frontier-Kemper Constructors, Inc., on December 31 of last year.

I first met Bob when we were both students at the Colorado School of Mines in 1959. Bob was a year behind me and my future partner, Dan McFadden, but having married while in school and needing to work to support a growing family, Bob had become a paid shift boss at the school experimental mine and supervised Dan and I when we took our “mine practice” classes. With less than a year to go to graduate, economic pressures forced Bob to quit school and he hired on as a miner at Climax Molybdenum Co. In 2003, the School of Mines recognized Bob’s contributions to the industry by making him an honorary member of the alumni association, a gesture that he greatly appreciated.

After a few years at Climax, Bob, Gary Bennett, and John Ferguson, all classmates at Mines, formed Hardrock Contractors. One of their first jobs was the excavation of an adit and chamber for the school near Bergen Park, CO, for what became the National Earthquake Detection Center. The seismographs, which detect and report earthquake intensity worldwide, are housed in this facility. A few projects later they hit bad ground and hard times on an adit for Dixilyn Mining Co., near

Silverton, CO, and “Hardrock” became “Hardluck” as they were forced out of business.

Following that, Bob went to work for Denver Air Machinery as a salesman. He had previously worked for them as a part time “drill doctor” while a student at Mines, and they gave him the mountain west as his territory. During this period, Dan and I became reacquainted with Bob as he called on our projects.

In early 1972, the joint venture of Kemper Construction Co., and Frontier Constructors, Inc., were the low bidders on exploratory adits for the Army Corps of Engineers Gathright Dam near Covington, VA. Dan was busy with a coal mine shaft in West Virginia and I was busy seeking new work. A project manager was needed and Bob, who had recently divorced, was hired. Our low bid was \$833K, some \$435K below the second bid, but \$200K above the engineer’s estimate. Bob performed admirably and the job made a nice profit. This led to a follow-up subcontract to construct an underground cutoff wall in the shattered and cavernous limestone of one of the dam’s abutments. A trying and lengthy negotiation ensued when ground conditions proved much more difficult than anticipated and Bob’s skills as a shrewd advocate emerged. An equitable settlement was finally reached and the job was successfully completed.

The joint venture of Frontier and Kemper continued, with Bob acting as a kind of all-purpose roaming



Bob gives an acceptance speech upon receiving his Lifetime Achievement Award in October 2007.

manager until the companies established a home office in Evansville, Indiana, in 1975. Bob became General Manager of the joint venture, and then Vice President when Frontier and Kemper merged in 1978 to form what is now Frontier-Kemper Constructors, Inc.

Bob's tenure at FKCI lasted through the merger and the subsequent sale of a minority interest to Deilmann-Haniel, GmbH of Germany and through the transition from being primarily a mine construction company to a major civil underground contractor. His wise counsel and steady involvement in all aspects of corporate organization and risk management were invaluable to the evolving company. After Dan and I retired in 1995, Bob's career continued as Executive Vice President responsible for risk management and as a Corporate Director. His career with FKCI and predecessors spanned 36 years.

Bob's dedication to the industry is reflected in his many current and former professional memberships, including: American Institute of Mining, Metallurgical and Petroleum Engineers since 1969; Director of the Underground Construction Association of SME; American Arbitration Association, AAA arbitrator since 1982; American Society of Civil Engineers Journal of Construction Engineering and Management – Review Panel; Colorado School of Mines, Mining Engineering Dept. – Board of Visitors; AGC of America Corps of Engineers Oversight Committee, 1973-81 & 1994; AGC

Department of Energy Oversight Committee, 1979-1982; AGC Surety Bond Committee; Executive Committee of the Rapid Excavation and Tunneling Conference representing AIME, serving until 1995; Chairman for the 1995 RETC; United States National Tunneling Technology Committee – SME; Industrial Advisory Board, University of Southern Indiana; Association of Construction Contractors, Inc., Founding Director and three term President; West Virginia Coal Association Committee on Underground Diesel Equipment Legislation; Member of the Moles; Member of the Beavers.

As an author, Bob is recognized for these publications: "Construction of the first 20 ft. diameter machine bored raised shafts", 1979; RETC Proceedings; "High Speed Shaft & Slope Sinking" Pittsburgh Coal Assoc., 1980; "Driving the Pyro No. 9 Slope with Heavy Roadheader" (with Steve Whitsell, VP, Pyro Mining Co.), W.Va. Coal Assoc., 1982; "Mine Development with Heavy Roadheaders" 1983 RETC Proceedings; Co-Editor of the Proceedings of the 1989 RETC; and, in his spare time, Bob wrote a monthly commentary under the pseudonym of "Sweet Old Bob" (S.O.B.) for Clay Pigeon Magazine and Clay Shooting USA. Bob was active in the National Sporting Clays association where he also competed and won several national titles.

If the measure of a man is reflected by the adjectives used and the characteristics remembered by his many friends and acquaintances after he passes away, then the following may be applied to Bob: dry sense of humor, sarcastic comments, very opinionated, wise, great conversationalist, wonderful story teller, straight shooter, icon, visionary, pioneer, admired and respected, funny, ethical, great, remarkable mind, great comedian, curious, unending appetite for knowledge, best writer, amazing man, a man of his word, good and kind, wise counselor, a great mentor, one who had countless friends in the industry, an honor to have known him, smart, sincere and funny, larger than life, a rare combination of intelligence, humor, common sense, integrity, dedication, and loyalty – all coupled with vision.

That about sums it up, except for one that I have to add: "Stubborn" which was both an asset and a liability – an asset in his career, and a liability when his health was failing. We loved you brother, and you will be missed.

Robert A. Pond – A Friend to the Industry

Written by David R. Klug, David R. Klug & Associates, Inc.



I first met Bob in 1977 after I was hired by Commercial Shearing Inc. to be a sales representative for mining projects in the eastern United States. When I first went to Frontier-Kemper Constructors Inc., in Evansville, Indiana, we met at the office by the Pepsi plant. At the time Bob was part of the management troika that ran FKCI, it was made up of Dyke Howell, President, Dan McFadden, Ex. Vice President, and Bob as a General Manager.

The management troika worked very well together and grew the company from a small mine construction company to a large heavy civil and mine construction company that used technology and skilled personnel to complete complex mine construction and civil construction projects in a manner that pleased the client and generated profits for FKCI.

I remember having a discussion with Dan McFadden regarding the role of Bob Pond in the management troika and he stated, “Klug, you have to understand, I am very good at creating chaos on a project that Dyke has estimated to three digits right of the decimal point. It is the job of Bob to take care of the problems I create to make sure that our projects make money.” Bob was very good at his job and there were a number of people in the industry who did not understand the role and the power that Bob had in the organization.

Bob had an understanding of how to structure contracts that were fair to all parties. Frequently in the mine construction industry the coal companies try to take the Messiah Approach, that is when they act God-like and expect all companies to kneel and kiss the ring of the procurement officer, as this is how most vendors and contractors treat them. Bob, in consultation with Dyke, Dan, and the various managers, guided FKCI to enter into fair contracts. FKCI was respected by most of their clients as the projects were completed in a professional manner. This manner of working continued with the successors to Dyke and Dan and up to Bob’s retirement on December 31, 2007, and with other industry organizations of which he had become involved over the years – he cleaned up the problems and provided guidance and counseling.

Dyke Howell has written a very good article that precedes this article that gives the history of Bob with Frontier-Kemper and his various accomplishments and industry organization affiliations. I am going to address why Bob was important to the underground construction industry. His contributions were many, such as his leadership in what is now known as the Underground Construction Association of SME. Bob was instrumental in making the association responsive to the needs of its membership, the North American tunnel industry. When a problem arose that jeopardized the future of the organization, Bob was the driving force to develop a solution to the problem and then work with Tom Peyton of P-B to solve the problem and save the organization.

Bob will be remembered by many people in the industry as a person who had considerable knowledge of the inner workings of our industry. His presentations and group discussions at the various industry events will be remembered as he used humor and his mastery of the English language to make his points. Attendees at various George Fox conferences remember how he defended and explained to owners and the surety industry why they must view the contractor as an equal partner and not as the greedy capitalist enemy that is trying to take their resources (money) without proper compensation. The discussions at the various Fox conference events helped to make people think and thus make changes to meet the various challenges facing our industry.

Frontier-Kemper Constructors Inc. is one of the few construction companies in North America that performs both mine construction and heavy civil work. There are various reasons for this as the mine construction work has special requirements due to the gassy nature of the work environment. Bob worked on behalf of the mine construction industry to get regulations implemented

by MSHA that created a safe and productive work environment. His work on behalf of the mining industry was appreciated by his competitors and clients.

On January 24, 2008, I was in Evansville for a meeting on the FKCI River View project. Prior to our meeting, my son Jonathan and I went to Bob's house to see him and to have coffee. Bob had officially retired from FKCI and his desire was to continue to write industry articles and commentary for trade publications and assist industry organizations such as the UCA of SME of which, with his help, I was selected Vice Chairman. To the end it was Bob's desire to be a friend to the industry. He will be missed.



What Bob Promised Was Always Delivered

Written by Paul Killian, Akin Gump Strauss Hauer & Feld LLP



Bob and I were friends and worked together for many years. Bob made a real difference to his family, his friends, his colleagues, and the industry. He provided humor together with insights as to how we can all do a better job in our business. Most of all, Bob was a man of integrity whose word was inviolate. In working with Bob on different projects, his credibility with the opposition was critical to resolving disputes and moving forward. What Bob promised was always delivered. I respected, admired, enjoyed and deeply liked Sweet Old Bob.

If one were to attempt to summarize what Bob meant to us all, perhaps Ralph Waldo Emerson said it best:

To laugh often and much;

To win the respect of intelligent people and the affection of children;

To earn the appreciation of honest critics and to endure the betrayal of false friends;

To appreciate beauty;

To find the best in others;

To leave the world a bit better whether by a healthy child, a garden patch or a redeemed social condition;

To know even one life breathed easier because you have lived.

This is to have succeeded.

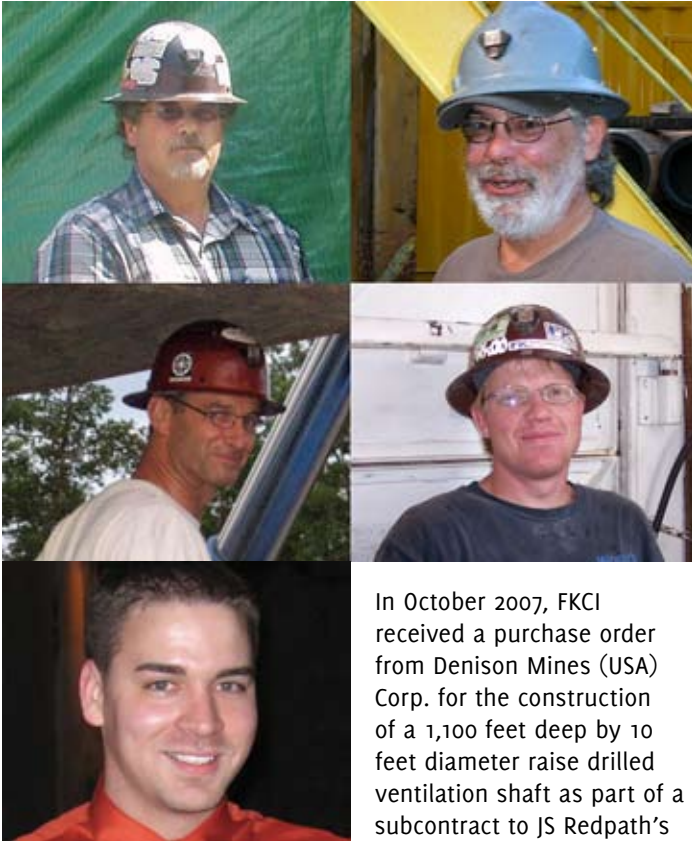
Sweet Old Bob – You are sorely missed and the world seems a smaller place without you. I consider myself very fortunate to have known you and I trust there are skeet ranges and Berettas in Heaven.

MEMORIES OF S.O.B.



RECOGNITION & ANNOUNCEMENTS

Best People – Denison Crew & J. Schneider



In October 2007, FKCI received a purchase order from Denison Mines (USA) Corp. for the construction of a 1,100 feet deep by 10 feet diameter raise drilled ventilation shaft as part of a subcontract to JS Redpath's Mine Rehabilitation Project.

Included as part of this order was the drilling of the pilot hole. The RBM Crew sent to the remote Arizona jobsite consisted of Tony Williams (Raise Bore Drilling Superintendent), Jarrod Cannon (RBM Lead Operator), Moises Huerta (RBM Operator), and Curt Wolfe (RBM Operator).

Along with the hardships of working long shifts at a remote location, the RBM crew encountered mechanical problems with the RBM 7SP's hydraulic circuit. The crew also ran into difficulties while hitting a 3 foot thick void during the drilling of the pilot hole, causing a loss in circulation.

As part of the hydraulic circuit troubleshooting operation, Jesse Schneider, Mechanical Engineer at the Evansville Headquarters Office, was sent to the Arizona jobsite to assist in locating the problem's source. Jesse spent a full week at the Denison Mine site, providing input while enthusiastically learning as much as he could about the componentry.

Despite these various setbacks, the Denison Mines RBM Crew and Jesse pulled together and relied on the value of teamwork to get the job done. Frontier-Kemper is synonymous with "excellence" and it is employees such as these that define our excellence. Good work, gentlemen!

From left to right, top to bottom: Tony Williams, Moises Huerta, Curt Wolfe, Jarrod Cannon, and Jesse Schneider.

Years of Service – Congratulations:

Thomas Wheeler Sr., Hoist Operator at the Vent Shaft No. 12 Project (FKCI Job No. 06.01), celebrated 5 years of service on Tuesday, 01/08/08.

Carl Barchet, Vice President of Special Projects at the EVV Headquarters Office, celebrated 30 years of service on Wednesday, 01/23/08.

Buddy Harrison, Welder at the EVV Shop, celebrated 5 years of service on Tuesday, 02/12/08.

Ray Crane, Project Engineer at the Bowery Bay Project (FKCI Job No. 00.01), celebrated 5 years of service on Monday, 03/03/08.

Darrell Grimes, Safety Supervisor at the Brightwater Tunnel Project (FKCI Job No. 06.12), celebrated 5 years of service on Thursday, 03/27/08.

Future Miners – Congratulations:

Congratulations to William Lane, Miner III at the River View Shaft & Slope Project (FKCI Job No. 07.10) on the birth of his son, Skyler, on 01/30/08.

Marriages – Congratulations:

Congratulations to Matthew Johnson, Miner III at the River View Shaft & Slope Project (FKCI Job No. 07.10) and his new spouse, Molly, on their recent marriage on 02/23/08.

PROJECT UPDATES

00.10 Interim Plant Upgrade FKCI/Durr/Perini Joint Venture

Testing of Pump No. 1 was completed in July 2007 and the JV has submitted a request for final approval. Major items of work remaining to be completed include: acceptance of LLMS#1 by the NYC DEP after motor repair; demolition, installation, testing, and acceptance of LLMS#2 and associated piping and valves; completion of the Boiler Wing including: installation of roll-up doors and completion of miscellaneous handrails and gratings; and miscellaneous jobsite punch list items and clean up.

04.09 NYC DEP City Tunnel 3, Stage 2 Schivone/Shea/FKCI Joint Venture

Concrete lining in the East tunnel commenced on October 11, 2007 and is expected to be completed by March of 2008. For the next four months, the JV will also be working at the bottom of Shaft 26B concreting the transitions and starter tunnel and constructing a sump. By the summer of 2008, the JV will be out of the tunnel and will be turning the Shaft 26B work shaft over to subcontractor, John Picone, for the installation of riser pipes. Shafts 24B, 27B, 28B, 29B, 30B and 31B are in various stages of construction on the Distribution Chambers. Stainless steel pipe is being installed at Shaft 25B and 32B with Shaft 33B starting installation of stainless steel pipe at the end of January. The final work that the JV will perform is the backfill and restoration at each of the shaft sites. All contract work is scheduled to be completed by December of 2009.

05.05 Buchanan Mine No. 11 Ventilation Shaft Frontier-Kemper Constructors, Inc.

As of March 2008, the shaft has been excavated to a depth of 930 ft. with concrete placed to 912 ft. This project is currently on hold pending the return of staff from the Vent Shaft No. 12 Project (FKCI Job No. 06.01), where staff was transferred to complete the bottom station and demobilize the shaft sinking plant. Project completion is now anticipated for November 2008.

06.01 Buchanan No. 1 Mine, Bleeder Shaft #12 Frontier-Kemper Constructors, Inc.

Due to unanticipated problems within the mining operations, the project was on hold since November 2007. CONSOL/MSHA allowed work to resume in early February 2008. As of mid-March 2008, work on the station is nearly complete and demobilization is scheduled to begin at the end of March with project completion scheduled for mid-April. The final shaft depth is 1986 ft. with a three-way station and water ring at the base.

06.11 Doe Run Ventilation Shaft Frontier-Kemper Constructors, Inc.

The project was on hold for over a year pending final location of the shaft per agreement between the mine and the property owner. Currently, Doe Run has relocated the vent shaft from the Casteel Mine to the Brushy Creek Mine and is pre-grouting the

vertical alignment of the shaft. Site preparation is scheduled to be complete in late March and Frontier-Kemper will mobilize at the jobsite as personnel become available. The Brushy Creek shaft will be completed first, followed by the Casteel shaft, and then three additional shafts that are to be completed before 2009.

06.12 Brightwater Central Tunnel Project Vinci/Parsons/FKCI Joint Venture

The cut-and-cover and micro-tunneled portions of the Swamp Creek Interceptor were completed in 2007. The BT-2 TBM, "Helene", was launched September 28, 2007, and advanced 453 feet by the end of the year. The BT-3 TBM, "Rainier", was delivered mid-November, and is currently being assembled. It is expected to launch mid-February. Mining with Helene has continued simultaneously with the assembly of Rainier in the shared North Kenmore Shaft. The freezing of the Ballinger Way Shaft commenced mid-November, and is expected to be completed mid-January 2008. Excavation will commence shortly thereafter.

06.13 Ashlu Creek Hydro Project Frontier-Kemper Constructors ULC

Excavation with the TBM began during the second week of May 2007. To date, over 1200 linear meters (over 4000 linear feet) of tunnel has been excavated. Tunnel mining is scheduled to be completed by the end of 2008. The shaft pilot hole and utility hole were completed in 2007. Shaft excavation is scheduled to commence early next year. The project is expected to be completed by the Summer 2009 contract completion date.

07.08 Mountain Coal Company – West Elk Mine Frontier-Kemper Constructors, Inc.

Mountain Coal has received all of its permits from the Bureau of land management but after several meetings with the owner, it was agreed to wait and start mobilization at site in April 2008.

07.10 River View Coal – Shaft & Slope Frontier-Kemper Constructors, Inc.

As of mid-March, 2008, the shaft has been excavated to a depth of 107 ft. The hoist, work deck, winches, collar, and head frame have been installed. Shaft progress has been delayed by a power supply problem. The resolution of this problem resulted in a 3 week delay at the shaft and a 3.5 day shutdown of all mining operations at the shaft and slope. The slope excavation is complete to 598 linear feet. The concrete invert and rail is complete to 528 linear feet, and the slope steel sets have been erected to within 25 feet of the end of the concrete invert. The multi-plate liner has been backfilled to an elevation that is considered stable. Design of the 11 seam turnout and support steel is in progress.

**07.12 CONSOL – Shoemaker Mine
Frontier-Kemper Constructors, Inc.**

As of mid-March 2008, excavation is at 7+60 ft, with poured concrete invert to 6+10 ft. 450 ft of steel sets have been put in place and two thirds backfilled with cellular concrete. Also, 220 ft. of the intermediate section has been shotcreted. The project is fully staffed and running 7 days a week.

**07.13 Delaware Aqueduct
Rondout Constructors, JV (Shiavone/Picone/FKCI)**

The first saturation dive was successfully completed in March 2008. Demolition and removal of some mechanical equipment and site electrical work has been ongoing. Excavation, paving, drainage piping/structure installation and electrical ductbank installation at Shaft 6 as well as installation of temporary electrical service, guard booths, fencing, and roadways for Shaft 1, 2A, and 8 are scheduled to commence this spring. Shop drawings and fabrication are in process for the specialty long lead equipment of tunnel transport vehicles, tunnel pipe carriers, 2500 hp submersible vertical turbine pumps, 800 hp submersible centrifugal turbine pumps, shaft hoist systems, grouting equipment, etc.

**07.18 Dynatec MTZ – Raise Bored Shafts
Frontier-Kemper Constructors, Inc.**

On September 21, 2007 FKCI received a Letter of Intent from Dynatec Corporation for the construction of two (2) 1,100 ft. deep by 12 ft. diameter ventilation shafts as part of Middle Tennessee Zinc's project to rehabilitate an existing zinc mine near Gordonsville, Tennessee. The shafts will be raise bored using our RBM 211. Upon completion of the first shaft, the RBM 211 will be moved to the G5 area, which is approximately four miles from the first site, to begin boring the second shaft. As of mid-March 2008, the G1 shaft has been completed and the crew is presently intermobing from the G1 shaft to the G5 shaft.

**07.19 Denison Mines – Raise Bored Shaft
Frontier-Kemper Constructors, Inc.**

On October 1, 2007 FKCI received a Purchase Order from Denison Mines (USA) Corp. for the construction of one (1) 1,100 ft. deep by 10 ft. diameter ventilation shaft as a subcontract to JS Redpath's Mine Rehabilitation project. Drilling of the pilot hole for the raise bore operation is included as part of the Purchase Order. Mobilization at the Arizona mine site was originally scheduled to take place in November 2007. Since then, the shaft has been relocated away from the ore body. As of March 2008, the site has been mobilized at the pilot hole is presently being drilled. At the 700 ft. level, the crew encountered a void and switched to hi pressure air compressors and resumed drilling. The work is scheduled to take approximately three months to complete.

**08.01 City of Lafayette, IN – Pearl River Tunnel
Triad / FKCI Joint Venture**

The Triad/FKCI JV has been awarded a contract from the City of Lafayette, Department of Public Works in Lafayette, Indiana. Work includes the construction of a 2000 ft. x 10 ft. diameter tunnel with two work shafts, several drop structures, miscellaneous sewer connections, and a 42 in. microtunnel. Work on the project is expected to commence in January 2008, with substantial completion scheduled for approximately 18 months after Notice to Proceed which was received on January 8th. Excavation of the tunnel will be accomplished by the use of a specialized compressed air digger shield. Liner plate will provide the initial ground support and the final lining will be cast-in-place concrete. Currently, a value Engineering proposal to realign the tunnel at the North end is being reviewed with the owner.

**08.04 Drummond Coal– Vent Shaft
Frontier-Kemper Constructors, Inc.**

In Mid-January 2008, Drummond Company, Inc. awarded FKCI the contract to construct the North Main No. 5 Fan Shaft at their Shoal Creek Mine in central Alabama. The project will include installation of a pilot hole and construction of an unlined 16 ft. 6 in. diameter raise bored shaft by 1,150 ft. in depth. Collar excavation began in early March 2008 and should be complete in mid to late March with RBM setup following soon after. The shaft is scheduled to be complete by the middle of July 2008. Currently, it is planned to utilize the Robbins 81R RBM to drill the pilot hole and pull the raise.

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Crosscut is FKCI's quarterly newsletter. Just as a crosscut in a mine or tunnel provides a connection between one area and another, this newsletter serves to connect the various parts of our organization. The Crosscut's aim is to celebrate accomplishments, provide explanations and information, and promote communication. To help maintain the standard of our publication, your comments and suggestions are appreciated and welcome. Write to FKCI Crosscut, P.O. Box 6690, Evansville, IN 47719-0690.