



connections

THE BELT RAILWAY COMPANY OF CHICAGO

Meet the Belt Transportation Department

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At some railroads, when you talk to people in the Transportation Department, they will tell you that they are the most important, for without them the freight would not move. The Engineering Department will tell you that it is the most important, for without rail, the trains have nowhere to go. The Mechanical Department will tell you that it is the most important, for without locomotives and cars there will be nothing to pull. Here at the Belt, the philosophy of TEAM—Together Everyone Achieves More—is very important, with everyone depending on each other to get through the day.

In this issue, we will talk about the Transportation Department, and subsequent issues of the CONNECTIONS newsletter will feature the other major departments of the Belt as well as the staff departments.

The Transportation Department is led by a 29-year veteran of the Belt, Joe Spano, general superintendent; his assistant is Rich Picken, also with 29 years of service. The department's nine trainmasters, who are the first-line supervisors for all employees working in the department, have a combined 82 years of service to the Belt.

There are a total of 293 employees assigned to the Transportation Department, working as train dispatchers, switchmen, conductors, engineers,

TEAM

Together Everyone Achieves More

utilitymen, and clerical personnel. These employees are represented by the American Train Dispatchers, United Transportation Union, Brotherhood of Locomotive Engineers, and Transportation Communications Union.

Safety is the most important element of daily activities. At the beginning of each shift, trainmasters, humpmasters, and yardmasters hold job safety briefings. Like the trainmasters, humpmasters and yardmasters oversee employees performing hump and yard operations, respectively.

As the shift progresses, conductors hold job briefings, making certain people are aware of their surroundings, know what safety and operating rules are involved, and understand how everyone on the crew will perform the task at hand.

The department also includes four mentors, with two assigned to the hump, one assigned to locomotive service, and one assigned to ground personnel. Mentors are union employees whose primary job is to train and coach their fellow

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O'Donnell To Lead Mechanical Interchange Association

Mike O'Donnell, superintendent mechanical, has been selected as president of the Chicago Mechanical Interchange Associ-

ation for this upcoming year. The association meets monthly to discuss industry trends, as well as pertinent issues needing attention in the Chicago Operating Terminal.

Representatives of all the railroads serving Chicago as well as the Federal Railroad Administration and the Association of American Railroads attend the meetings.

My Fellow Belt Employees:

As always, safety first! Congratulations to all Belt employee team members for your outstanding safety performance in 1999. On May 12, 2000, eight other team members and I traveled to Washington, D.C. to receive the Gold Harriman Award for 1999 Safety Excellence from the E.H. Harriman Committee. Once again, **congratulations on a job well done!**

The Belt workforce turned its safety performance around by improving its injury frequency ratio by 59 percent. The ratio went from 2.58 in 1998 to 1.06 in 1999. Through August 2000, the injury frequency ratio is 0.71.



Accepting the Gold Harriman award in Washington, D.C., are (front row, from left) Joe Russo, Joe Spano, Tom Shurstad, Charlie Ridgeway, (back row, from left) Chris Voteler, John Lucio, Steve Grajek, Jim Bearden, and Kenny Pelletier.

On October 3, the American Short Line and Regional Railroad Association presented its "Gold Award" for safety excellence to the employees of the Belt. CANAC, a subsidiary of Canadian National, also will present the Belt with a \$1,000 check, which we will donate to the National Child Safety Council.

As we prepare for the change of seasons, I want to take this opportunity to ask everyone to spend extra effort on remaining focused on the task at hand. It does not make any difference if you are at work, home, or play, stay focused and don't take shortcuts. Think about what you are doing, understand the risk involved, and stay out of harm's way.

For the first nine months of this year, rail traffic has remained consistent through the Belt yard and increased 16 percent over the Belt mainline, compared with last year. We continue to explore opportunities to grow revenues, enhancing our stature as a full-service railroad.

Our capital projects continue as scheduled: we have relaid 11.6 miles of 136-pound rail between Cragin and Hawthorne, replaced seven 136-pound turnouts on the mainline, surfaced 50 miles of yard track, replaced two 136-pound King switches on the hump, installed 2 new retarders on the hump, replaced 12 inert retarders, relaid 75 136-pound turnouts at Clearing Yard, and relocated the northbound mainline at the 22nd Street Yard.

The Chicago Terminal Coordinating Office (CTCO), overseen by the Chicago Planning Group, continues to have a positive effect on the improved operating efficiency of the railroads in Chicago. The CTCO continues to coordinate the Chicago Carriers Conference Call, which occurs daily at 10 A.M. (Monday through Friday) and 8 P.M. (seven days a week). These conference calls have prompted participants to seek more immediate remedies and have helped convey information about the overall conditions of the Chicago Terminal and traffic patterns in and out of Chicago. The CTCO also coordinates the Chicago Alert Plan. There are three levels: 1, 2, and 3, with 3 being most critical (for example, to be used during periods of inclement weather).

In closing, keep up the great work and stay out of harm's way.

Sincerely,

C.T. (Tom) Shurstad

A Day at the Belt

Is working at the Belt ever routine? Look at what happened on Tuesday, May 30, 2000.



(1) Engine 534—the Operation Lifesaver unit—went into service after an overhaul and new paint job. **(2)** The group retarder in the East Yard was replaced in less than 12 hours, using the efforts of 75 people from the Belt signal, track, and bridge and building departments, and contractors Hulcher and R.W. Collins. **(3)** The weed sprayer was in the East Yard. **(4)** Employees participated in Clean-up Day all over Clearing Yard. Pizza was served to everyone participating. Pictured (from left) are Jake Mastny, Sandy Granhold, Patty McCann, and Kelly O'Connor. **(5)** The Belt called the Bedford Park Fire Department to extinguish a fire of unknown origin in one of the large dumpsters.

In addition, computer training classes were held for the new locomotive event recorders (black boxes) being installed in Belt locomotives.

And, by the way, Belt employees also humped 2,962 cars (even with the hump being shut down for two hours), received 2,499 cars and departed 2,247 cars. The dispatchers dispatched approximately 175 trains over the Belt Railway mainline. Just another day at the Belt!



Meet the Belt Transportation Department

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employees on how to safely and efficiently perform their job task.

Every day is fast-paced for the Transportation Department. It is often said that this is the busiest switching terminal in North America, servicing CSX Transportation, Union Pacific, Burlington Northern Santa Fe, Canadian Pacific, Canadian National/Illinois Central, Norfolk Southern, Indiana Harbor Belt, I&M Rail Link, Wisconsin Central, and Wisconsin Southern.

On an average shift, there will be two dispatchers, two utilitymen, three to four hump engines, and four to six yard jobs. Additionally, there are seven industry jobs on the first shift and four regularly assigned transfer jobs per day.

Late last year, the Belt installed a new computerized hump system, providing enhanced control of all humping operations. This installation includes the addition of Quantum Hump Control Model Q2817, BRC Version, and tangent point speed detection was added in each bowl track.

The hump is bidirectional enabling the humpmaster to hump east and west simultaneously.

The system is improving every day, creating better efficiencies. Employees from the Signal, Operating, and Claims departments are in the final stage of fine-tuning coupling speeds to achieve the targeted goal of 6 mph for manifest freight (all freight except auto) and the industry standard of "no more than 4 (mph)" for loaded auto racks.

Operations are overseen on a 24-hour basis by the Belt's Command Center. Managers of terminal operations are responsible for coordinating the following: Clearing Yard activities, Belt dispatcher activities, hump and field trainmaster functions, other railroad command centers' train operations into and out of the Belt, as well as working with the Chicago Terminal Coordinating Office (CTCO). The CTCO is headquartered in downtown Chicago, with representatives from all railroads servicing Chicago including a representative from the Belt.

BELT STATS

On an average day:

- 200 trains dispatched
- 42 scheduled train or engine departures
- 42 scheduled train receipts
- 2,500 cars from other railroads classified
- 250 cars from local customers classified (depending on season)

A car should arrive and depart the Belt in less than 23.1 hours.

In 2000, the Belt is expected to classify slightly more than 1 million cars.

The Belt has 112 customer listings with 73 of those considered active customers.

The Belt has 28 miles of double mainline track. Clearing Yard spans 5.5 miles on 786 acres, with 250 miles of yard track.

Belt Signs New Easement Agreement

In cooperation with Citizens Utilities, Bolingbrook, Bedford Park, and other suburban municipalities, the Belt Railway will host more than three miles of a 54-inch diameter water line that will bring Lake Michigan water to several southwest suburbs.

The line will connect with Chicago Water at 67th Street and Cicero Avenue. The line will follow the north side of the Belt Railway's north Clearing Industrial District (CID) lead track all the way to the vicinity of the Casey Metals crossing in the West Yard. The line will cross beneath the CID and then head south alongside Midwest Warehouse, then west again along the

south side of 68th Street toward Old Harlem Avenue.

After crossing beneath our West Departure and Receiving leads, the pipe will leave Belt land adjacent to the Indiana Harbor Belt/B&O Chicago Terminal mainline at Argo. Of interest from an engineering standpoint, the project also includes a tunnel bore beneath the Sanitary Canal, as well as I-55 and the Canadian National/Illinois Central and Burlington Northern Santa Fe tracks west of Summit.

Village contractors have already cleared right-of-way for the pipeline along 68th Street. As the project progresses, earth excavated from the Belt portion of the project will be

filled into the low areas between Old Harlem and the end of 68th Street.

The pipeline, which is 15 miles long in total and will cost \$60 million, is scheduled to be substantially complete by Spring 2001. It is important to note that this work will not cause any service disruption to Belt Railway rail customers.

The Belt Railway, in return for the easement agreement, is facilitating the project by supplying 10 acres of Belt land north of West Departure to store pipe for the project. We also look forward to substantial clean-up of the north CID right-of-way as a by-product of the project excavation and covering of the pipe.



interchange

THE BELT RAILWAY COMPANY OF CHICAGO
EMPLOYEE NEWSLETTER

Check Your At-Home Safety Attitude

DID YOU KNOW?

It's Illinois state law—use your seat belts at all times.

The speed limit on Belt property is 20 mph.

Use extreme caution when driving under the hump. Pedestrians, remember to look both ways to ascertain that the way is clear before stepping into the crosswalk.

According to the National Safety Council, of the 95,500 unintentional injuries that cost people their lives last year, 30,800—almost one third—occurred in the home. Compare that number to the 40,500 people who lost their lives in highway crashes. The number of highway deaths declined last year and deaths on the job stayed the same, however deaths attributable to home incidents increased some 9 percent. Clearly, more people are being injured and dying in off-the-job incidents.

How safe are we at home? Following are some recommendations to help you improve your at-home safety attitude.

Housekeeping. There is a place for everything and everything has a place.

- Tripping hazards. Don't leave extension cords, lamp cords, phone cords, hoses, ropes, hand tools, and other objects on the ground or floor where people can trip over them. Run cords along baseboards, coil hoses or ropes immediately after use, and store all hand tools. Repair those cracks or potholes in concrete driveways and sidewalks. Don't forget to fix driveways

and sidewalks that are buckled because of tree roots growing under them.

- Storage shelves. Make sure objects do not protrude over the edges of shelves. Keep heavier objects on the lower shelves and lighter objects on top shelves.
- Rags. Always make sure oily, paint, or solvent rags are stored in a sealed metal container or immediately cleaned after each use.
- Slipping hazards. Throw rugs and area rugs must be secured with double-faced carpet tape or rubber backing so as not to create a slipping hazard when stepped on. Keep floors dry and free of any substance that will create slippery conditions. Keep leaves, snow, and ice off sidewalks and driveways.
- Decks, banisters, hand rails. Replace boards that are warped. Don't forget to replace any board that may be weakened by wood rot. Inspect banisters and hand rails making certain they are tight and secure. Again, keep all areas where people walk clear and well lit.
- Buckets. A small child can drown in a five-

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We're Looking for Input from Members of the Belt Team

Are you a volunteer? Do you have an interesting or unusual hobby? Has something exciting happened to you or some other member of the Belt team? We want to know!

Send an article about your accomplishment to CONNECTIONS newsletter. Any Belt employee may sub-

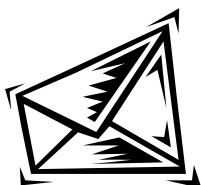
mit articles for consideration. CONNECTIONS newsletter also welcomes your letters. Mail should be addressed to:

The Belt Railway Company
of Chicago
c/o CONNECTIONS
6900 South Central Ave.
Bedford Park, Illinois 60638

All submissions must include the writer's full name and telephone number.

The Human Resources Department reserves the right to reject or rewrite submissions.

Articles for the Winter edition of CONNECTIONS must be submitted by Dec. 1, 2000.



Check Your At-Home Safety Attitude

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gallon bucket when water is left in it. Most of these buckets are 14 inches high, about half the height of a small child. That height, combined with the wide stable base, makes it almost impossible for top-heavy toddlers to free themselves if they fall in headfirst. Empty those buckets, and put them away immediately after each use.

- **Hazardous materials.** Keep these tightly sealed, away from ignition sources, and out of reach of children. Be certain gas cans are stored in such a manner that they cannot be easily tipped over and are not in direct sunlight. Label all containers as to their exact contents. Read and follow all usage, storage, and first-aid information supplied by the manufacturer. Keep hazardous material substances to an absolute minimum.



Garage doors. Garage door openers are a great safety item. They prevent a door from slamming shut unintentionally. Make sure the door's electronic eye is functioning. This will prevent the door from closing should a child or pet be beneath it while it is closing.

Hot water heaters. The best water temperature is in the range of 110–120 degrees. It makes a lot of sense to install anti-scald devices on your faucets, especially for the bathtub.

Personal protective equipment. When you are working around the house, take a minute to put on safety gear.

- **Eyes.** Wear the proper eye protection when painting, pounding nails, using garden equipment (such as edgers, lawn mowers, mulchers, or leaf blowers), using a wire cutter, working overhead, using a power saw, working with cleaners and solvents, or any time you suspect a foreign object may enter your eye.

- **Ears.** Hearing protection is always recommended when working around lawn mowers, mulchers, snow blowers, leaf blowers, and other high-noise-producing equipment. A good rule of thumb is: If you have to raise your voice to talk over the equipment noise, you need hearing protection.

- **Feet.** Good footwear is always essential when working around the house. Steel

toed lace-up boots are the best protection when working with lawn mowers or handling bricks or stacks of lumber—any project where a heavy or sharp object may fall or pass over your feet.

- **Hands.** Hand protection comes in the form of gloves (leather, cloth, rubber) as well as protective creams or lotions. Be cautious about wearing such protection around rotating or moving equipment or machine parts. As one can see, safety does not have a starting and quitting time. Safety is a way of life; it is 24/7/365.

employee transitions

Retirements

Four employees retired from the Belt since our last publication. We wish them a long, healthy, and happy retirement.

Hermilo Melo,

Mechanical, 36 years of service

Lewis Sneed,

Mechanical, 40 years of service

Pascuel Rodriguez,

Track, 29 years of service

Joe O'Quinn,

Police, 30 years of service

New Hires

Since May 1, 2000, the following employees have been hired by the Belt. Please make them feel welcome.

Mechanical

Department—Car

Frank Osysko
John Christensen

Police Department

Joseph Gonzales

Communications Department

Santos Santiago
Robert A. Sylvester

Promotions

Please congratulate these employees who have recently received promotions.

Ray Hensley,

Senior Manager Terminal Operations

James M. Ford,

Manager Terminal Operations

New Assignments

Please congratulate these employees who have recently received new assignments.

Victor Bell,

BRC's Representative to the Chicago Terminal Coordinating Office

Mike Shore,

Manager Process Development—Operations

Transfers

The following employees have recently transferred to different departments.

Ronald E. Dresden,

From Transportation to Mechanical—Car

Richard A. Griffey,

From Transportation to Mechanical—Car

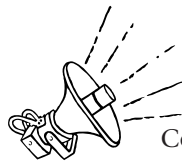
Zachary F. Ziobro,

From Engineering Mechanical to Mechanical—Car

Car Department Continues Professional Development

The Car Department held a series of classes in late August and early September reviewing in- and outbound inspection procedures.

Car Foreman Mark Rosetti led the sessions and also reviewed critical safety processes for Car Department team members. All Car Department personnel attended the sessions.



congrats!

Congratulations to **Adam Wojcik**, son of **Lynne and Rod**

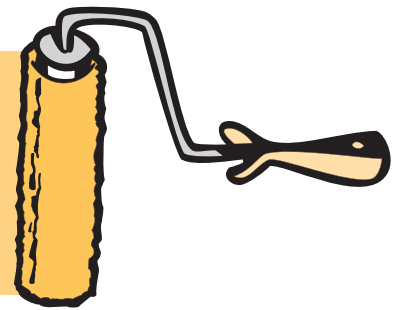
Wojcik, director of car operations. Adam graduated in the class of 2000 from the U.S. Military Academy, West Point, with a bachelor of science in mechanical engineering. Adam has been commissioned in the U.S. Army as a second lieutenant and is currently in officer's training for field artillery at Fort Sill, Okla. His first duty station will be in Hawaii.



Adam Wojcik

Congratulations to **Michael J. Morgan**, son of **Augie and Berni Morgan**, car operations clerk, for receiving an appointment to the U.S. Air Force Academy in Colorado Springs, Colo. Michael received a nomination to the Academy from Congressman William O. Lipinski (D-Ill.). For the past year, Michael has been a cadet at the New Mexico Military Institute as a recipient of a Falcon scholarship from the Air Force Academy.

Summer Employees Brush Up on Painting Skills at the Belt



Once again, the Belt hired young adults for temporary summer work. Their main charge this year was to paint—if it didn't move, it got painted. Good luck to these outstanding young adults.

Christie Drodz	Melissa Powers
Kelly Gingrich	Amy Quinlan
Dana Grube	Aaron Taylor
Leslie Manypenny	Kathleen Tyrrell
Nicole Paczkowski	

Service Anniversaries

Congratulations to the following Belt employees on their recent service anniversaries.

45 Years
Dewayne R. Boness
Signal
April 27, 1955

40 Years
Edward F. Stenson
Transportation
June 25, 1960

35 Years
Elijah Thomas
Transportation
May 25, 1965

Jack R. Germann
Car Department
July 21, 1965

Charles J. Jacobs
Signal
August 23, 1965

30 Years
Benjamin Smith
Transportation
April 6, 1970

William H. Windsor
Transportation
April 23, 1970

Lucio H. Jimenez
Track
April 24, 1970

Michael Sewerynow
Car
May 8, 1970

Richard C. Catron
Accounting
June 3, 1970

Ronald C. Russin
Signal
June 24, 1970

Robert J. Manypenny
Mechanical
July 14, 1970

Regina F. Cruse
Accounting
July 20, 1970

25 Years
Anthonio L. Ponce
Track
June 6, 1975

Frank L. Manderino
Transportation
June 10, 1975

Henry R. Franke
Mechanical
July 14, 1975

20 Years
Hugh J. Simon
Car
April 7, 1980

James F. Vasicek, Jr.
Transportation
April 7, 1980

Robert G. Strejc
Transportation
April 7, 1980

Zachary F. Ziobro
Car
June 16, 1980

15 Years
Donald Jorman
Transportation
May 18, 1985

Dennis M. Bennett
Transportation
May 19, 1985

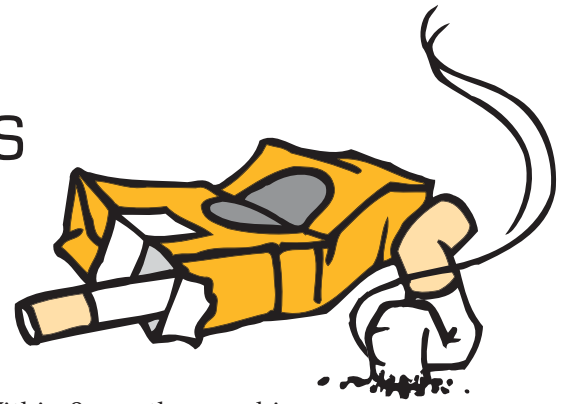
Robert C. Berndt
Transportation
May 22, 1985

Tommy R. McCulley
Transportation
May 26, 1985

Fermon Booth
Transportation
June 2, 1985

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Smoking: The Benefits of Quitting



Most smokers who quit feel better immediately, although some do experience a short withdrawal period. While quitting cannot erase damage due to emphysema and other respiratory illnesses, the benefits of quitting are numerous.

Here are some of the things that happen after a smoker stops smoking:

- Within 20 minutes, blood pressure and body temperature of hands and feet return to normal.
- Within hours, breathing returns to normal and bad breath disappears.
- Within 8 hours, the amount of carbon monoxide in the blood returns to normal.
- Within 24 hours, the risk of heart attack decreases.
- Within days, it becomes easier to walk and the ability to taste and smell improves.
- Within months, fatigue decreases, and circulation and lung function increase up to 30 percent.

- Within 9 months, coughing, sinus congestion, and shortness of breath decrease.
- Within 1 year, the risk of heart disease drops to half that of a smoker.
- Within 5 to 10 years, the risk of dying from lung cancer is cut in half, and the risk of mouth, throat, esophagus, bladder, kidney, and pancreatic cancer decreases.
- After 15 years, the risk of dying from lung cancer or cardiovascular disease is almost equal to that of a nonsmoker.

Note: Articles dealing with health and medical conditions should not be construed as medical advice. Always consult your doctor about your personal situation.



Kirschner Vision Group Enhances Customer Service

Belt employees may obtain up to two free pairs of prescription safety glasses per year through Kirschner Vision Group.

Kirschner has added a new "sight on site" phone number. This is a cellular phone number that the firm will use to increase its accessibility to its clients and patients. The new number is: (708) 217-7700.

As a reminder, the group has two locations:

6052 West 159th Street
Oak Forest, IL 60452
(708) 687-0600

18230 South Kedzie Avenue
Hazel Crest, IL 60429
(708) 957-7700

Police Department Changes

Belt Police Sgt. Joe O'Quinn has retired after 30 years of service at the Belt. Congratulations, and thanks for a job well done.

Joe Gonzales was hired in September as a patrolman. Joe is a veteran of the Chicago Housing Authority Police with 10 years of service.

Benefits Rate Increases for Railroad Unemployment and Sickness Benefits

The maximum daily benefit rate payable for claims under the Railroad Unemployment Insurance Act increased to \$48 from \$46, in the new benefit year which began July 1, 2000. Benefits are normally paid for the number of days of unemployment or sickness greater than four in a 14-day registration period, so maximum benefits for biweekly claims will total \$480.

During the first 14-day claim period in a benefit year, benefits are payable for each day of unemployment or sickness in excess of seven, rather than four, which, in effect, provides a one-week waiting period. Initial sickness claims also must begin with four consecutive days of sickness. However, only one waiting period is required during any period of continuing unemployment or sickness, even if that period continues into a subsequent benefit year. Therefore, claimants already on

the rolls will normally not be required to serve another waiting period because of the onset of the new benefit year.

To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least \$2,425 in calendar year 1999, but not more than \$970 for any one month. Those who were first employed in the rail industry in 1999 also must have at least five months of creditable railroad service in 1999.

Under certain conditions, employees with 10 or more years of service, who do not qualify in the new benefit year on the basis of their 1999 earnings, may still be able to receive benefits after June 30, 2000. Ten-year employees who received normal benefits in the benefit year ending June 30, 2000, might still be eligible for extended benefits, and 10-year employees may be eligible for accelerated benefits if they have rail earnings of at least

\$2,512.50 in 2000, not counting earnings of more than \$1,005 a month.

Application forms for unemployment and sickness benefits may be obtained from railroad employers, railroad labor organizations, any Railroad Retirement Board office, or the Board's Web site at www.rrb.gov. Claimants with questions about unemployment or sickness benefits should contact the nearest Board office. Most Board offices are open to the public from 9 A.M. to 3:30 P.M., Monday through Friday.

Claimants can find the address and phone number of the Board office serving their area, and also get information about their claims and benefit payments, by calling the toll-free RRB Help-Line at 1-800-808-0772. The RRB Help-Line is an automated telephone service available 24 hours a day, 7 days a week. Field office locations also can be accessed through the Board's Web site at www.rrb.gov.

Employee Assistance Program

Your EAP is available for you throughout the year for any personal, marital, or family problem. Call (630) 789-1167.

Are You in the Market for a New Car?

General Motors has made its program, GM Supplier New Vehicle Purchase Program Plus, available to Belt employees.

We are advised that it is easy and quick. To get more information, visit www.gmsupplierdiscount.com or call program headquarters at 1-800-960-3375.





The Belt Railway Company of Chicago

6900 S. Central Ave.
Bedford Park, IL 60638
www.beltrailway.com

The Belt Railway Company of Chicago welcomes your comments.

Send all correspondence to: CONNECTIONS,
The Belt Railway Company of Chicago,
6900 S. Central Ave., Bedford Park, IL
60638. For service inquiries or more
immediate assistance, call (708) 496-4000.

North America's Premier
Switching Terminal Railroad

Belt Holds Safety Appreciation Barbecue

On Wednesday, June 14, 2000, commencing at 6 A.M. and ending 12 hours later, the Belt Safety Committee and BBQ Team started serving steak, chicken, and all the trimmings to Belt employees.

Police Chief Mark O'Donnell (the BBQ boss) reported that 650 steaks and 285 chicken breasts were grilled.

Belt employees also could register for a \$25 gift certificate from TGI Friday's restaurant. The Belt Safety Committee drew the following lucky names:

- | | | |
|----------------|-----------------|-------------------|
| Robert Hicks | James Vasicek | Clarence Whalum |
| Victor Shell | Israel Soto | Rocky Litteriello |
| Stephen Gaal | James Miles | Peter Cortez |
| Donald Roth | Dennis Cisarik | Daniel Hansen |
| Oscar Lugo | Pat Campbell | John Lucio |
| Linda Rorem | Robert Berndt | Melvin Smith |
| Russell Fawley | William Poe | Brian McCarthy |
| Don Williams | Lorenzo Alcaraz | Bonita Strand |

Dear Belt Railway ...

These letters recently arrived at the Belt office.

The Belt Railway received the following thank-you letter from local clergy Pastor John and Evangelist Priscilla Wright: ***"Pastor and I along with our children in the vicinity of the 4600-4800 block on Kenton, want to thank you for your immediate response to replace the fence along your right-of-way. We do appreciate your concern for us and our little ones."***

The Belt also received an official thank-you from the village of Franklin Park, the Park District of Franklin Park, and the Franklin

Area Merchants Associations for our participation in their Railroad Daze. The letter read, in part: ***"The GP-10 and cabooses looked like they just came off the assembly line! They sure were clean! I'm sure the rail fans were very pleased."***



The Belt provided a GP-10 locomotive and caboose (shown in background) for Franklin Park's Railroad Daze.