

Connections

The Quarterly Newsletter of The Belt Railway Company of Chicago

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"Our ability to work together with the Belt Railway enhances both companies' service capabilities for the railroads."

— Doug Rockwell, manager of global service development at GE Transportation Systems

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Sweet Success Stories

The Belt keeps Brach's candy rolling out of Chicago

In 1904, E. J. Brach left his successful sales job with a Chicago candy company to go into business for himself making and selling a confection he called a creamy caramel. With an investment of \$1,000 and the help and support of his wife and two sons, he opened the "Palace of Sweets" on a busy street corner on Chicago's north side.

Customers loved Brach's creation and people started coming from all over the city to gladly pay 20 cents a pound for the unique creamy caramels. Soon the downtown department stores were stocking Brach's popular candy, consistently increasing their orders.

By 1906, the little candy kitchen in the back of the store couldn't handle the volume and Brach moved to bigger facilities, starting the transformation from candy store to candy factory. Peanut and hard candies were added to the line. Production went up to 12,000 pounds a week and the Brach brand was well on its way to becoming a household word. By 1916, Brach's Candy was turning out nearly 250,000 pounds of sweets each week.

In 1922, the Belt Railway Company constructed switch tracks at Brach's fledgling plant on Chicago's west side and began rail deliveries of raw materials. In 1935, an



Brach & Brock Confections' Chicago plant covers 2.3 million square feet of floor space, making it the largest candy factory in the world. At peak operations, it can produce more than 10 million pounds of candy.

overhead conveyor bridge and passageway bridge was constructed over the tracks to connect the plant's two buildings. In the early 1960s, Brach's constructed an 11-story building devoted to its still expanding manufacturing and warehousing needs.

In 1967, after 63 years of ownership, the Brach family sold the company to American Home Products Corporation. In 1987, Klaus Jacobs, a Swiss entrepreneur who had achieved considerable success in the European candy and

coffee industries, bought the company.

Seven years later, Jacobs acquired another candy company with an amazingly similar name and history. The Brock Candy Company began in 1906 when William E. Brock, a salesman, bought and renamed an existing candy company. Brock Candy, based in Tennessee, also prospered and in 1994, after nearly five generations of family ownership, it was sold to Jacobs, who merged the two candy firms.

SEE BRACH'S, CONTINUED ON PAGE 3

President's Letter

My Fellow BRC Associates:

Our future depends on our willingness and commitment to prepare for it. To remain strong and competitive, we must continue to enhance freight car velocity, fuel efficiency and preserve the environment, while simultaneously providing a safe transportation product.

“IT IS NOW TIME TO TAKE ON THE CHALLENGE OF PURSUING LEADING-EDGE TECHNOLOGY, SO AS TO ENABLE THE SWITCHING CARRIER TO REALIZE NEW LEVELS OF EFFICIENCY BY UTILIZING A REVISED MENU OF AVAILABLE, YET MORE COST-EFFECTIVE RESOURCES.”

Our company, like any, has somewhat of its own culture and personality. Much of what we've realized to date is the result of significant changes implemented by you over the past six years.

The BRC's Clearing Yard was once the largest of many rail switching yards in Chicago. Today it is the centerpiece of a remaining few for our nation's largest rail gateway. It is the only known bi-directional hump classification yard to utilize a single crest. The yard

spans a 5.5-mile distance among 786 acres to support in excess of 250 miles of track. The yard enables us to classify between 40 to 50 miles of train consists every 24 hours.

The improved fluidity of our nation's largest rail gateway is the direct result of its serving railroads maximizing use of a single facility for the dual purpose of both classifying cars and effectuating interchange with a well-designed portfolio of scheduled road trains. Clearing Yard's daily role is not unlike that of Selkirk, Waycross, Birmingham, Argentine or North Platte of our Class I railroad owners, other than it normally reports an administrative interchange event via electronic data interchange for every railroad car requiring its terminal switching services.

The rail industry's collective use of Clearing Yard is a critical asset to the Chicago Gateway as a whole. Levels of utility and standards for BRC must mirror that of any Class I railroad operating a high production terminal. The strengthening of existing infrastructure will preserve a status quo operation—yet in order to improve, we must pursue capital improvement additions with a host of Class I railroads to enhance growing route capacity needs throughout the Chicago Gateway.

The bedrock of BRC is its physical plant. It is the foundation for all our employees to deliver the same high degree of safety and service the entire railroad industry

demands of itself. The efforts being undertaken today for BRC and its Clearing Yard can be the route structure and terminal vehicle for the rail industry's Chicago Gateway as it enters the 21st Century.

Over the last several years, The Belt Railway Company of Chicago has been effecting very progressive directives from its board of directors. During the past six years alone, we have streamlined operations, established deliverable customer service standards, and reinvented the way we do business with traditional resources, all with unprecedented success.

Although it is important to continually evaluate these previous accomplishments, it is now time to take on the challenge of pursuing leading-edge technology, so as to enable the switching carrier to realize new levels of efficiency by utilizing a revised menu of available, yet more cost-effective resources. Our collective ability to accomplish this task will further streamline operations and strengthen the continuously evolving process of deliverable customer service thus establishing a positive future for yourself as part of The Belt Railway Company of Chicago.

Very truly yours,



Ronald L. Batory
President

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. © 1996 Belt Railway Company of Chicago. Design by Mainline Publications Inc., Chicago.

World's Largest Publicly Held Company Reaches Accord with Belt Railway

The Belt Railway and General Electric Transportation Systems have entered into an agreement to provide locomotive maintenance and renewal parts services for their common customers at the Belt's Clearing Yard in Chicago. The agreement combines the Belt's central location, full-service facilities, and skilled workforce with GE's locomotive technical expertise and material inventory support.

The Belt will provide basic repairs for all models of GE locomotives with access to GE technical assistance and renewal parts. In effect the Belt and GE are providing a virtual locomotive shop and renewal parts Customer Service Center for all railroads serving Chicago.

"This is the first agreement of its kind between an OEM [original equipment manufacturer] and a multi-serving terminal railroad," said Belt President Ronald L. Batory. "It is

designed to provide its shared customer railroads with a level of technical competence and material availability equal to that of their own service-driven expectations. Our synergy-oriented initiative, utilizing in part the resources of BRC, can further enhance locomotive availability rates by taking advantage of this added shop capacity."

Doug Rockwell, manager of global service development at GE Transportation Systems, said, "This is a unique opportunity for us to serve a number of our customers in a location where we believe they will value our presence. Our ability to work together with the Belt Railway enhances both companies' service capabilities for the railroads."

GE has the highest market value of all public companies worldwide, according to a July 31, 1996 ranking by Morgan Stanley Capital International Perspective.



Under a new agreement, all models of GE locomotives will be serviced at the Belt.

BRACH'S, CONTINUED FROM PAGE 1

Combining Brach and Brock created a stronger, more balanced company with an extensive product line. In many ways Brach & Brock Confections remains a lot like the companies founded by E. J. Brach and William E. Brock. They still put value and quality first. Every Brach & Brock product is backed by a money-back guarantee of satisfaction. Moreover, every ingredient in every candy is subjected to a battery of tests to ensure it is wholesome and safe. Products are checked on-line and randomly sampled once they are packed.

Brach's still caters to all ages and tastes and thrives on developing exciting new treats. They still follow that old-fashioned idea that if you work hard to satisfy your customers, your customers will help you grow and prosper.

Today, Brach & Brock has the market penetration plus the purchasing power and manufacturing capacity of six candy factories staffed by nearly 3,000 people dedicated to quality and using the latest technology. This powerful combination enables them to operate with increased stability in an incredibly competitive business climate. Company employees,

and the public can look to Brach & Brock with the confidence that their individual interests really do matter.

The Chicago plant remains the largest candy factory in the world, with 2.3 million square feet of floor space. At peak operations, it can produce more than 10 million pounds of candy per week!

The Belt Railway has been happy to deliver the raw materials used in the candy making process—25 railcars per week of sugar, corn products, peanuts, chocolate, etc.—for almost 75 years and looks forward to many more years of this partnership.



During the Belt's Second Annual Employee Safety Appreciation Day, employees received a special meal and gifts. They also signed a billboard (top photo), which was assembled and posted at the company entranceway (below).



Happenings at the Belt

Belt Named Finalist: The Belt Railway received special mention in a September *Railway Age* article announcing the winners of its 1996 Short Line Railroad of the Year competition. The Belt was a finalist for the award because its performance in the areas of risk management and customer service resulted in record setting results in 1995.

Railway Age Editor Luther Miller stated: "There were, really, no losers among the finalists in this year's spirited competition. In some way, each is a superachiever in the kinds of hands-on, grass-roots railroading that characterizes the short line/regional movement."

The Belt Railway was presented with this award in 1993.

In the News: The Belt Railway was featured as the cover story in a recent edition of *Pacific Rail News*. The story centered on the heart of the Belt's operation—Clearing Yard—and its unique double-hump classification system, which allows cars to be classified in both directions simultaneously. All Belt employees received a copy of the maga-

zine, which included numerous photos of our railroad and its employees at work.

Belt Official Speaks at Conference: Belt Railway Superintendent of Motive Power Ken Smith was a guest speaker at last month's Railway Supply Association and the Coordinated Mechanical Associations convention at the Chicago Hilton & Towers. Smith spoke on behalf of the Central Air Brake Club about "The Operation of the DB-60 Brake Valve."

Employees Honored: The Belt held its Second Annual Employee Safety Appreciation Day on Aug. 2. More than 600 meals were served on a beautiful summer day. Employees were given a Belt tumbler cup, a yardstick that read "Where Safety And Service Measure Best," and a fortune cookie containing the message "Safe Work Practices And Good Service Will Fuel A Bright Future For You".

Belt employees also signed a billboard, now posted at the company's entranceway. Congratulations to all employees on a job well done!



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

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A variety of visitors check out the Belt; employee profile of Willie Box; a safety poster from Lauren Szot, age 5
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Right This Way, Please

A variety of visitors check out the Belt

The Belt's efficient operations and unusual hump classification yards draw frequent visitors to Bedford Park. In recent years, visitors have traveled from such far-away places as Mexico, New Zealand, Sweden, Russia, and South Africa. In case you missed seeing them, here are some of the most recent groups to pay a visit to the Belt Railway:

Joliet Area Rainbow Council Cub Scout Pack 64, Den 6, toured the Belt this spring. Its field trip to the Belt made the scouts the envy of all the other dens in Pack 64.

The World's Greatest Rail Fans (56 strong) traveled to the Belt this summer. The fans

are self-described as a "loose-knit group of semi-professional and amateur railroad photographers who travel about the U.S. and overseas taking photographs of railroad locations and locomotives."

The Steam Powered Group from the United Kingdom visited in the fall. The group consists of publishers, producers, and distributors worldwide of railroad videotapes, atlases, CDs, cassettes, greeting cards, prints, and more from America, the United Kingdom, and other continents. Before the group's tour, former Belt Chief of Motive Power V.L. Smith spoke to the group about the era of steam locomotives.



Lauren Szot, age 5, wants everyone to know: "Don't play around when the gates are down." Lauren is the niece of Liz Wojcik in the clerical department. This is her second year as a finalist in the safety poster competition.

EMPLOYEE PROFILE



Willie M. Box

Occupation: Carman

Hometown: Egypt, Mississippi

Years with BRC: 29 in November

Personal: Married, two children, two grandchildren, one great grandchild

Primary Duties: Perform both minor and major repairs on damaged railcars. Carman do whatever has to be done in the way of repair to ensure that a railcar is fit to roll.

Favorite Things About Working at the Belt: I enjoy the physical nature of the job—I like working with my hands. Also, I really like the guys I work with. We work hard but have a lot of fun together.

How Other BRC Employees Can Help Me Do My Job: Continue the spirit of teamwork that I've always seen on the BRC.

Hobbies: Golf, movies, dining.

Favorite Vacation Spot: Memphis

Belt Leads Indiana Harbor Belt in Employee Safety

In 1995, the Belt Railway accepted the challenge of the Indiana Harbor Belt to see which railroad could achieve the lowest employee injury frequency ratio.

We are proud to say that Belt employees are clear leaders to date for the ongoing Belt Railway/Indiana Harbor Belt Combined Commitment to Safety Award.

..... 1995 WINNERS

First Quarter



Second Quarter



Third Quarter



Fourth Quarter



..... 1996 WINNERS

First Quarter



Second Quarter



Third Quarter



Fourth Quarter



EMPLOYEE TRANSITIONS & MILESTONES

New Hires *A new employee has joined the Belt Railway during the past quarter. Please make him feel welcome.*

Anthony P. Caruso
Junior Engineer
Engineering

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

Phillip Bates
Transportation Department
40 years of service

Florence Wilms
Clerk
27 years of service

C. J. Bankston
Transportation Department
39 years of service

Service Anniversaries *The following employees reached service anniversaries during the summer quarter. Our congratulations to them!*

45 Years

Jerome P. Bonkowski
Transportation
July 1, 1951

30 Years

Gerald H. Hulska
Transportation
July 10, 1966

Ruben Camargo
Maintenance of Way
July 11, 1966

George T. Piper
Transportation
July 19, 1966

Charles E. Wagner
Transportation
August 7, 1966

25 Years

John F. Slowinski
Police
August 4, 1971

Hilmar S. Henfler
Mechanical
August 6, 1971

Joseph R. Spano
Transportation
August 14, 1971

Robert Dale Barrentine
Car
August 30, 1971

20 Years

David S. Skocik
Car
July 13, 1976

Scott D. Mallin
Transportation
July 15, 1976

Jack Strejc
Transportation
July 15, 1976

Vincent F. Sinisi
Transportation
July 16, 1976

Mark A. Rossetti
Car
August 6, 1976

Ronald K. Mutzbauer
Car
September 1, 1976

15 Years

Quentin L. Ravizza
Mechanical
July 6, 1981



Did You Know?

Much of what is now the Ford City Shopping Center sits on former Belt property. Also, the old Ford Motor Aircraft Company, which used to build airplane engines on the site, received rail deliveries from the Belt via an underground tunnel.