



connections

THE BELT RAILWAY COMPANY OF CHICAGO

Improvements Planned for Chicago Rail Network

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Last June near the Belt's busy 63rd Street and Harlem Avenue Crossing, Chicago Mayor Richard M. Daley announced the formation of a new public-private partnership to improve the operation of Chicago's regional rail network.

This partnership — known as the Chicago Regional, Environmental and Transportation Efficiency (CREATE) program — has been formed by the Illinois Department of Transportation, the Chicago Department of Transportation, and the Association of American Railroads, acting on behalf of the six Class I railroads operating in the region and Metra passenger rail service. The plan also has the support of Rep. William Lipinski (D-Ill.), Sen. Dick Durbin (D-Ill.), and a host of business and transportation organizations.

The proposal calls for the formation of five streamlined rail corridors, including one for passenger travel. A key element of the plan is the

construction of grade separations for six railroad-railroad crossings (called "flyovers") and 25 highway-rail crossings. The Belt is slated to have three new grade separations at Archer Avenue, Central Avenue, and the previously mentioned crossing at 63rd Street near Harlem

Avenue.

"The Belt is excited about the project because infrastructure improvements to the Chicago rail network help insure the long-term viability of the BRC," said Tim Coffey, the Belt's general counsel, secretary, and director of human resources.



The cost of the plan is estimated at \$1.5 billion. The six Class I railroads have collectively agreed to contribute \$212 million to the project, and Metra has pledged at least \$20 million. The majority of the funding is being sought from the federal government. If funding is secured as planned, construction is expected to begin in 2005 and take six years to complete.

Belt Featured in Rail Magazines

Two leading rail publications recently reported on activities at the Belt. The October 2003 *Railway Age* magazine featured a new device used by the Belt to make monthly switch inspections less cumbersome. The Belt approached Patco Industries of Kenosha, Wisc., about developing an apparatus

that would not require signal maintainers to manually turn a hand-crank to test its 143 dual-power switch machines. Signal Supervisor Charlie Ridgeway and Chief Engineer Ron Strong worked closely with Patco to develop the Manual Switch

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Dear Fellow Employees:

Through the efforts and commitment of our employees, 2003 was a watershed year at The Belt Railway Company of Chicago. The achievements realized establish a foundation for future success.

Safety: The Belt's FRA injury ratio was 2.31, which resulted in a bronze safety award from both the Harriman program and the American Short Line and Regional Railroad Association. More importantly, it is the fifth consecutive year we are being recognized by these organizations. Our strategy of capital investment, training, and emphasis on behavior and awareness is paying dividends. Also, injury severity has been greatly reduced. In the five years prior to 1999, annual employee lost time days averaged 700. In the five years since, this average dropped to 241, including 220 in 2003.

Service and Value: The Belt's emphasis on communications and customer service has resulted in significant gains in intermediate, direct move, and industrial traffic. During 2003, communications was a primary focus. Several positions were redefined to promote customer sensitivity, and our computer systems were improved to provide easier access to, and dissemination of, pertinent information. As a result, the Belt's intermediate business grew by 40 percent, overhead traffic increased 25 percent, and our industrial customer volumes rose 10 percent. Despite these sizable business gains, the Belt maintained its through-put hours within industry standards and customer expectations.

Coffey, O'Donnell Elected Association Presidents

Tim Coffey, the Belt's general counsel, secretary, and director of human resources, was recently elected president of the Bedford Park-Clearing Industrial Association. The association was formed in 1915 and acts to keep the industrial community informed about issues affecting businesses.

BPCIA works closely with the Village of Bedford Park, the Police Department, Public Works, and the Water Department, serves as a conduit between businesses and local governing bodies, and also promotes new business development in the area.

Technological Innovations: The Belt instituted Remote Control Locomotive (RCL) operations on June 23, 2003. The implementation of RCL required a cooperative effort between the United Transportation Union and Belt management. From the inception of implementation, the management team and union representatives met weekly to discuss operations and training issues. The Belt's safe and successful implementation of RCL has exceeded even our expectations. While there have been some growing pains, Belt employees have generally embraced this new (to the U.S.) technology. The Belt continues to explore technological improvements. Also, in 2003, the Belt completed a multi-year upgrade of its locomotive fleet going from 49 to 27 locomotives, five of which are fuel saving and economically friendly "slugs." All have been equipped with remote control.

On behalf of The Belt Railway Company of Chicago, I wish to thank all our employees for their commitment to safety and providing service and value to our customers.

Very truly yours,



Patrick J. O'Brien
President

In January, Belt Police Chief **Mark O'Donnell** was elected president of the Illinois Railroad Police Chiefs Association. In this position, Mark represents 15 railroad police agencies. While president, he plans to promote education about rail safety; improve communication with federal, state, and local law enforcement agencies; work cooperatively to enforce grade crossing laws; work on Illinois legislation to broaden police authority to meet federal counter-terrorism regulations; and lobby for funding for training and equipment.

NTSB Vice Chairman Tours Belt

The new vice chairman of the National Transportation Safety Board, Mark V. Rosenker, toured the Belt in 2003. Rosenker joined the NTSB in March 2003 and was appointed vice chairman shortly thereafter by President Bush.

Rosenker, a major general in the Air Force Reserve, was previously a deputy assistant to the president and director of the White House Military Office. The Belt gave him an extensive tour to help familiarize him with railroad operations. While at the Belt, Rosenker visited the hump tower, mechanical facilities, and diesel and car shops. He also took a hi-rail trip and joined in a roundtable discussion with Belt managers.

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. © 2004 Belt Railway Company of Chicago. Design by Mainline, Inc., Grayslake, Illinois



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THE BELT RAILWAY COMPANY OF CHICAGO
EMPLOYEE NEWSLETTER



Mark Blaneck in
Basrah, Iraq

Family Members of Belt Employees Overseas in Iraq

Several members of the Belt family have been serving overseas in Iraq. We commend them for their efforts and look forward to their safe arrivals back home.

Mark Blaneck describes tour of duty in Iraq

The Belt's 2003 newsletter featured an article about Mark Blaneck's deployment to Iraq in January 2003. Mark returned to his job at the Belt in January 2004, following several months overseas.

Mark has been a U.S. Army Reservist for 17 years, and he has been a Belt employee for 12 years. Since Mark's return to the Belt, he has become qualified for remote control operations and has returned to work as a switchman.

"The Belt is a great place to be a Reservist because the management is supportive," Mark commented.

During his tour of duty in 2003, Mark's battalion commander selected him as one of 10 members of an advanced team. One of the main reasons Mark was selected for this tour of duty was his railroad experience at the Belt. Mark was the only American officer to travel 500 miles from Baghdad to Umm Qasr to assess the condition and utility of the rail line. Mark was also one of three operations officers that separated and managed two daily shipments of 50 truckloads per day of essential military supplies like food, water, equipment, and repair parts. Mark oversaw several hundred troops during these operations.

"When you're going into a foreign country, it's hard to feel directly that you are defending the U.S.," Mark said. "While it was difficult, nobody is happy going to war, I'm glad I went for my country and did my part."

Mark also described the living conditions in

Iraq. "It was unbelievably hot, 120 degrees every-day from May until October, and we're washing our clothes by hand."

Mark is currently a captain, and he is up for promotion to major this year. If Mark gets promoted, it may be to a unit that is scheduled to go to Iraq. It would be likely that he would be headed overseas again.

Adam Wojcik heads to Iraq

Captain Adam Wojcik, son of Rod and Lynne Wojcik, was deployed to northern Iraq on January 21, 2004, for a 12-month tour. Rod Wojcik is the director of the Belt's Agency and Car Operations Department.

Adam had been stationed at Schofield Barracks, Honolulu, Hawaii with the 25th Infantry Division (Light). He is the commander of the 25th Field Artillery Detachment (Radar). Adam graduated in 1996 from Brother Rice High School and in 2000 from the United States Military Academy, West Point.

Michael Morgan deploys to Kuwait, then Iraq

Specialist Michael J. Morgan, son of Augie and Berni Morgan, was deployed to Kuwait on Feb. 19, 2004. Augie Morgan is a clerk in the Belt's Agency Department.

Mike is a member of the 153rd Engineer Battalion, South Dakota Army National Guard. His unit was activated Dec. 1, 2003 as part of Operation Iraqi Freedom and did its readiness training at Ft. Carson near Colorado Springs, Colo. Mike will be in Kuwait for several months as part of a liaison crew to new units, and then he will be stationed in Iraq for approximately one year.



Adam Wojcik



Michael Morgan



employee transitions

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

John W. Blickem

Switchman,
12 years of service

Harry L. Burdett

Engineer,
19 years of service

Ronald P. Hodel

Switchman,
34 years of service

Gerald H. Hulska

Engineer,
36 years of service

Manuel Lopez

Welder,
27 years of service

New Hires

The following people have been hired by the Belt. Please make them feel welcome.

Mechanical Department

Richard M. Broadhurst

John Cummins

Kendale Powell

Ronald Malek

Steven Spangler

Clerical

Dawn Walztoni

Kelly Gingrich

Transportation Department

Jose Garcia

Thomas Ptak

William Thomas

Sean Rough

Graeme McClure

David Sleeper

Paul Freeston

Robert Jamison

Edward Gibson

Administration Department

Dennis Warford

Steve Hoyer

Belt Hires Controller and Trainmaster

Effective July 1, 2003, Dennis Warford joined the Belt Railway as controller. He is responsible for leading the overall accounting and finance functions, while supporting the strategic planning activities of the company.

Prior to coming to the Belt, Dennis worked more than 20 years for a large manufacturer and producer of railcar components, holding the positions of internal auditor, manager of accounting and purchasing, cash management analyst, plant controller, MIS manager, director of purchasing and traffic, and division controller.

"I look forward to learning about the railroad, while bringing a perspective from outside the industry," Dennis said. "Ultimately, I hope to make a significant contribution to the success of the BRC."

Dennis earned bachelor's degrees in accounting and finance from the University of Illinois and an MBA from Creighton University. He is the father of a 13-year-old son and a 7-year-old daughter.

Effective November 1, 2003, Steve Hoyer joined the Belt Railway as trainmaster. Before coming to the Belt, Steve worked for CSX for more than 10 years in positions including trainmaster and operations manager. Steve oversaw the operations of four different terminals in the Chicago area.

"I'm aware my main responsibilities at the Belt are making sure our customers are serviced properly and to promote safety," Steve said. "From my experience, 'safety' makes the most sense for a successful operation. I take a great deal of pride in making sure things are running smoothly and efficiently."

Since starting late last fall, Steve has noticed a strong team commitment and positive communications at the Belt, including the ability for employees to give input. Steve feels that these are some of the stand-out qualities that distinguish the Belt as a company.

Steve is married and he has an 11-year-old daughter. Their family is in the process of relocating to Dyer, Ind.



Dennis Warford



Steve Hoyer

Service Anniversaries

Congratulations to the following Belt employees who are celebrating service anniversaries.

35 Years

William Blonda
Mechanical
Jan. 21, 1969

Antonio Gonzalez
Track
April 1, 1969

Jose Guerrero
Mechanical
April 23, 1969

Luz L. Guerrero
Mechanical
April 23, 1969

David A. Carmona
Track
April 24, 1969

James A. Grannes
Transportation
May 3, 1969

30 Years

Jesus N. Santoyo
Track
Jan. 14, 1974

Ernesto Antillon, Jr.
Track
Jan. 22, 1974

George M. Miller
Transportation
Feb. 15, 1974

James P. Hayes
Transportation
Feb. 24, 1974

John S. Bugaj
Transportation
March 12, 1974

James F. Elam
Transportation
March 12, 1974

Michael S. O'Donnell
Administration
March 18, 1974

James L. Langone
Transportation
March 20, 1974

John P. Lawrence
Track
April 9, 1974

Aurelio S. Breceda
Track
April 26, 1974

Diane M. Paczkowski
Administration
April 29, 1974

Leobardo Esparza
Track
May 17, 1974

Jose S. Gonzalez
Track
June 21, 1974

25 Years

Edward A. Stec
Car
Jan. 22, 1979

James J. Weyhe
Transportation
Feb. 18, 1979

Charles R. Pickett
Transportation
Feb. 20, 1979

Frank A. Carasotti
Transportation
March 1, 1979

Stephen L. Grajek
Mechanical
April 4, 1979

Leonardo DeLeon
Track
May 1, 1979

Robert J. Ward
Track
May 1, 1979

Harvey L. Williams
Transportation
May 2, 1979

Stephen G. Gaal
Mechanical
May 10, 1979

Ignacio Ibarra
Track
June 4, 1979

James X. Ha
Agent's/Trans
June 22, 1979

Mayetta Cook
Agent's/Trans
June 25, 1979

Artemio S. Santoyo
Track
Aug. 11, 1978

Peter J. Rizzo
Signal
Aug. 25, 1978

Daniel S. Woodrich
Car
Sept. 18, 1978

20 Years

Paul Hajek
Mechanical
March 5, 1984

Wallace R. Murphy
Signal
April 2, 1984

Lawrence J. McDowell
Transportation
April 14, 1984

Michael McManimen
Transportation
April 15, 1984

Timothy G. Robinson
Transportation
April 22, 1984

Jack E. Thomas
Transportation
May 12, 1984

Roshell Coleman, Jr.
Transportation
June 5, 1984

Thomas M. Leavitt
Police
June 6, 1984

Robert J. Kennedy
Transportation
June 17, 1984

15 Years

Joseph J. Giacopelli
Administration
Feb. 1, 1989

Jacqueline F. O'Neill
Accounting
Oct. 3, 1988

Online Assistance from Our EAP

By Chris Drake, Metropolitan Family Services

Our Employee Assistance Program vendor, Metropolitan Family Services, has developed a Web site that offers a wealth of informational resources related to wellness and behavior health. This dedicated EAP site addresses a diverse range of topics that will help to improve quality of life. Some of the topics include stress management, parenting, relationships, managing finances, addictions, and general health concerns.

Metroeap.com provides several helpful links, such as online questionnaires, articles, book reviews, and self-help resources. The search engine will help you to directly access information on a related topic that interests you. A comprehensive list of telephone numbers will help you reach hundreds of community

organizations related to a specific issue. The site also links to the quarterly EAP newsletter, *Healthy Exchange*.

Although the use of materials on this Web site is for the purpose of helping address specific personal concerns, the content is not meant to replace the need for contact with an EAP counselor. If you need to speak to an EAP counselor directly, please call (800) 905-0994. This is a confidential program, and no one at the Belt Railway will know that you called. Appointments are available at several locations near your home or work.

To get to the EAP Web site, use the following address: www.metroeap.com. The user name and password needed to enter the site are both the same: [beltrailway](http://beltrailway.com).

Belt Police Assist With Bedford Park Drill

The Belt's police force stepped up to assist with a major emergency drill conducted recently by the Bedford Park Police Department. Because of the number of emergency service units involved, the Bedford Park police requested and received assistance from the Belt's police department.

"I would like to take this opportunity to thank all the members of the Belt Railroad Police Department for their excellent assistance in helping our department make this drill a success," wrote Leo J. Du Bois, Bedford Park chief of police. "We look forward as always to working with your officers in the future."

Belt Featured in Rail Magazines

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Remote, a power-based apparatus that is easier for signal maintainers to use.

"This is basically a case of incorporating new technology that allows the job to be done safer, faster, and better," said Roy Gelder, the Belt's director of risk management and planning. The Belt has installed the Manual Switch Remote on many of its power switch machines and will continue to install and retrofit switches throughout the year.

The July 2003 cover story of *Trains* magazine focused on railroading in

Chicago. A significant part of the story featured the Belt.

"The epicenter of freight car interchange in Chicago is Belt Railway of Chicago's Clearing Yard," the article said, noting that Clearing classified an average of 1,700 cars per day in 2002 and can handle as many as 3,300 per day. The article explained typical daily activities at the Belt and included a picture of the Belt's double-hump operation, which is unique among Chicago yards.



West Yard Lighting Installed

In October 2003, Belt completed installation of high-mast lighting covering the West Classification yard and portions of West Receiving.

This \$850,000 project was designed and engineered by Consoer Townsend Envirodyne (CTE) Engineers of Chicago, and installed by Lyons-Pinner Electric. The design and equipment used were a match with the installation completed in early 2002 in the East Classification yard.

Together, these projects total over \$2 million in direct cost to illuminate, for the first time, the class yards where so much of the work to operate Clearing takes place.

In addition to the lighting, significant work was done below ground to provide for future expansion and technology. An underground system of conduit now connects Cicero Avenue to the West Yard office and the buildings in between for installation of coax, telephone and data lines. Eventually, all data and voice links at the Belt will be underground, permitting lower maintenance costs and eliminating pole lines and overhead wires.

CTE and Belt are still working on design, engineering, and governmental approvals for expansion of these systems to the east and west sub areas in future years.



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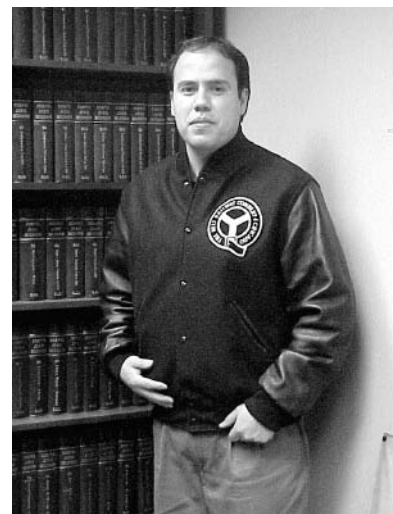
In a year of great change, the Belt Railway turned in a solid safety performance in 2003. Our ratio of recordable injuries per 200,000 manhours is 2.31. This ratio gave the Belt third-place awards in both the Harriman and American Short Line and Regional Railroad Association competitions, the fifth year the Belt has received these honors.

In recognition of a major effort to operate and maintain a safe railroad in the face of great change in the property

and operating practices, Belt employees received some terrific awards for 2003, including a Belt "letter jacket" and a Pulsar Railroad Approved quartz watch. Both the jacket and watch have the Belt logo.

Make 2004 your year to go injury free. Your personal commitment to staying alert to your work and looking out for each other is the single most important factor in an injury-free Belt.

Thanks for your continuing help, and congratulations to all for a job well done.



Julio Villarreal of the Accounting Department shows off his new Belt jacket.

Eagle Eye Awards

The Belt Railway presented Eagle Eye Awards to the following employees:

- **Ray Robinson** and **Oscar Rodriguez** of the Track Department, for safely rescuing two homeless men from a burning structure
- **Paul Massette** of the Transportation Department, for observing that a car load had shifted and preventing a derailment
- **Paul Dudzik** of the Transportation Department, for observing and taking timely action to stop a train, preventing injuries and car and track damage

- **James J. Saia** of the Transportation Department, for observing and reporting turned rail and wide gauge in curve on 7 Lead
- **Charles D. Kreft** of the Transportation Department, for immediately notifying the hump yardmaster about sparks emitting from the 63rd car on a CN train
- **Truman Martin, Michael Petrunaro, and Larry Miller** of the Transportation Department, for observing and reporting numerous safety hazards during the past few years