

Connections

The Quarterly Newsletter of The Belt Railway Company of Chicago

Inside CONNECTIONS

"Becoming a better company is not a choice. We must learn to see our company as our customers do."

— Ronald L. Batory, President, The Belt Railway Company of Chicago

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Fueling Change in Chicago

KCBX Terminals enlists BRC help in its new growth strategy

KCBX Terminals Company relies on the Belt Railway Company of Chicago for train delivery and car switching services. This profile looks into the operations of one Belt Railway Company customer.

Koch Carbon Incorporated, a company engaged in coal and petroleum coke marketing as well as lake terminal operations, purchased the former Rail to Water coal transfer complex in 1990, renaming the facility KCBX Terminals Company. The terminal is located at the far southern end of the Belt Railway Company of Chicago (BRC) line at 100th Street and the Calumet River in South Chicago.

KCBX planned to service all terminal existing accounts and also to make the developmental efforts necessary to bring the terminal back to its rated capacity of 8 million tons plus per year. KCBX recognized that with the U.S. electric utility industry facing stiffened federal emission standards, the use of low sulfur Western coal or a blend thereof was one of the industry's most cost competitive and viable fuel alternatives. KCBX therefore adopted a growth and market strategy based primarily on the projections of increased demand by utilities and industrial accounts



An aerial view of the KCBX Terminals Company shows its terminal operations and interchange with the Belt Railway Company.

for the low sulfur coals mined in Wyoming, Montana, Colorado, and Utah.

Shortly after the terminal acquisition in April 1990, one of the first meetings organized by the management staff at KCBX was a "Get to know you" meeting with the Belt Railway Company. Tom Kramer, marketing director of KCBX, remembers the meeting and comments, "Belt management as well as the KCBX personnel in attendance recognized early on that the terminal and its customer base were very reliant on the Belt to provide the terminal with timely and cost competitive train delivery and car switching services. It was therefore mutually agreed that KCBX and BRC would work together to devel-

op the key linkage and coordination necessary to meet the fast unit train turnaround time demands of the marketplace. The mutual goal of the Belt and KCBX was to establish the BRC/KCBX coal corridor as a highly reliable means of delivering coal to electric utilities and industrial accounts in the Great Lakes region."

The total volume at the terminal has grown from approximately 2 million tons to a projected volume for 1994 of 4.5 million tons. The terminal is optimistic that volume at KCBX will exceed 6.0 million tons for 1995. The vast majority of the volume increase has been western coal for electric utility power generation. The terminal has realized signifi-

see **KCBX**, continued on page 2

President's Letter

My fellow BRC Associates: All of us at The Belt Railway Company of Chicago want to realize success from our efforts. In order to achieve this ongoing need, we must drive change and not be victims of it.

We must mind-stretch and freely exchange thoughts on how to further improve the transportation products we collectively provide. The execution of safe work practices breeds an incident free level of service consistency expected from all of us. It strengthens our ability to execute an efficient operating and maintenance plan. In essence, safety and service are the cornerstone and keystone of our business.

Becoming a better company is not a choice. We must learn to see our company as our customers do. This means logistics must prevail by pro-actively sharing information to meet customer needs. Freight cars handled on the BRC will soon be scheduled. Our information systems will become more interfaced through use of electronic data interchange. Saving time and becoming more efficient will enable us to strengthen cus-

tomers relations and expand our business as a properly priced, high-quality producer.

Everyone associated with our company must not be satisfied with parity; it must lead. Simply working to improve the status quo by various popular techniques is no longer adequate. Expressed innovation and demonstrated improvement will determine our business role within the railroad industry.

In the meantime, remember that The Belt Railway Company of Chicago is a progressive rail carrier handling thousands of freight cars daily—a composition of well-trained and very proud people wherein, each and every employee is viewed as a member of the "Belt Family." As part of that family, I wish both you and yours a very safe and joyous holiday season to be followed by a healthful 1995 New Year.



Ronald L. Batory
President

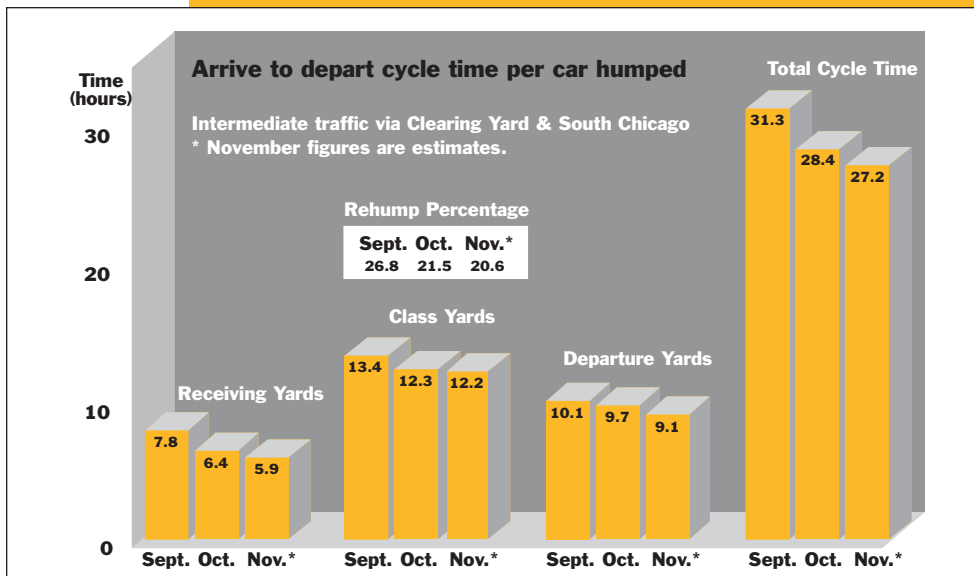
KCBX, continued from page 1
cant growth with Commonwealth Edison, which routes western coal through KCBX for its Chicago-area barge delivery stations. A key feature of this growth is the ease and dependability of the Belt in providing reliable and timely delivery and switching services to the terminal. The three primary railroads delivering western coal to KCBX include the Chicago & North Western, the Burlington Northern, and the Southern Pacific railroads. Each trunk line carrier has a direct connection with the Belt; all line carriers are encouraged to utilize Belt crews and power to deliver loaded trains and pick up the empty units at the BRC's South Chicago Commercial Yard, just one-half mile from KCBX.

"The coordination of the trains has been excellent," says Dan Gerovac, operations manager at KCBX. "The BRC is our most important supplier of terminal services. It is absolutely critical that the BRC maintain a high standard of service and continued commitment to our business."

KCBX has outspent the original acquisition price for the terminal in upgrading the facility since Koch's acquisition of the facility. Upgrades include a complete reconditioning of the plant to bring the facility back to its original 3,000 ton per hour transloading capacity, loop track replacement, installation of a sophisticated blending system along with a high speed rail to ground transfer system, and extensive improvements at the terminal to meet environmental compliance standards.

The vision and goal of both KCBX and the Belt is to keep a good thing going by working together to sustain and build our businesses.

The graph below represents a 13 percent decrease in total cycle time for intermediate traffic since September. Our continued efforts will allow us to reach our goal of a 24-hour total cycle time.



Locomotive Service Facility Upgraded

BRC modernizes facility to provide 21st century service

In the era of 1949–1951, the Belt Railway dieselized its motive power and established a new locomotive service facility. The facility, located on the west side of the Clearing Diesel Shop, was formed by the construction of a 315,000 gallon diesel fuel storage tank, relocation of a 150-ton sand silo, and erection of a sand tower.

The existing facility, with its one-spot design, was pressed to meet these demands.

In this era, locomotive service was confined primarily to Belt Railway engines. Over the next four decades, however, many changes occurred. The posture of the Belt Railway shifted to the break up and classification of inbound road trains and the make up of blocked outbound road trains. This extensive road train operation meant that foreign lines needed to have their engines serviced at Clearing to protect their through train operation. The existing facility, with its one-spot design, was pressed to meet these demands, thus management recommended an enlargement and redesign of the facility.

By authorization of BRC's Board of Directors, the Belt

Railway modernized the locomotive service facility to take the railway into the 21st century. Construction started Oct. 4, 1993, and work was completed in the spring of 1994.

This modernization provides the ability to spot six locomotives at once for fuel, water, and lube oil. Sand is now advanced automatically to the high tower, based on demand, and thereafter is gravity-fed to a locomotive. Further improvements include increased fuel pumping capacity, concrete aprons, metal halide (natural) lighting, and surfacing of parking areas. Currently, in addition to Belt power, locomotive servicing occurs on a daily basis for a host of trunkline carriers.

The layout and design of this facility was done by Belt Railway's Mechanical Department with construction by Murray General Construction, Ltd. It utilized subcontractors John J. Pempek-Electrical, R. W. Collins Grading, and Miller Concrete Construction. Principal suppliers of equipment were Dynamic Air for sanding tower and transport equipment, Snyder Equipment Company for fuel cranes and lube oil cabinets, and Contech Construction Products for steel track pans. Painting was performed by Walter Instrup Co.; track work was done by Belt Railway track forces, with engine yard tracks Nos. 3, 5, and 6 being extended west to Central Avenue.



The Belt Railway's modernized locomotive service facility can provide fuel, water, lube oil, and sand to six locomotives at one time. The facility now handles 1,600 to 1,800 locomotives per month.

Currently, Mechanical forces are servicing and turning 1,600 to 1,800 locomotives per month. Diesel fuel pumping is about 1,800,000 gallons, lube oil 24,000 gallons, and sand 700 tons per month. Updating of this facility has provided sufficient capacity to meet the foreseeable future demands of the Belt Railway and its users.

— *Office of Superintendent of Motive Power*

The Belt Railway Company of Chicago welcomes your comments. Send all correspondence to: CONNECTIONS, The Belt Railway Company of Chicago, 6900 South Central Ave., Bedford Park, IL 60638. For service inquiries or more immediate assistance, call (708) 496-4000. © 1994 Belt Railway Company of Chicago. Design by Mainline Publications Inc., Chicago.

Chockfull of Efficiencies

When General Motors decided to use a new method of securing vehicles during rail transport, it needed to find a facility that could perform this major retrofit campaign.

The challenge was to systematically gain access to all 6,500-plus bilevel rail cars in GM's fleet while minimizing rail car downtime. The traditional chain tie-down securement system was to be removed and an innovative strapless wheel chock system installed. This new system—the "Grate/Lock" wheel chock made by Holden America—is the only wheel chock system approved by any of the major auto manufacturers for use on bilevel rail cars.

With the guidance of GM's Quality Assurance-Logistics Operations, a task force was formed to select the best location for an installation site that could satisfy a long list of demanding criteria. Under the chairmanship of Mike Prehn, director-AAR Reload Project, several railway officials and representatives from Holden

America examined the rail car gathering process and a dozen or more potential sites before finally selecting the Belt Railway Company's Clearing Yard as the perfect facility for such a large scale project.

"The ideal geographic location, multi-level car handling experience, vast interchange capability and eagerness of 'the Belt' to provide the required infrastructure made our site selection decision easy," says Prehn. After considerable work by the Belt Railway and Holden America in preparing the facility, the site opened in late August 1993 and quickly reached its intended installation rate of 30 rail cars per day.

At the BRC facility, the Grate/Lock chocks, made of injection-molded Xenoy plastic, are attached to steel grating panels without tools. When the rail car is loaded, one chock is placed outboard of, but against, each tire. When not in use, the collapsed chocks are kept in specially designed storage panels affixed to the rail car side screens.

The three work tracks located on the Northern fringe of the West yard have been consistently fed with candidate rail cars throughout the program and as of the first week of November 1994, installations in more than 6,600 rail cars have been successfully completed at this facility.

"The spirit of cooperation from all of the BRC personnel has been excellent. Right from the start they welcomed us into their facility and really helped to get us up and running," says Steve McCall, Holden's resident project manager. "Through the efforts of many individuals in this facility, the program has progressed virtually trouble free."

Although the GM project is nearing an end, there are still in excess of 10,000 additional bilevels that may be Grate/Lock chock candidates for application at Clearing Yard. Holden America is optimistic that the chock system's popularity and the efficiency of the installation process will help secure all the remaining potential business.

A close-up look at Holden America's Grate/Lock wheel chocks shows how GM vehicles are securely held during rail transport.



**The Belt Railway
Company of Chicago**
6900 South Central Ave.
Bedford Park, IL 60638

Interchange

The Employee Newsletter of The Belt Railway Company of Chicago



Inside INTERCHANGE

“Daddy, please be careful” — Children in your family are invited to enter a safety poster contest. Winners receive a \$100 savings bond and have their pictures published in INTERCHANGE.

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Safety poster contest, service anniversaries

The Belt Railway Company of Chicago
6900 S. Central Ave.
Bedford Park, IL 60638
(708) 496-4000

New employees join The Belt

The following employees joined the Belt Railway Company of Chicago during 1994. Please make them feel welcome.

Management

Ronald L. Batory
Kenneth W. Lyttek
James M. Ford

Transportation

Michael T. Burdett
Brian M. Becht
Michael P. Dawson
Arthur R. Glover II
Bobby E. Gifford
Anton A. Gustin
Michael L. Griffie
Michael R. Haddix
John A. Hahn III
Robert M. Holic
Frank J. Izzo
Gerald R. Jenkot
David Eric Johnson
John T. Kirchman
Anthony M. Long
Dean E. Mateja
Ronald E. Matthews, Jr.
Chris A. Moreno
Donald M. Mytnik
Jerrold A. Nalls
Stelios Paras
Michael J. Pye
Albert Simcsak, Jr.
Patrick M. Spencer
Nicholas D. Taylor
Anthony F. Stasiak
James E. Scarsellato
Matthew B. Williams
Kevin J. Wern

Clerical

John E. Balmer
Mary T. Bila
Eugene A. Kleczewski
Hector Miranda
Patricia M. McCann
Kelly A. O'Connor
Bonnie M. Sergel

Signal

John M. Berg
Otis Duckworth
Mark A. Ferguson
Daniel James Lawler
Manuel E. Mato
Timothy M. O'Connell
Ronald J. Wanda, Jr.
Edward M. Wierzbicki

Track

John J. Durkin
Alfredo Hernandez
Edward Jimenez
Tracy Johnson
Eric E. Kujawa
Jose G. Lopez
Josip Rogovic
Arnold P. Sikler
Jose G. Silva
Steve C. Stodolny
Estavis R. Walker
John T. Vanko

Mechanical

Paul E. Dudzik
Carlos Medina
Timothy A. Mutzbauer
Victor M. Rodriguez
Daniel J. Watson

Car

Cedric T. Barber
Scott G. Beaty
Richard A. Blonda
Mark Bradley
Nathaniel Broaden

Charles E. Clarkson
Vincent J. Collaro
Troy A. Crum
Michael S. Curtin
Jeffrey J. Downey

Nathan D. Hetzer
Jeffrey R. Hotter
Randy A. Howard
John D. Lucio
Thomas J. Mowatt
John J. Mrugala

Wayne Rosinski
Melvin Smith
Lon E. Weaver
Matt E. Wilbur



The Belt Railway Company Welcomes TCU President — On Oct. 26, 1994, Robert A. Scardelletti, president of the Transportation Communication Union, and several elected and appointed TCU officials visited Belt Railway clerical employees in the General Office Building-Car Operations Office as well as carmen at the Car Repair facilities. Pictured (left to right) are Robert Scardelletti, Richard Knoles, general chairman, and Joe Russo, local chairman.

... and 10 veterans retire

These employees have retired after many years of service. We wish them the best in retirement.

Billie Brantley
Switchman
38 years of service

Gerald Grohn
Assistant Chief
Dispatcher
39 years of service

Englebert Filipiak
Electrician
30 years of service

Willie Jackson
Switchman
36 years of service

Christ P. Katsikas
Switchman
39 years of service

Edward Loggins
Crane Operator
40 years of service

James A. Lowe
Locomotive Engineer
38 years of service

Roscoe McClendon
Yardmaster
37 years of service

Walter Pinckney
Switchman
38 years of service

Robert J. Warren
Clerk
37 years of service

Jan. 31, 1995, is the deadline to enter safety posters created by children in your family.



Kids Invited to Enter Safety Poster Contest

The Belt Railway Company is sponsoring a safety poster contest, open to all children, grandchildren, nieces, and nephews of Belt employees. Children must be age 13 or under.

The children are asked to create a poster that emphasizes safety in the working environment of their parent, grandparent, aunt or uncle. Four winners will be chosen, one for each of the following age groups: 5 and under, 6-8, 9-11, and 12-13.

The winners will receive \$100 savings bonds, and each 1995 issue of INTERCHANGE will feature one of the winning entries. All entries must be submitted by Jan. 31, 1995 to the Personnel Department. The winning entries will be chosen by the Labor/Management Safety Committee.

Belt Railway Employees Mark Anniversaries

40 years

Edward Loggins
Ramon T. Ruiz

35 years

Rommie L. Arnold
William R. Cislo
Alvin Harris, Jr.
Joseph M.
Kozlowski
Bennie Lewis
Ranza Morris
James H. Sanford
Sammie L. Smith

30 years

Ignacio B. Barajas
Ignacio Cano
Nicolas Guerrero
Louis C. Johnson
Manuel Lopez
Jose G. Maldonado
Billy G. McKinney

David Navarro
Urbano C. Rivera
Primitibo O.
Varelas
Ramon Villafuerte

25 years

Edward L. Alleman
William J. Blonda
Roderick Brunson
David A. Carmona
Thomas A.
Charniak
James A. Grannes
Jose Guerrero
Luz L. Guerrero
Ronald P. Hodel
Frank W. Horn
Dennis W. Knutson
Thomas Luckett
Ramon L. Medina
David Nicholes
Antonio G. Ruiz

John W. Sanford
Ross Sprenkle
Gregory J. Sutkus
Thomas J. Thomas
Clarence W.
Whalum

Maurice E.
Williams
Florence M. Wilms

20 years

Ernesto Antillon, Jr.
Aurelio S. Breceda
John S. Bugaj
Salvatore
Campisciano
James G. Carter
James M. Drish
James F. Elam
Leobardo Esparza
Jose S. Gonzalez
Mario G. Gonzalez
Pamela S. Hagen

James P. Hayes
David A. Higans
Mark A. Houser
Jose L. Jimenez
Rocky Lee Jones
Gary D. Junkunc
Glen P. Koshiol
James L. Langone
John P. Lawrence
Nicholas D. Lopez
Antonio
Maldonado
Michael R. Mallin
George M. Miller
Michael S.
O'Donnell
Diane M.
Paczkowski
Joseph A.
Romanowski
Jesus N. Santoyo
Jerome R. Selvage
Carmen Silva

Thomas G. Sipple
Gregory M.
Stofferahn
Roy E. Tripp

15 years

Miguel A. Camargo
Frank A. Carasotti
John M. Cislo
Mayetta Cook
Fredrick W.
Crothers
Leonardo DeLeon
Brian O.
Edgeworth
Robert H. Fick
Stephen G. Gaal
Thomas J.
Gialamas
Joseph K. Gibaszek
Stephen L. Grajek
Joseph Gray
James X. Ha
William S. Herman
Ignacio Ibarra
John E. Kaulins
Michael Kelly
Larry W. Kincade
Louis Litteriello, Jr.
David J. Michon
James D. Mowery
Jarrah Payne
Charles R. Pickett
Daniel J. Reed
Peter J. Rizzo
Richard E. Schatte
Steven Michael
Smith
Vincenzo Sortino
John Spataro
Edward A. Stec
Robert J. Ward
James J. Weyhe
Harvey L. Williams
Elizabeth M.
Wojcik

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