



Connections

Belt Railway assisted with the donation of a historic Wabash business car given to the Monticello Railway Museum in December.

BRC provided switching services in moving the cars from Chicago to Monticello, Ill., and donated mechanical expertise, materials, supervision and inspection services. The car was released to Norfolk Southern free of charge and was subsequently transported onboard train BH23 to Monticello. It arrived at the museum Dec. 6.

"We were extremely happy to be a part of this and help facilitate," said Roy Gelder, Director of Process Improvement. "Many thanks to all of you who have helped move this project along."

The Wabash business car has a long history with the railroad. It was sold to private investors associated with Tralec in 1963 and was painted brown and yellow in the colors of the Duluth Missabe and Iron Range Railway. It was later kept in storage more than 30 years.

Because it was stored inside a temperature-controlled facility more than three decades, the classic car is in absolute beautiful



BLAST from the PAST

BRC helped transport Wabash No. 6 from Chicago to Monticello, Ill.

condition, Gelder said.

"It's probably the last Wabash business car in existence," he said.

The vintage car, which will be re-

stored to Wabash blue and gray, will be a perfect addition to the Monticello Railway Museum's already extensive collection of Wabash equipment.

"This was the logical place for it to go," Gelder said.

Going Green

Belt Railway plans to select a vendor within the next 60 days to purchase three Genset locomotives. The first is expected to arrive in July.

The environmentally friendly engine is a 129-ton, ultra-low emissions, twin engine N-ViroMotive GS14B four-axle locomotive with 1,400 horsepower. It matches adhesion performance levels of a six-axle, 180-ton, 1,800-horsepower SD18 switch engine.

An almost \$3 million grant from the state of Illinois will cover 65 percent of the cost. The acquisition will not affect operations, said Superintendent Mike O'Donnell.

"It is simply new locomotives that are extremely fuel efficient, but more powerful thanks to a computerized adhesion system," he said.

O'Donnell estimates a 50 percent reduction in fuel using gensets compared to older locomotives, especially since the new locomotives can be shut down in cold weather.

2010 Opportunities await in

Belt Railway Company of Chicago had a challenging year in 2009. The nation's economic downturn caused all railroads to re-evaluate the way they handled business.

Capacity restraints experienced by various railroads diminished. Class 1 railroads changed their operating plans to eliminate switching their trains in Clearing. We, too, had to change our operating practices to accommodate changes implemented by our rail partners. Various cost savings initiatives were implemented, including job reductions that resulted in furloughing employees.

Intermediate traffic dropped 26 percent through July with industry traffic dropping 52 percent. Overall, our traffic volumes sustained a 27 percent drop during the first half of the year. We implemented a variety of initiatives to keep employees working while reducing costs. We ceased operations in our class yards during different shifts in order to continue building trains with all blocks instead of shutting down our operation in one of the yards for all three shifts. This action allowed us to meet service commitments and resulted in our rail partners not making further operating reductions at the Belt.

Our outlook improved in August due to CSX Railroad modifying its operating plan. Their traffic realignment redirected approximately 350 more cars a day into our facility. This change caused other roads to modify their operating plans to accommodate CSX's traffic shift. Half of our furloughed employees were recalled. Year-end results reflect a 13 percent drop in business. BRC results were better than some of the Class 1 railroads.

Volumes continue to increase in 2010. January reflected an overall increase of 10 percent. Other roads have followed CSX's path. Our safe, professional and efficient handling of business makes the BRC THE premier switching terminal. Our performance has made us a railroad where our customers want to do business, shareholder value is created for our owners and our employees are proud to work.

Safety performance in 2009 reflected improvement in connection with derailment frequency and human-factor incidents. Derailment frequency improved 36 percent, human-factor derailments improved 29 percent, and run-through switches by Belt employees improved 31 percent.

Our personal injury performance, however, was unsatisfactory. We experienced a total of 13 reportable injuries, 30 percent worse than 2008. Our frequency severity index closed the year at 3.25 placing us at the bottom ranking of other terminal switching carriers. The Transportation Department suffered 10 reportable injuries. This performance does not accurately reflect the caliber of our employees. Everyone of us has a desire to work safely. The aforementioned numbers, however, are how we are viewed by our owners and customers.

The new year provides an excellent opportunity for improvement. All areas reflect improvement thus far. Personal injury incidents are down 17 percent with reportable injuries reflecting a 67 percent improvement. Derailments have been reduced 16 percent. Run through switches and human-factor derailments continue in a positive reduction leading towards our sixth year of improvement.

How many times have we heard "It Can't Happen To Me"? A belief exists in the minds of some employees that they only need to watch out for themselves. Unfortunate incidents have occurred on our railroad. Thirty-six employees suffered a personal injury incident in 2009. Of those, 13 were reportable.

We have a history of teamwork on the Belt Railway. Employees work well together. Let's utilize this to our advantage to develop a culture where our employees take care of each other. A culture where we are safer today than we were yesterday.

I look forward to 2010 being a year of opportunity. Opportunity for increased business and, most importantly, the opportunity for all of us to work safely proving the Belt Railway Company of Chicago has the finest group of railroaders in the nation.

– Pat O'Brien, President

Jones retires

Storeroom Clerk Billy Jones retired from Belt Railway after 42 1/2 years of dedicated service.

Since joining the railroad in 1967, Jones has worked clerical roles and in the accounting department.

Though he expects to fully enjoy retirement, he will look back at his time on the rail with fondness.

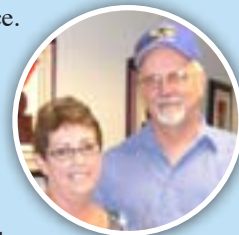
"I'll miss the friendly faces and the camaraderie of the railroad," he said. "Everyone treated me fairly, and out of 42 years, I never disliked going to work."

Jones has seen many changes on the railroad, starting with the steam locomotives he saw as a child.

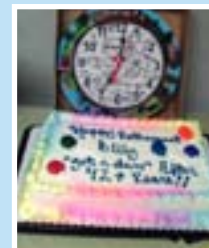
His father, Edward, who retired from the Belt as a switchman in 1989 after 38 years of service, used to bring him to work on Saturdays to ride the caboose.

Jones and his father were not the only family members to work for the rail. His mother, Helen, was a clerk, and his two brothers, Rocky and Tommy, worked as switchmen.

In retirement, Jones plans to travel with his wife, Dindy, and visit their two grandchildren, Lorelei and Rizen.



Storeroom clerk Billy Jones and wife, Dindy.



As a retirement gift, employees signed a clock for their departing colleague, Billy Jones. "It was very touching," Jones said. "I thoroughly enjoyed my final day at the BRC. Everybody gave me a nice send-off."

welcome

Belt Railway welcomes the following new hires:

Timothy Robinson	Carman Helper
Timothy Hedge	Track Welder Helper
Paul Granholm Jr.	Assistant Signalman
John Wantiez	Extra Board Clerk
Rosalind Ferguson	Switching Information Clerk
Arnaldo Ayala	Trackman
Jeffrey Mateyack	Trackman
William Plut	Trackman

A TURN FOR THE BETTER

A new locomotive truck rotation device that arrived before January will help diesel shop employees simplify combo replacements.

The device enables employees to rotate an entire locomotive truck upside down without using blocking to support the truck when rotation is complete. Once the truck is upside down, employees can remove and replace wheels and traction motors, or combos, by use of an overhead crane.

"This process is more efficient," said Hugh Simon, assistant superintendent Mechanical. "Without the device, we would have to lift the entire truck and set it down on

top of the combos that were blocked in place on the floor. Trying to line everything up at once was quite difficult."

The rotation device is universal, Simon said, and can be used on two- and three-axle trucks.

Simon estimates the device will reduce the combo replacement process by an average of two days.

"A six-wheel locomotive that once took eight days to repair now takes six," he said.

The time reduction should be evident in an upcoming project in which the team will replace 24 wheels as part of the Wheel Program.

"We're going to use it quite frequently,



A new locomotive truck rotation device enables employees to rotate an entire locomotive truck upside down without using any type of blocking to support the truck when rotation is complete.

so this should work out well for us," Simon said.

The added safety from the rotation device should help employees build on their current injury-free record. The team has passed the four-year mark, and is expected to reach 1,500 days in March.

"That's huge," said Mike O'Donnell, superintendent. "The employees do everything – cut, heat, weld – and they don't get hurt. That's pretty significant for what they do."

SAFETY FIRST

The safety committee keeps busy helping uphold safety at BRC. In 2010, the committee will continue to focus on:



Skate audits



Switch audits and compliance



Behavior compliance

If you have a safety issue or concern, please call the Safety Hot Line at 4099.

Farewell retirees

Belt Railway recognizes the following employees for their many years of dedicated service and recent retirements:

- Lorenzo Alcaraz, crew caller, retired Oct. 1 after 38 years of service.
- Alfredo Cadena, track inspector, retired Dec. 8 after 33 years of service.
- Mark Dillon, carman, retired after 32 years of service.
- Frank Horn, carman, retired Dec. 22 after 42 years of service.
- Ken Lyman, carman, retired Dec. 28 after 42 years of service.
- Billy Jones, accounting clerk, retired Jan. 29 after 42 years of service



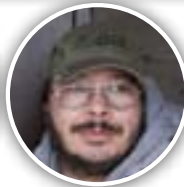
BRC employees bid farewell to retired colleagues.



How will you work safely this year?



"Be careful and watch for slips, trips and falls."
– Mike Burdett, RCO operator



"Take an extra five to 10 minutes just to be safe."
– Anthony Jacob, RCO operator



"By paying attention to my surroundings."
– Tim Robinson, carman



"I plan to be conscious of my surroundings."
– Gregory Stofferahn, locomotive pipefitter



"By working slow and watching what I am doing. Try not to get in too much of a hurry."
– Tom Weck, machinist

Former BRC employee drops a line

Retired BRC Machinist Richard Musser still has the rail on his mind. He recently checked in with former co-workers, bringing along a photograph of his model railroad. Musser has purchased, modified and painted at least one representative of every class of BRC diesel locomotive, except two: Belt's early ALCO HH600 and its lone S6 locomotive. All together, Musser has 17 BRC models, including two steam engines.

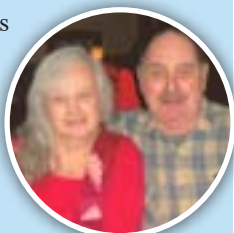
The retiree has extended his skills to custom air brush painting the models and has built a layout in his basement. It has one mile of main line in an L shape. Just like Clearing Yard, he has many switches – 35 on the model pike.

Musser purchases base models from Athearn and Atlas, and has heavily modified some of the equipment.

The former machinist retired in 2005 after a career with BRC, IC and Amtrak. Though he worked with more than one railroad, he considers his days at the Belt the most enjoyable.

"It is like family," he said. "I considered the Belt my home railroad."

Musser owns 17 BRC models, including two steam engines. One of the steam engines is an 0-8-0 heavy switch engine, shown top center in this picture. Musser purchases base models from Athearn and Atlas, and has modified some of the equipment, such as the slug unit coupled to BRC 560 in the photograph, a representation of Belt's current hump power.



Richard Musser, retired BRC machinist, with his wife of 40 years, Sharon.



BRC employees replace the 80th Street bridge concrete deck with a steel plate.

80th Street bridge REPAIRS COMPLETE

In nine days time, Engineering Department employees completed much-needed repairs to the 80th Street bridge in October.

According to Jeffrey Gingrich, maintenance supervisor, the bridge deck structure had become compromised due to large holes and extensive cracking.

Employees installed a steel plate in place of the concrete deck.

The project will ensure the safe passage of Amtrak passenger trains and traffic from other railroads that utilize Belt Railway's main lines.

Gingrich extended a special thanks to all B&B, Signal and Track employees who contributed to the project.

"Everyone knew what they had to do and did a real efficient job with it," he said. "We didn't run into any problems."



Employees undergo welding training

In compliance with regulations set forth by the Association of American Railroads, BRC held welding training Nov. 16-20 at the locomotive shop.

The four-day course, which is conducted annually, is designed to qualify and test employees on welding through an outside contractor.

The training is advantageous, said Hugh Simon, assistant superintendent Mechanical, because it enables employees to become more efficient at welding.

"It gives employees a little refresher," he



Annual welding training develops the skills of employees like Juan Lopez, left, and Chris Chladek, right.

said. "It's like riding a bike. They're already certified and know how to do it, but with practice, they'll continue to get better at it."

COMMUNICATION IS KEY

Job briefings are very important as the day goes on to check to see how the job is progressing and double check to see if anything has changed so crews are aware of any changes happening. They are especially important to start the day to get in touch with the crews to make sure they're aware of any hidden hazards that may be out there, and aware of any other crews that may be working in the same area. Communication is key in making sure everyone is on the same page and working safely.

– Jeff Zoeteman, trainmaster

Operation Lifesaver

In 2009, BRC Operation Lifesaver proved to be one of the most influential groups in the area, giving 35 presentations to schools, businesses and other organizations.

Representatives talked to 4,099 students at elementary and high schools in close proximity to BRC main lines. In August, a team consisting of Sam Canerday, Joe Chacon, Steve Hoye and John Lucio spread OL's message and promoted the BRC at the Illinois State Fair in Springfield, Ill.

This year, representatives will continue presenting at schools while shifting much of their focus to busing and trucking companies.

"Buses transport our most precious cargo – our children – and trucking companies carry hazardous materials, so we want to really focus on them to get the message across," Canerday said.



Operation Lifesaver representatives man a booth at the 2009 Illinois State Fair in August. From left: Steve Laffey, railroad safety specialist, Illinois Commerce Commission; Sam Canerday, BRC police officer; Steve Hoye, director of Agency & Customer Service; John Lucio, BRC carman. Not pictured: Joe Chacon, BRC yardmaster; and Mike Romano, director of Police & Risk Management and BRC Operation Lifesaver team leader.

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Target locations for 2010 presentations include:

- First Student Bus Co. – School Bus Drivers
- Bedford Park Trucking – Semi truck Drivers
- United Quick Transport – School Bus Drivers
- Little Village High School – Chicago
- Zapata Academy – Chicago
- Jacqueline Kennedy School – Burbank Dist. 111
- Amelia Earhart Elementary School – Chicago
- John Marsh Elementary School – Chicago
- Burham Mathematics & Science Academy – Chicago
- Schools-businesses-companies that received OL presentations in 2007

Service Anniversaries

Congratulations to employees celebrating these milestones since October:

40 years

Oct. 22	Ross Sprenkle	Car Department
Dec. 10	Thomas Charniak	Police Department
Dec. 22	Frank Horn	Car Department

35 years

Oct. 13	Gary Junkunc	Transportation Department
Oct. 14	Thomas Sipple	Car Department
Nov. 4	Mark Houser	Car Department
Nov. 15	Joseph Romanowski	Car Department
Dec. 2	Mario Gonzalez	Track Department
Dec. 3	Gregory Stofferahn	Mechanical Department
Dec. 13	Glen Koshiol	Transportation

30 years

Oct. 22	John Spataro	Car Department
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20 years

Oct. 2	Frederick Eberhardt	Purchasing Department
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15 years

Oct. 1	Frank Izzo	Transportation Department
Oct. 1	Donald Mytnik	Transportation Department
Oct. 5	Ronald Wanda Jr.	Signal Department
Oct. 8	David Johnson	Transportation Department
Oct. 20	Kelly O'Connor	Accounting Department
Nov. 2	Scott Beaty	Car Department
Dec. 5	Charles Ridgeway	Signal Department
Jan. 16	Anthony Jacob	Transportation Department
Feb. 6	Lawrence Noyes	Mechanical Department
Feb. 14	Alvin Miller	Mechanical Department

Car Shop hosts cookout

Employees were treated to hot dogs Jan. 27 during a commemorative cookout held at the car shop.

Cookouts are held quarterly for every quarter of injury-free work.

"These feeds are our way of saying thank you for working safely," said Wayne Kizior, assistant superintendent-Mechanical. "We are working hard, keeping busy and moving freight traffic."

The shop had only one reportable injury in 2009. The team is focused on zero injuries in 2010.

Employees dined on hamburgers, sausage and chicken in October when the BRC hosted a safety barbecue at the locomotive shop.

The annual cookout, open to all crafts on all three shifts, is geared to show appreciation to employees, said Mike Romano, director of Police and Risk Management.

The car shop hosted a hog dog cookout to celebrate another quarter of injury-free work.



Shoemobile coming in 2010

The Shoemobile will be arriving again this year.

Employees with a valid ID can receive two pairs of BRC approved footwear. Belt Railway covers 50 percent of the cost of each pair.

Shoemobile staff can arrange to have billing for the employee portion

sent to the company to be handled through payroll deduction.

The Shoemobile will be on-site at the following dates and times:

March 10	7 a.m. to 4 p.m.
June 9	7 a.m. to 4 p.m.
Sept. 8	7 a.m. to 4 p.m.
Dec. 8	7 a.m. to 4 p.m.

Belt Railway Company of Chicago

EMPLOYEE ASSISTANCE PROGRAM

All of us experience personal problems during our lives. While we may be able to work through many of these on our own, there are personal concerns that require outside help to find true resolution.

The Employee Assistance Program (EAP) is a prepaid employer benefit which provides voluntary confidential counseling to you and your family to help solve problems that affect your personal life and work performance. Helping you and your family maintain a healthy, balanced work and personal life is what this program is about.

WHAT PROBLEMS WILL THE EAP HELP YOU WITH?

The EAP is set up to help with all types of personal concerns including:

- Emotional Crisis
- Financial Management
- Domestic Violence
- Coping with Illness
- Single Parenting
- Child Care
- Family Concerns
- Elder Care Assessment
- Relationships
- Child Abuse
- Depression/Anxiety
- Alcohol/Drug Abuse
- Legal Concerns
- Gambling & Debt
- Divorce
- Grief & Loss
- Eating Disorders
- Personal/Work Stress

WHAT TYPE OF ASSISTANCE IS AVAILABLE?

Up to 6 confidential short-term counseling sessions are provided to address personal concerns. Legal consultation, childcare resources, financial and debt management

This newsletter appears under direction of The Belt Railway of Chicago. To include information, call Stephanie at the newsletter office, 1845 S 11th St., Lincoln, NE 68502-2211. Phone 402-475-6397. Readers also can submit articles via e-mail at stephanie@newslink.com. This material is intended to be an overview of the news of The Belt Railway of Chicago. If there are any discrepancies between this newsletter and any collective bargaining process, insurance contracts or other official documents, those documents will govern. The Belt Railway of Chicago continues to maintain and reserves the right, at any time, to alter, suspend, discontinue or terminate all plans and programs described in this newsletter. This newsletter is not an employment contract or any type of employment guarantee.

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guidance and eldercare consultations are also included. Unlimited telephone consultation is available too. The EAP can help you locate many resources you may not be aware of.

WHO WILL PROVIDE THE ASSISTANCE?

The Employee Assistance Network, a division of Metropolitan Family Services provides the counseling services. The professional EAP staff has advanced degrees in personal, family, financial, legal and substance abuse counseling.

WHAT ARE THE COSTS?

There is no cost for you or your family members in your household to use the EAP. Your Employee Assistance Program is provided as a free employer benefit. There is no billing involved when utilizing the EAP. If a referral for additional counseling or other assistance is needed, your EAP counselor will recommend the best services available at the most reasonable cost. Referrals are often made to services covered by your insurance and your follow up is completely voluntary.

IS THE EAP REALLY CONFIDENTIAL?

Yes. Everything discussed in counseling sessions is confidential. No information about the personal problem is shared with the Belt Railway Company of Chicago or anyone else without your written consent.

TO MAKE AN APPOINTMENT OR TO RECEIVE MORE INFORMATION, CONTACT THE EAP DIRECTLY:

(800) 905-0994

Evening sessions are available by appointment
24 hour emergency response service

Online Library Web Access:

www.metroeap.com

user name and password
are both: beltrailway

EMPLOYEE ASSISTANCE NETWORK

Metropolitan Family Services
150 years of amazing strength