

THE
ILLINOIS-IOWA DIVISION
LABOR MANAGEMENT ACTION GROUP NEWSLETTER

ISSUE NUMBER 1

MARCH, 1981

LMAG - OPENING THE LINES OF COMMUNICATION

For the past several months Yardmaster, Don Kabitzke of Milwaukee has been writing a Division Newsletter on the Wisconsin Division. The Newsletter has been very successful as a means of communicating factual and personal information on the Division level. Each Division on the Milwaukee Railroad has a need for such a positive effort, therefore, this is the First Issue of the Illinois-Iowa Division Newsletter.

Much encouragement has been given by Trustee Olgivie and President Smith, as well as Gordon Jonasson, Larry Long and Bill Bickley of Corporate Relations. Your participation as employees will make this Newsletter something we all look forward to. Any questions, comments, suggestions or cost saving ideas will be welcomed by the Illinois-Iowa Division Coordinators who are: Lynn Neubecker, Terry Corson, Chuck McElroy, Charlie Ross and Truman Simms.

COMMUNICATION CUTS COST

On January 11, 1981 a revised Operating LMAG was formed. This group consists of the Local Chairman from the operation crafts of the Chicago Terminal and D&I Division. Representing their respective crafts are: W. Peters for Switchmen, F. Sandras for Terminal Engineers, E. Von Essen for D&I Trainmen and M. Bihun for the D&I Engineers. Representing managements half of LMAG is Assistant Terminal Manager, J. S. Knickel. This group is a result of combining two of the Operating LMAG committees, one for the Terminal and one for the Road. By combining the two groups into one it is hoped that communication will be increased not only between labor and management, but between the two areas; Yard and Road. At the inaugural meeting the subject discussed was how to increase productivity of the operating crafts in the Chicago Terminal. Hopefully, accomplishments will be made to improve productivity and move cars more efficiently. An example of this is what has been accomplished through LMAG on the Wisconsin Division. Since February 16, 1981 crews from Milwaukee to Bensenville have been operating in turnaround service exclusively. Although turnaround service is not new for the C&M, the exclusive use of turnaround crews for all trains between Milwaukee and Bensenville is.

CONTINUED . . .

COMMUNICATION CUTS COST . . .

With this type of crew utilization the crew cost for train movement between Milwaukee and Bensenville will be sharply reduced. As of this date the estimated savings is \$10,000+. Practically all arbitrary payments, such as final or initial and detention time, have been eliminated by this method of C&M crew handling at Bensenville. It should be noted that as of this writing no crews have died on their hours of service account of these new changes. Also eliminated are lodging and meal payments. The crews benefit in not laying over in Bensenville; for the first time these Road crews will spend more time at home than away. These crews have an average of 10 hours on-duty time per trip. Due to the fact that the crews schedules will be more predictable they should be able to plan their time off better. Their total income will stay approximately the same or in some cases, it will increase. This is not to say that sacrifices were not made, approximately four Engineer positions were eliminated and about twelve Trainmen positions. No one likes to loose job opportunities, but in the long run this will help secure the remaining jobs and make the jobs better.

The future of all our jobs depends on how cost efficient we become. Through changes such as this we can achieve a greater efficiency with a minimum of adverse effects. The success of this new operation is due largely to people at Bensenville in all departments who have worked together to help ensure that trains are ready and that the C&M trains arrive and depart as quickly as possible.

As I stated earlier, through the LMAC Operating group I am sure that we can also come up with methods or rule changes that will help to increase the productivity of the Chicago Terminal and in so doing help ensure the continued operation of the Milwaukee Railroad.

- J. S. Knickel
Assistant Terminal Manager

WHAT IS FOREIGN BILLING?

Foreign Billing, a term well known by the Car Department, is the dollar collectable repairs made to foreign and private cars by the Milwaukee Railroad. The Car Department uses a manual similar to that of an automobile repair shop which shows the job to be done, how much time it will take to do the job, how much money the material involved will cost and how much labor is involved.

Each month the Division receives a foreign billing quota for that month. In the month of January, 1981 the Illinois/Iowa Foreign Billing Quota was \$635,040. We exceeded our quota by making repairs to cars totaling \$673,920. The month of January, 1981 we billed other railroads \$1,335,901 and paid out \$1,029,364 for repairs made to our cars. This means that the Car Department made \$306,537 in the month of January, 1981--one more contribution in making the Milwaukee Railroad an economical and viable rail system.

- T. K. Corson
General Car Foreman

NEW ON THE DIVISION

Next to it's employees, what are a railroad's most important assets? It's locomotives? It's classification yards? It's computers and communication system? It's freight cars? You can make a case for any of the above, but the fact remains that only one asset really brings in the bucks--and that is it's freight car.

As you well know, in September, 1980 the Milwaukee Railroad set-up a new area of responsibility in the Marketing Department called Car Management that eventually will take into account all factors in the acquisition and use of it's car fleet.

Car Management's mission is to first, ensure the profitable use of the Company's largest asset base, it's car fleet; and second, to provide an adequate supply of cars to meet marketing and overall corporate objectives.

To coincide with Car Management a new area of responsibility was also organized on the Illinois-Iowa Division called Customer Service. This groups basic function is to direct the empty supply of cars for loading as well as coordinating the handling of cars to and from shippers, handling service requirements and complaints on the Division level. Other activities included in this groups responsibility are car classification, handling of priority loads, monitoring of car and train movement, trouble shooting delays and mislocations.

Bill Kranz, Assistant Division Manager of Customer Services reports directly to Mr. Stuckey, Division Manager, and bears full responsibility for all matters relating to cars and their productivity. He is also the Coordinator between Division Operating personnel, Field Sales and Customers as to car supply and service as required by the Marketing Department. Carl Baumkirchner, Manager Customer Service reports to Bill and has the primary responsibility for management of cars in all the market service areas on the Division. Reporting to Carl are two Division Supervisors Jeff Bluett and Marlin "Pete" Hudson responsible for movement of cars on the Division. Each Market Service Area on the Division is broken down into Car Distribution Areas. The various personnel involved report car information to the Supervisors in charge and direct cars as per instruction or plans. With the support supplied from individuals involved in this Division program we are reducing towing charges, car hire and shipper complaints.

The Customer Service group wants to thank all Field Personnel, Sales Departments and everyone else who has helped in this new program of better utilizing our car fleet.

- W. B. Kranz
Assistant Division Manager - CS

Next issue we will see how Customer Services and the Mechanical Department are coordinating efforts to save the Division time and money. . . .

DID YOU KNOW

- From the Desk of the Division Manager - J. W. Stuckey:

Two of the most important items that the officers and employees on the Illinois-Iowa Division is to make sure that our expenses are consistent with the budget forecast as well as maintaining service to our customers with the marketing and traffic schedules.

For the month of January we are reviewing the final print outs and the money spent. In most cases we were able to meet projected goals. On the second point we have the transit studies which we use as a measuring tool to show us improvements in various areas. The Kansas City line is shown as a gateway and we are continually making improvements by adjusting the departure of Train 224 out of Kansas City. The rearrangement of the joint agency, switch engine assignments and arrivals of KCS trains both in their switching and transfer operation have again reduced the transit time on cars moving from Kansas City to St. Paul, Milwaukee, Green Bay and Chicago. On cars moving from Kansas City to Chicago we have reduced the average time from December of 2.6 days to 2.0 days. When we first started this report 10 months ago this figure was 4.8 days. My last report shows both the present report and all of our reporting of cars to and from Kansas City for the month of January as being improved.

The area we had the largest improvement of car flow was Kansas City Terminal, Bensenville Terminal and the time between departure at Kansas City and arrival at Savanna.

We have made goals for Milwaukee II based on the corridor study for 1981. If accepted, we will arrange to prepare a comparison each month on our actual performance and the projected goals to see how our service is improving.

On our change to Louisville, trains have crews which are operating interdivisional service. We are having some problems with delays, but these are due to delays on ConRail and IHB. These delays are handled on a daily basis, and again, we are trying to meet or improve our service to our customers.

We have also set-up goals on the Division concerning our personal injuries. In the future we will be setting up a report to keep the Division posted as to our progress towards the meetings and progress towards these goals.

- From the Mechanical Department - J. C. Hohenadel - ADM-Mechanical

DID YOU KNOW

- We understand the new SD-50 which is a later version comparable to our SD 40-2 Locomotives cost \$1,100,000 at present market value.
- The Northwestern just purchased EMD GP-50's which are comparable to our GP 40's Locomotive at a cost of approximately \$750,000.

GETTING US BACK ON THE TRACK

For track improvements for the 1981 season we are proposing the following. Rehabilitating portions of 3 and 4 main from Mannheim to Tower A-5, with some 6500 ties and ballast. There will be some rail renewal which is now underway in the Cragin Depot area on 4 main. Also, plans are to rehabilitate 4B, 5B, five tracks in C Yard and three tracks in A Yard. To get some idea of what is involved in rehabilitating, in 1980 we rehabilitated 1, 2 and 3 B-Yard tracks and five tracks in C Yard with a total of 3325 new ties and 3181 second hand ties. We used 53 cars of ballast and surfaced about 13 miles of track within Bensenville Yard. A total of 6887 new ties and 5351 used ties and 551 switch ties in the Chicago terminal at a cost of \$150,880.

About 80% of all derailments in Bensenville Yard are due to human error. If we can get all employees from all crafts to help in doing their job to the best of their ability, we may save half of these derailments which would mean more money to improve the tracks and other equipment.

To bring everyone up-to-date in the prices of track material which so many employees are unaware of--one little track spike is now \$.25, a new tie costs \$16.25, an average switch tie \$26.00, a switch point can run from \$128 to \$850, and a frog runs from \$376 up to \$3,611. The cost of these items is high, but the major problem is not the cost--it's getting the material on demand. There is as long as a one year wait on some of this material.

In view of this we look for everyone's cooperation on curbing these costly derailments.

- A. R. Bobby, Roadmaster

THE PEOPLE PRESS

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

E. F. Parson of Bensenville
E. A. Sieg of Bensenville
L. M. Petrie of Bedford
P. Adams of Bedford
H. Surber of Ottumwa
W. Blume of Bensenville
G. T. (Fuzzy) Graham of Savanna
A. (Jake) Blake of Savanna
J. (Jack) Price of Savanna
A. J. Smolla of Savanna
S. Pendola of Bensenville

If you see someone's name on our list of retired employees and would like their address, please get in touch with one of the Newsletter Coordinators and we will be glad to get the information you need.

They will be missed.

THE PEOPLE PRESS

- Good Luck to:

Linda Coyle, formerly Assistant Chief Clerk at the Division Manager's office, Linda recently received a promotion to Field Instructor.

Sandy Plessinger, formerly Steno-Clerk at the Division Manager's office, Sandy will now be working in the Chicago Suburban Division.

- Welcome:

Greg Williams who is now the Assistant Terminal Manager at Bensenville. Mr. Williams was formerly a Trainmaster in Mason City.

Mike Urfer, who is now the District Material Manager at the Material Division located in Bensenville. Mr. Urfer was formerly working in Tomah on the 4R Project.

Bill Dunn has been appointed Division Safety Officer on the Illinois-Iowa Division--effective March 1, 1981 -- Welcome Back.

M. B. Moore who will be Trainmaster in Bensenville, Illinois.

- New Beginnings:

Bob Coleman, formerly of Davenport will now be the Agent at Bedford, Indiana.

P. Marbut, formerly Agent at Terre Haute, Indiana will now be the Agent at Davenport.

S. Benson from Davenport will now be the Agent at Terre Haute, Indiana.

R. C. Springer will now be Traveling Engineer - Trainmaster.

- In our thoughts:

Jack E. Ferguson now on disability pension account illness, Jack was a Savanna Yard Switchman.

Glenn J. Groezinger, Savanna Yard Switchman receiving disability due to illness.

Don Rogers, Savanna Yard Switchman now receiving disability pension after suffering a heart attack last year.

S. A. Hilberg, Operator Sabula Drawbridge recuperating from injuries sustained in a car accident.

THE PEOPLE PRESS . . .

I spoke to J. D. Cowart, Sr. who is recuperating from back surgery and am happy to inform that he is feeling better and expects to return in the near future.

Our Sympathy to the families of:

- Earl S. (Skip) Anderson of Savanna
- Robert G. Marsh of Savanna
- Bruce Ream of Spaulding Tower
- D. A. Daniels of Green Island
- Phillip Brown (son of Mack Brown) of Savanna
- Ed Neubecker of Western Avenue

H E L P W A N T E D

Creative, interested, enthusiastic people needed to work on monthly publication of this Newsletter. Any help will be appreciated--the more the merrier. If interested, get in touch with any Division Newsletter Coordinator.

Thank you to the people that helped by giving ideas, support and input into this long awaited first issue-it was greatly appreciated.

AWAITING YOUR IDEAS -

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