

THE  
ILLINOIS - IOWA DIVISION  
LABOR MANAGEMENT ACTION GROUP NEWSLETTER

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ISSUE NUMBER 2

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APRIL, 1981

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FROM THE DIVISION MANAGER'S OFFICE:

NEW SERVICE

On April 1, 1981 we began operating the former Chicago Rock Island & Pacific's Railroad territory between West Davenport, Iowa and Iowa City, Iowa. This territory previously handled by the DRI&NW Railroad Company since the Rock Island's bankruptcy. We are providing six day service between West Davenport and Iowa City and operating five switch engines in the Davenport area. We are operating former Rock Island's stations of Iowa City, Durant and West Davenport with Rock Island clerical people

RE-OPENING OF ABANDONED LINE

A decision has been made to reopen the line between River Junction, Iowa and Marquette, Iowa, formerly part of the Dubuque line. Track work will begin immediately to restore this line to a good operable condition. This work will include filling in washouts, replacing ties and doing the necessary surfacing along with necessary bridge work.

A brush cutting gang will start this month removing close brush between Marquette and Sabula.

A new steel span bridge will be installed near Waupeton which will when completed eliminate the present 10 MPH slow order.

TRACK WORK

The installation of 14 miles of new welded rail has been completed between Crane, Indiana and Williams, Indiana and we will soon have the slow orders of this territory. With this new rail it will increase the reliability of our train movements and replace some of the worn rail which was in bad shape.

At Spring Hill Tower a new Diamond has been installed for the new connection into Gram Gain. With this installation the Milwaukee should realize an increase in grain traffic between Terre Haute, Indiana and Louisville, Kentucky.

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FROM THE DIVISION MANAGER'S OFFICE . . .

LATTA, INDIANA

Our train and enginemen are suffering a loss of jobs in the Latta, area because of the United Mine Workers strike which has effected both the mine assignment and the unit coal trains operating at Latta Yard and between Latta and Fayette, Indiana.

AGENCY MOVES - LOUISVILLE, KENTUCKY

At Louisville, Kentucky we have moved our agency offices from its old location located in the building owned by the Southern Railway to a new office location on Fern Valley Road in Louisville, Kentucky. These new office will provide much better access for our customers and a more efficient facility for the Louisville area for conducting business period.

BACK ON THE TRACK

Track work has begun on the former Rock Island track between Davenport and Muscatine. The crews are servicing with electromatics and putting in ties as needed. When this work is completed the track should be good for 40 miles per hour train speed.

At Lucerne, Missouri an injector gang has been put on to install about 600 ties to the mile. Track servicing will begin as soon as the tie injection gang is completed. This improvement should raise the track speed to 40 MPH.

A surfacing gang is scheduled to start in late October and cover the territory between Genoa, Illinois and Sabula, Iowa.

In the Chicago Terminal a track gang is working on No. 3 main track between Mannheim and Galewood installing ties to maintain our present reliable service.

FROM THE DESK OF JOHN HOHENADEL - ADM-MECHANICAL

I welcome the opportunity to communicate with you information of interest to all of us. As a result of the mild winter and due to an early spring plans are being made to shut down locomotives when not in service. With fuel oil prices at \$1.02 per gallon in some areas and an idling high horsepower locomotive consuming 5.5 gallons per hour you can easily recognize the large savings available.

The addition of Mr. William Kranz, ADM-Customer Service has brought an awareness of terms "car hire" and "towing charges" into the Mechanical Department. I will list several examples of how this applies to the Mechanical Department.

Flat cars used at John Deere in Dubuque and Ottumwa, Iowa, if bad ordered at these points, were formerly sent to Nahant for repairs.

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## FROM THE DESK OF JOHN HOHENADEL - ADM MECHANICAL (Continued)

This incurs a \$.30 per mile towing charge both directions from the point bad ordered to Nahant and return--or \$63.00 Ottumwa to Nahant and return and \$58.00 Dubuque to Nahant and return. An average \$.41 car hire cost is lost each hour the car is away for repairs. To minimize those charges arrangements have been made to make repairs at Dubuque and Ottumwa whenever possible.

Locomotive maintenance employees also effect car hire cost. Each hour an eighty car train is delayed due to a mechanical failure or units arriving late to the Yard from the Diesel House the car hire cost is \$32.80. When you consider the vast number of cars on our Railroad, it becomes apparent how many times car hire and towing charges are multiplied due to equipment failures or the unnecessary towing of cars for repairs. Each employees' effort is directly related to the final outcome.

## MEASURING PERFORMANCE - TERMINAL PERFORMANCE REPORTS - By J. S. Knickel

What is a Terminal Performance Report? The Terminal Performance Report is a report given by the computer that shows all of the movements that occur in a Terminal. From this report we are able to figure the amount of time taken by these moves and also determine the cost of the moves. The cost is figured by taking the length of time of the moves and multiplying it by the hourly per diem rate which gives us the average car per diem cost by adding the wages and fringe benefits of the train and engine crews, yard clerks, Mechanical Department employees, Yardmasters--all crafts involved in the Yard operation. We can arrive at an average total cost and see just how well the Terminal is operating. This also gives us a method of establishing goals that we can achieve. For example, our goal for the month of April is \$31.56 per car move as of the week of April 5 through the 12th our cost per car move during this week was \$26.23. This indicates that we are doing better than we originally projected. By everybody during the best they can to expedite cars it had a direct effect on lowering the cost per move thereby increasing productivity and allowing us to see how our positive efforts directly effect cost savings.

## CABOOSES GET FACE LIFT

The approximate cost of a new caboose is \$75,000. The Milwaukee Railroad needs 243 cabooses to meet its operational needs. If we were able to afford all new cabooses it would cost \$18,225,000. In view of this fact a corporate policy has been established to better maintain and utilize our present fleet of cabooses.

This policy set up guidelines for caboose assignments, maintenance procedures and reporting procedures. All assigned cabooses which receive maintenance are programmed into the computer by caboose number, location where maintenance was performed, type of maintenance completed date maintenance completed and maintenance items repaired or replaced.

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## CABOOSES GET FACE LIFT (Continued)

Conductors and Brakemen should be noticing improvements in the condition of the cabooses. They are being supplied better, cleaned better, weather stripped and generally upgraded.

It would be of great help if the components of the cabooses would stay in their proper place. It seems like the electrical covers, air gauge covers and timed switches disappear. Everyones' cooperation would be appreciated in correcting this problem to assure that this program is successful.

## KANSAS CITY CREWS CHANGE IN LODGING = SAVINGS

On the first of the month Savanna and Kansas City crews had a change of lodging resulting in a savings of \$47,000 annually. This hotel will transport crews which will save both gas and labor over and above the \$47,000.

## DID YOU KNOW?

From 4:00 p.m. on March 6th to 7:00 a.m. on March 9th -- westbound, Ottumwa to Kansas City handled 794 loads, 287 empties -- equaling 100,137 tons. All but 126 loads, 76 empties 13,100 tons bypassed the joint agency saving at least 24 hours on each car plus the switching charges on the KCS joint agency.

## COST COST COST COST

O  
N I am pleased to report that I received the following idea for a  
C possible fuel and money saving idea from D&I Engineer W. A. Jaworski.  
E I am sure that it will be of interest to the LMAG group as well as  
R our readers. Please communicate your opinions--ideas to the newsletter  
N for improvements and savings to our Railroad.  
E  
D On weekends, holidays and during non-service layover the suburban  
coaches are being heated or air conditioned for no beneficial reason.  
During spring, summer and fall the lack of heat or cooling will  
C cause no damage to the coaches. During the winter the only need  
O for heat is due to the use of the toilets. If an anti-freeze solu-  
R tion can't be used or purchased at a reasonable cost, the toilets  
N could be drained and put out of service for the winter--permitting  
E the heat to be turned off.  
R  
Depending on the weather conditions the heat or air conditioning  
could be turned on in time to make the coaches comfortable for  
service.

CONTINUED . . .

COST COST COST COST - (Continued)

O  
N A suburban engine idling burns about 15 gallons per hour at  
C about \$1.00 per gallon. At Western Avenue engines idle all  
E weekend and holidays. At Elgin two engines idle all weekend  
R and holidays. At night all engines are idling at about 15 gallons  
N per hour multiplied by \$1.00 per gallon when all engines are equipped  
E with layover heaters that are not used. The heaters keep the diesel  
D warm enough to enable them to be started in cold weather. By pur-  
chasing or making jumper cables about 10 feet in length the layover  
C protection could be plugged into the 480 volt receptical on the  
O rear of the engine which is part of the stand-by electrical system  
R used to power the coaches in the yard.  
N - Both cost conscience ideas were submitted from Engineer Jaworski.  
E Thank you for taking the time to communicate your ideas, hopefully  
R it will be an example to everyone that their opinion/ideas count.

THE PEOPLE PRESS

APPOINTMENTS AND TRANSFERS:

- Mr. S. Norton was appointed to Manager Operations Administration in Chicago Union Station. Steve was formerly the Division Administrative Assistant. Good Luck in your new position.
- Ms. M. Healy was appointed Assistant Chief Clerk at the Division Manager's Office. Michele was formerly a Steno-Clerk at the Bensenville Car Department. In her new position her efforts will be directed towards the Mechanical Department. Congratulations and Good Luck Michele.
- Mr. T. Tancula was recently appointed to a position in Labor Relations at Chicago Union Station. Tom was formerly a Carman at the Bensenville Car Department. Good Luck in you new position Tom. Also, we would like to congratulate Tom who will receive his Bachelor of Science Degree in Business Administration from Elmhurst College next month--quite an accomplishment while working full time.

RETIREMENTS:

We all wish the following people long--happy--healthy retirements:

Mr. Frank Dominic who retired this month from the Bensenville Yard Office -- Frank will surely be missed.

Mr. Paul C. Slater, Engineer retired on February 1, 1981 and will be making his home at Coggon, Iowa.

Mr. Jimmy Legalbo, Section Foreman who retired earlier this year.

Mr. R. Rodriguez who retired from the Bensenville Diesel House this month.

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## THE PEOPLE PRESS

Our sympathy is extended to the friends and family of:

- Leroy L. "RED" Hummel, retired IBM Field Supervisor of Savanna, Illinois who passed away March 24, 1981.
- Anthony "Tony" Whitmer, retired Crane Operator at Bartlett, Illinois who passed away on March 24, 1981.
- Greg Miller, Engineer, who passed away on April 20, 1981.

"To live in the hearts we leave behind is never to die"

TAKE CARE . . .

Esther Nast, Savanna, Illinois who is recuperating after a stay in the hospital.

### ANNOUNCING:

- A baby boy was born to Suzette Wade and her husband Michael on February 20, 1981 . . . Suzette is a Steno Clerk at the Galewood Division Manager's Office. Congratulations!
- Next month our newsletter will given a much needed face lift by Engineer Bob Janin who has graciously donated some of his artistic ability. Thanks Bob!

EVERY LITTLE BIT HELPS . . .

This was found in the PERSONAL column in the Chicago Sun Times:

"Dear St. Joseph, please continue to  
intercede for us in keeping our jobs  
and our Railroad. The Chicago, Milwaukee,  
St. Paul & Pacific intact and secure. A  
Friend who believes in you. F.S."

To insure that your suggestions, ideas, comments, or any correspondence you put in the Company mail is not lost or unduly delayed our Messenger Steve Martarano reminds us to mark all mail clearly with Name, Room Number or Department location of where it is being sent. We are waiting to hear from you!

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WELCOME BACK:

J. Cowart Sr. -- who returned to work this month.

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NEXT ISSUE . . .

Area Manager-Sales, L. C. Van Gemert contributes information on the Milwaukee Railroad Sales Department.

Thank you to all the people who have helped in preparing this months edition of the Newsletter. Also, thank you to the Minnesota Division Editor--Kemma Johnson and Wisconsin Division Editor--Don Kabitzke without whose words of encouragement this Newsletter would have even been later--forward ho. Again, your ideas and input are what will keep this newsletter going please contribute, your ideas/comments/support!

AWAITING YOUR IDEAS!!!!!!!!!!

NEWSLETTER STAFF:

	EDITOR - Lynn Neubecker
	Bensenville Diesel House

LOCAL COORDINATORS:

T. K. Corson - Bensenville Car Dept.  
C. McElroy - Ottumwa Yard  
C. Ross - Savanna (Operator)  
T. Simms - Latta (Agent)

Please submit your ideas by the last week of each month so that we may establish a regular date that the newsletter will be published.