

Connections

The Quarterly Newsletter of The Belt Railway Company of Chicago

Inside CONNECTIONS

"This award represents the common goal of the Belt Railway Company of Chicago and the Indiana Harbor Belt Railroad Company to achieve injury-free operations and service excellence within the Chicago gateway."

—inscription on trophy displayed as part of safety contest between the two railroads

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The Belt Railway Company of Chicago
6900 S. Central Ave.
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Bringing Out the Best

For seven decades, the Belt Railway delivers to Best Foods

A tank car filled with edible oil cuts through the early morning mist, rolling along Belt Railway tracks on the way to the Best Foods Chicago facility. This scene has been repeated countless times over the past 73 years.

The long-standing relationship between the Belt Railway and Best Foods helps consumers enjoy favorites such as Hellmann's and Best Foods mayonnaise, tartar sauce, sandwich spread, and Dijonnaise mustard blend.

The relationship between the two companies began in 1922, when the original facility was built on Chicago's South Kilbourn Avenue, although the mayonnaise's history goes back even further.

In 1905, German immigrant Richard Hellmann created the first commercial mayonnaise, selling it in his New York delicatessen. In those early years, mayonnaise was evolving from a homemade to a manufactured product. Before long, Hellmann was supplying his "Blue Ribbon" mayonnaise to dealers and their customers. In 1925, Richard Hellmann, Inc. acquired the Kilbourn Avenue facility and began producing the condiment that would become a staple in

American households. Today, Hellmann's and Best Foods mayonnaise is the most widely sold mayonnaise in the world. Since its creation, more than 3 billion pounds have been sold.

In 1931, the Hellmann's mayonnaise business merged with the Best Foods mayonnaise business. Today the Hellmann's brand name is found east of the Rockies, while the Best Foods brand name is used primarily in the west. Also during the early 1930s, the two mayonnaise businesses developed into a new company: Best Foods Inc., which joined CPC International in 1958.

Then, as now, quality was vital, and only the best edible oils, refined on-site, could go into the making of Hellmann's and Best Foods mayonnaise. Best Foods has relied on the Belt Railway Company for swift, reliable delivery of crude oil to its Chicago facility. This facility is both an edible oil refinery and a mayonnaise producing plant. Tank cars, each carrying almost 21,000 gallons, bring crude oil to the Kilbourn plant for refining.

In the early years, mayonnaise-making was a lengthy procedure, duplicating the

homemade process on a grander scale. Workers actually candled and cracked eggs by hand. Vinegar and spices were added, then refined oil slowly was beaten into the mixture. In 1928, 32 eight-quart mixers blended the ingredients that were then poured, by hand, into hoppers feeding into jars for shipment.

In 1979, Kilbourn became totally automated, improving capacity, safety, and sanitation. A process that took nearly an hour in 1925 from ingredient measure to final packaging is now accomplished in mere minutes. Annual production figures started in the thousands and are now in the millions.

Kilbourn also has been the site of many product innovations. Plant Manager Ed Conway oversees round-the-clock, three-shift production cycles, operating five to seven days a week depending on seasonal demands. Kilbourn's 400 employees are committed to quality—a commitment that is guaranteed by the Belt Railway's quick, reliable service.

The relationship between the Belt Railway and Hellmann's and Best Foods mayonnaise begun 73 years ago shows every sign of traveling the track to the next century.



President's Letter

To My Fellow BRC Associates:

So far this year we have taken on many challenges and have successfully satisfied them through dedicated innovation. Most recent challenges have involved our first phase of major mainline rehabilitation, while simultaneously handling an increasing level of intermediate switching and overhead trackage rights business. The cooperation among all of us has delivered crosstie produc-

tion rates of more than 1,000 per day, with more than two miles of track being surfaced within the same time frame, while simultaneously dispatching more than 9,000 freight cars per day. While all this track work and train density movement is going on, we are now breaking record levels in our hump production counts, with the largest reported production being 4,124 cars on October 26, 1995.

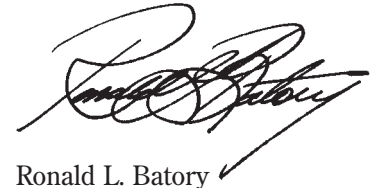
None of this could have been accomplished without winning each other's loyalty in conjunction with building one of the rail industry's best switching operations. Treating others as you would like to be treated does not cost anything. Keeping the work environment safe and accessible for each other makes all of us more productive. Since we are collectively BRC's most valuable assets, learning and respecting each other's strengths and weaknesses makes us a better team. Complementing this knowledge with thorough training and the application of new technology makes all of our work that much easier, providing we make sure that the proper tools are readily available.

We also must exhibit the proper way of doing a job with both the intention and expectation that safe productivity will ultimately evolve. Taking time to talk about each other's needs, while giving one another

the benefit of each other's experiences lends us the necessary advice on how to succeed. The time we spend with each other listening will always pay dividends toward our collective performance for now and in the future. This means that protecting each other is first and foremost in maintaining a committed safety standard. We must keep safety equipment available and in good working condition and ensure that we all know how to use it properly. Ultimately, this type of dedication, which we have the capability of bringing to the workplace each day, can be critical to our future success, both individually and collectively at the Belt Railway Company of Chicago.

A true testimonial to our practiced loyalties are the unprecedented improvements we have made in safety and service this year. So, as we approach the beginning of our holiday season, be grateful for what we have all earned and let's look beyond to what else we can give each other to make our railroad family even more healthy and effective for the coming year.

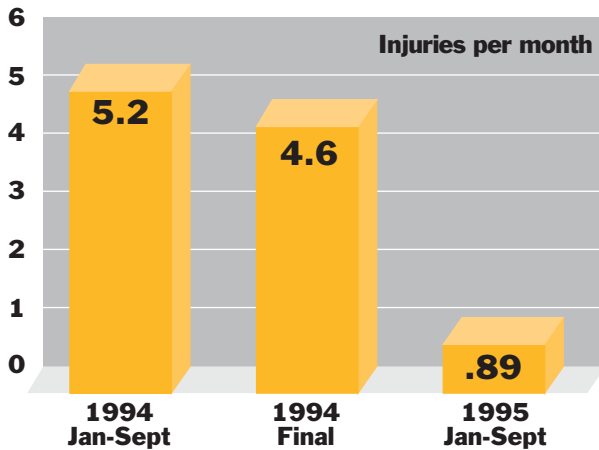
Very truly yours,



Ronald L. Batory
President

This means that protecting each other is first and foremost in maintaining a committed safety standard.

Employee Safety Performance



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. © 1995 Belt Railway Company of Chicago. Design by Mainline Publications Inc., Chicago.

Norfolk Southern's Thoroughbred Engineering Services joins forces with the Belt Railway Company of Chicago

Crews plan to replace nearly 50,000 ties and resurface 75 miles of track

This summer, the Belt Railway's Engineering Department began Phase 1 of a track renewal project. The project is part of an ongoing rehabilitation of Belt trackage.

Through the joint efforts of Belt engineering forces and the Norfolk Southern's premier tie and resurfacing gang, crews will replace 45,000 main-line ties and 3,700 switchties. They also will resurface 75 miles of the railroad. Belt employees alone will install 17,000 yard ties, and renew 15 switches and three retarders. The cost of this project will exceed \$5 million, excluding two bridge clearance projects also underway.

The Norfolk Southern gang uses 37 pieces of equipment, 31 for tie and surfacing and six for support. In addition to their active participation in switchtie renewal, Belt forces are supporting the Norfolk Southern gang by distributing all the materials needed for the project and performing the under-



cutting and surfacing work associated with it.

The two bridge projects are currently in progress at 79th Street Bridge and Lake Street Bridge, both on the Belt's mainline. When work is complete, both bridges will have clearances in excess of 20 feet.

In addition to these projects, a Kershaw Yard Cleaner spent more than three months on the

property and picked up tons of debris. Belt forces also picked up rail and ties along yard walkways. Approximately 80 percent of our major yards were cleaned, with the remaining portion to be cleaned next year. Now that the property has been cleaned, employees are encouraged to do all they can to keep work areas as neat as possible.

Crews work on replacing ties with a tie inserter, capable of inserting up to 2,000 rail ties per day.

Mexican Railway officials observe Belt operations



On October 6, five representatives from Ferrocarriles Nacionales de Mexico (the Mexican National Railway Company) visited the Belt Railway, looking for ways to improve railroad operations south of the border.

They came away quite impressed with the professional and efficient manner in which all operations were conducted. The tour included stops at our two-way hump, Car Operations Office, and One-Spot Car Repair Facility.

BRC and IHB battle for safety supremacy

The Belt Railway has accepted the challenge of the Indiana Harbor Belt to compete, on a quarterly basis, for the Belt Railway Company/Indiana Harbor Belt Combined Commitment to Safety Award.

The IHB, headquartered in Hammond, Indiana, operates in a wide arc, stretching approximately from the western edge of Chicago to Gary, Indiana.

The employees of the two railroads developed the idea for the contest, which started in the second quarter of 1995.

The winner retains for display a traveling trophy in the form of a locomotive, with one side painted in Belt Railway of Chicago colors and the other side in IHB colors. Each railroad keeps on permanent display a plaque with an inscription that reads:

"This award represents the common goal of the Belt Railway Company of Chicago and the Indiana Harbor Belt Railroad



Company to achieve injury-free operations and service excellence within the Chicago gateway. The facing side of this locomotive indicates the railroad which achieved the lowest injury frequency ratio in the previous calendar quarter."

With the Belt Railway of Chicago's outstanding safety

performances in both the second and third quarters of 1995, it has achieved better frequency ratios than the IHB in both quarters. The plaque and trophy are on display in the Belt's General Office Building. All Belt employees are encouraged to continue to work safely so that we can make this award a permanent fixture on the Belt Railway of Chicago.



**The Belt Railway
Company of Chicago**
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Interchange

The Employee Newsletter of The Belt Railway Company of Chicago

Inside INTERCHANGE

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Vicki Smith's winning poster, Jenny Mutzbauer's winning words, and employee transitions
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Spotlight on George Yanak, employee service anniversaries, and a quiz to test your switching skills



This vibrant entry from Vicki Smith, daughter of Ken Smith, superintendent motive power, won the Belt's poster contest for 9-11 year olds. Vicki's slogan is "Be Alert, Don't Get Hurt."

Award-Winning Words

The Belt has learned of the honors won by the daughter and niece of Belt employees. Congratulations to Jenny Mutzbauer and our thanks to Carman Ronald Mutzbauer (Uncle Ron) for relaying the news.

Jenny Mutzbauer, daughter of Track Supervisor William Mutzbauer and wife, Ilse, is the recipient of Cardinal Bernardin's 1995 Communications Scholarship, a \$3,000 annual, renewable award. Jenny won the scholarship because of her submission "Echoes and Shadows," judged the best of more than 100 entries from throughout the Archdiocese of Chicago.

Jenny graduated from Mt. Assisi Academy in Lemont and is now attending St. Xavier University, where she is a broadcast communications major. Earlier this year she received a \$1,000 scholarship from Guidepost Publications for her short story entry, "The Pickled Beet Rebellion."

Employee Transitions

New Hires

Twenty-five new employees have joined the Belt Railway during the past quarter. Please make them feel welcome.

Frederick Chacon	Robert Perham	Oscar Escobedo	Rommie Arnold
Sandra Granholm	Victor Shell	John Fieg	Michael Mallin
Miguel Martinez	Steven Stagno	Feliciano Guerrero	Craig Mowery
<i>Clerical</i>	John Williams	Enrique Guzman	Derrick Peet
<i>Department</i>	<i>Car Department</i>	Matthew Ludwig	George Stalling
		Daniel Wojteczak	Derek Trapp
John Keith	Paul Hesla	<i>Track Department</i>	Salvador Velasco
James Kellett	<i>Mechanical</i>		Joseph Wanda
Kevin O'Donnell	<i>Department</i>		<i>Transportation</i>
			<i>Department</i>

Retirements

During the past quarter, six employees retired from the Belt Railway. We wish them all the best in retirement.

Ignacio Cano Track Department 31 years of service	Donald B. Gillies Locomotive Engineer 30 years of service
John J. Carrig Switchman 40 years of service	Kenneth W. Hill Switchman 39 years of service
Wilburt T. Foster Clerk 38 years of service	James H. Sanford Switchman 36 years of service



Superintendent J.R. Spano (right) congratulates John Carrig on his retirement after 40 years of service.



SPOTLIGHT ON George Yanak, accounts receivable and payable clerk in the Controller's Office, who brings more to the Belt Railway than book-keeping skills. George (shown above with his wife, Maria) is also a certified Hazardous Materials instructor. Since 1993, he has trained almost 900 of the Belt's transportation, car, and clerical employees.

George is also a trustee with the New Lenox Fire Protection District. He is just one of many Belt employees who possess talents and skills beyond their railroading abilities.

Did You Know ...

If you live on Chicago's Southwest Side, the water you drink passes under the Belt Railway's East Receiving and Departure Yards, six and one half feet below the tracks. A five-foot diameter steel cylinder concrete water main, maintained by the city of Chicago, conveys the water under the tracks.

Employees Celebrate Milestones

The following employees have reached service anniversaries during the third quarter of 1995. Our congratulations to them!

40 Years

Walter J. Juris

Transportation
July 27, 1955

Henry J. Kazmierczak

Transportation
August 6, 1955

John J. Carrig

Transportation
August 8, 1955

30 Years

Jack R. Germann

Car
July 21, 1965

William M. Walztoni

Administration
August 5, 1965

Bernabe G. Zavala

Track
August 9, 1965

Charles J. Jacob

Signal
August 23, 1965

25 Years

Robert J. Manypenny

Mechanical
July 14, 1970

Regina F. Cruse

Accounting
July 20, 1970

Thomas C. Smith

Mechanical
August 3, 1970

Jeffrey L. Gingrich

B&B
September 4, 1970

Joseph O'Quinn

Police
September 4, 1970

Gregory A. Drozd

Dispatcher
September 18, 1970

Jose Esparza

Track
September 18, 1970

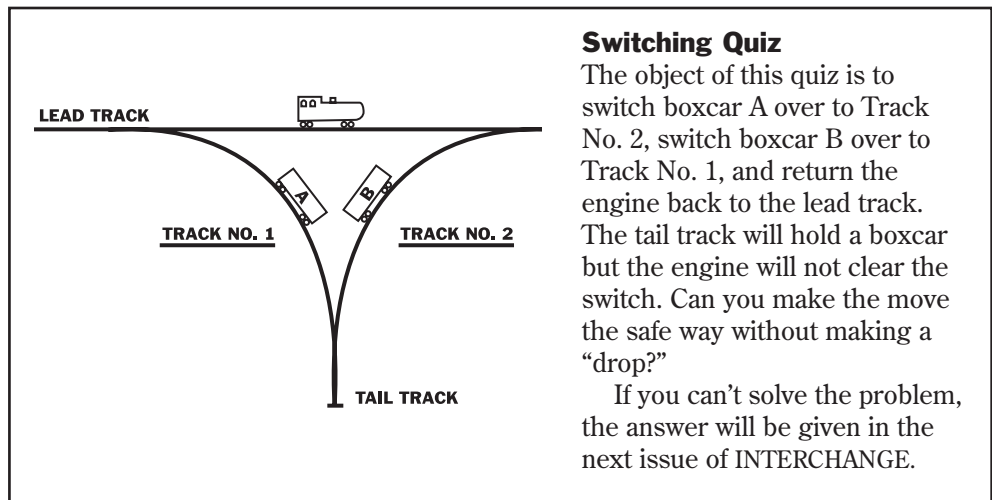
Pascual A. Rodriguez

Track
September 21, 1970

20 Years

Henry T. Franke

Mechanical
July 14, 1975



Switching Quiz

The object of this quiz is to switch boxcar A over to Track No. 2, switch boxcar B over to Track No. 1, and return the engine back to the lead track. The tail track will hold a boxcar but the engine will not clear the switch. Can you make the move the safe way without making a "drop?"

If you can't solve the problem, the answer will be given in the next issue of INTERCHANGE.