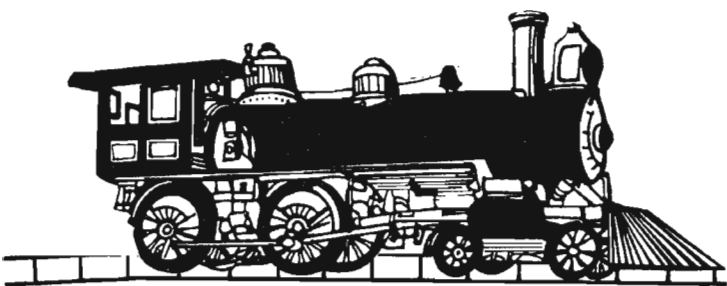


ILLINOIS - IOWA DIVISION NEWSLETTER
Labor Management Action Group

Issue No. 2

November 1, 1981

STOP
LOOK
LISTEN



The Illinois - Iowa Division salutes our Safety Department and their OPERATION LIFESAVER PROGRAM. One of our own Engineers, Dave Stotz, is working with Bill Dunn from the Safety Department, in setting up appointments with various schools in the Itasca, Bensenville, and WoodDale areas. Dave will be meeting with students in most schools located near our Railroad to discuss the hazards of going around crossing gates which are down and the danger involved in not obeying Railroad crossing signals. (Cover story to be in next issue due to unfortunate circumstances)

MAINTENANCE OF WAY CROSSING:

We are presently winding up one of our most productive seasons that we have seen for sometime. Our tie work has been completed and a total of some 246,000 cross ties were installed by gangs on the Illinois - Iowa Division, broken up into the following segments:

East Moline Line	11,804 ties
#3 Main, Bensenville to Tower A-5	9,000
Lucerne - Air Line Jct	84,476
Dubuque Yard	2,100
Bensenville Yard	2,800
Culver - Ottumwa	46,000
Marquette - LaCrescent	50,100
Sabula - Marquette	31,500
Latta - Linton	6,400
Eldridge Line	2,000

By freeze up surface corrections will have been made on the majority of the Division. In addition to Tie and Surfacing work, there was a great deal accomplished in the renewal of Crossings, improvements made to the Retarders on the Bensenville Hump, bridge renewal work, rail relay work, and the driving of slide piling on unstable fills.

During July and August we also had some severe and costly washouts in the Powersville and Dawn Bottoms Area and all forces are to be commended for a job well done on restoring the track to service as quickly as possible.

F. P. Pawlak
ADM-Maintenance



TRACK REHABILITATION WORK BETWEEN ELGIN AND B 17:

The rehabilitation of both main tracks between Elgin and Tower B-17 should be completed by next month. Project Supervisor, Bob Schuster expects the sled work to be finished by the middle of this month, with the entire project completed by freeze-up.

The halfway mark was reached September 17th, when number One main track was placed back in service at Tower B-17. Work is now progressing on number Two main track back to Elgin. Preliminary work for the 20 miles of track rehabilitation began on June 14th while the actual sled work started July 13th.

The entire roadbed is being rebuilt with six to eight inches of crushed granite obtained from the Milwaukee Road's Ortonville, Minnesota facility. Bob Schuster estimates up to 150,000 tons of crushed granite will be used, while approximately 35,000 cross ties and 1500 to 2000 switch ties will be replaced.

All nine commuter platforms are being rebuilt, with the exception of the Hanover Park and WoodDale ones where they were replaced two to three years ago. New road crossings are being built at Elgin Boulevar, Elgin; Western Avenue, Bartlett; Catalpa Street, Itasca; Addison Street and Church Road, Bensenville; and possibly Ash Street, Itasca and Spaulding Road. The two Bensenville crossings were undertaken after Village officials there offered to participate in the cost of paving. Four industrial turnouts, no longer in use were retired.

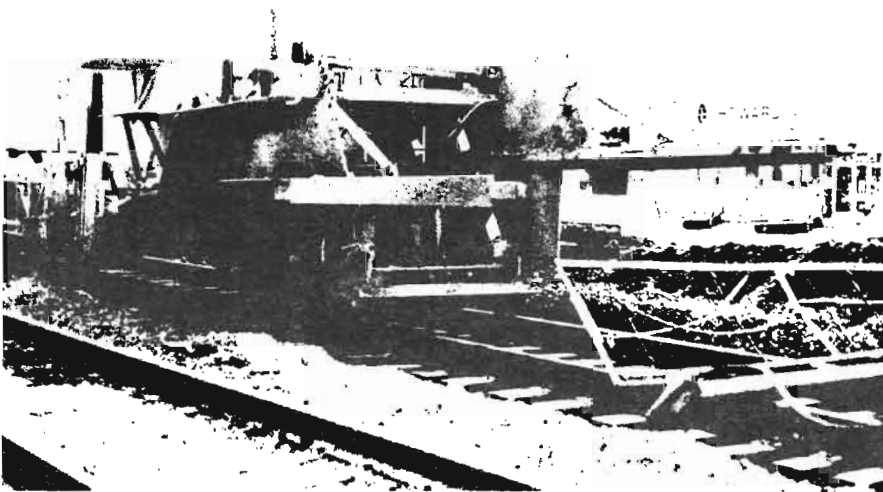
Bob Schuster placed the total cost of the project in the vicinity of \$5 Million. The Regional Transportation Authority contributed 30% of the rehabilitation costs for number Two main track. A commitment of RTA funding for work on number One main track has yet to be reached.

Approximately 150 men from the track department are working on this project. The number of train crews and signal department employees has fluctuated at various points in the project. In addition to the crews, the officials working closely with Bob Schuster are Project Roadmaster- Jerry Gresk, Project Operating Officer - Larry Kissel, Project Engineer - Tom Drager, and Project General Foreman - S. P. Themas. There has been good cooperation from everyone on the Railroad and from City Officials which was noted by Bob Schuster as a major factor in the success of this project.

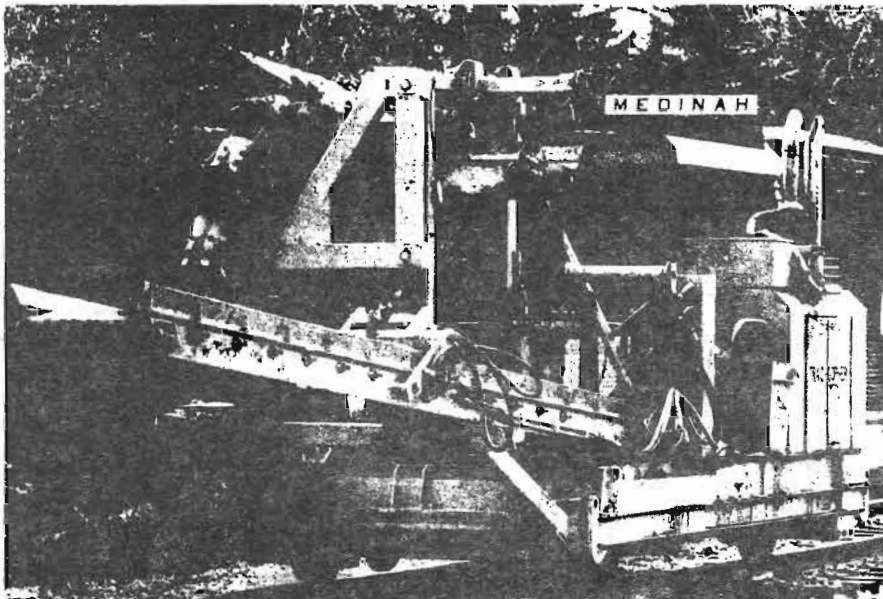
Pictured on the following page are some of the equipment which is being used in the track rehabilitation. The SLED picks up the track, plows out the old ballast in the tie cribs, and is capable of removing any ties which are to be replaced. The sled then sets the track back down on the clean bed. The TRACK GOPHER also undercuts the old road bed. It is used for turnouts and in placed where the track cannot be raised by the sled. The Jackson 6000 TAMPER is used to raise, tamp and line the track after the new ballast has been added and the ties replaced. And finally the TIE INJECTOR which installs the new ties.

Larry Joerger
Relief Operator

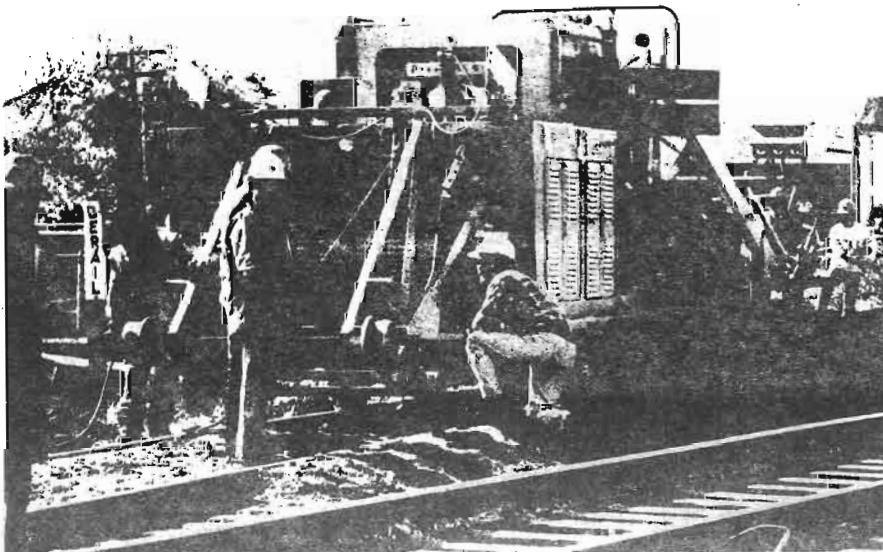
- #1 - SLED
- #2 - GOPHER
- #3 - TAMPER
- #4 - TIE INJECTOR



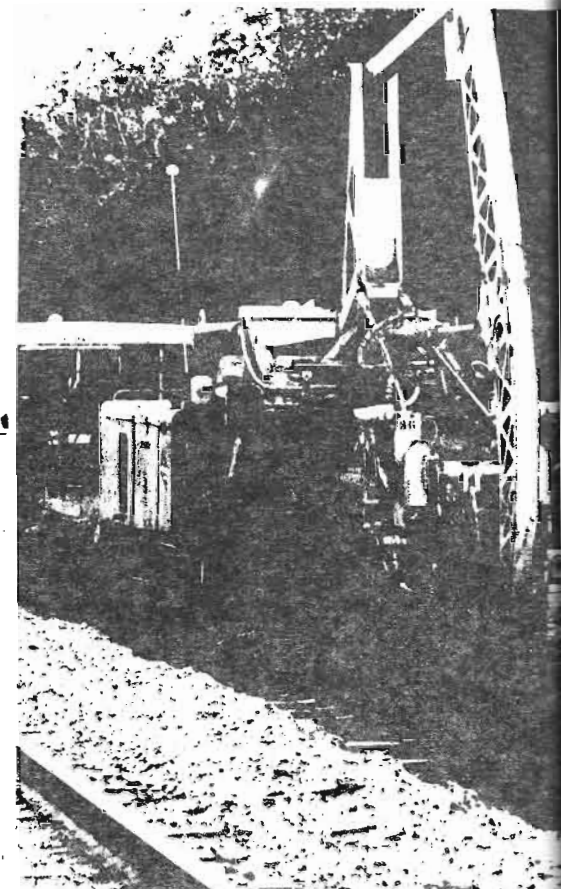
#1



#2



#3



A LITTLE ABOUT THE FABRIC WHICH IS GOING INTO THE CROSSINGS, AND PLATFORMS

Some outsiders and employees have noticed and asked about the track bed being rebuilt with fine linen bed sheets through the station platforms, grade crossings, and some turnouts. This material is a geotextile fabric used to help fight the tracks worst enemy- WATER. The fabric is used as a barrier between the bottom of the granite rock ballast and the fine sand, gravel, or worse material in the subgrade.

According to Bob Schuster, Project Engineer, the fabric is placed 28 inches below the top of the rail (allowing 14 inches of rock ballast under the ties). The fabric is textured so that fine material will not be pumped up into the ballast. Rain water can then continue to filter down through the ballast and out into drainage ditches to the side. Station platforms present a special problem with no place for the water to go. So, perforated drainage pipe is placed as low as possible between the mains. The pipe is wrapped with the fabric also which prevents fine material from getting into and plugging the pipe. For this project, Elgin, National Street, Bartlett, the Future Schaumburg, Roselle, Medinah, Itasca, and Bensenville platforms will have this installed. Some crossings and crossovers at East and West Roselle and Itasca also have fabric used in the rehabilitation work.

The fabric has come into wide use in the Railroad Industry . On the Milwaukee, the major use up to now has been on Highway Grade Crossing renewals starting a couple of years back.

Bob Gilly
Division Office Engineer

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JUST A LITTLE ABOUT HAZARDOUS MATERIAL

Since the first of September our IBM Field Instructors, Ms. Linda Coyle and Irve Shrake have been holding safety meetings with the Clerks/ Operators at most locations in an effort to improve on the reporting of hazardous material shipments being transported by our Train Crews. We have seen considerable improvement on our train lists and in the waybilling of these shipments.

Part of the training exercise used during the safety meetings included a "Hazardous Material Verification Chart" which has met with much success. This thanks to the concerned efforts of those of you involved in the processing of these documents has been successfull. We now have fewer hazardous material shipments being transported without having available to our train crews a hazardous response which in case of an accident may save their lives and the lives of others.

Phil Marbut
Supervisor Station
and Yards

The Staff of the Division Manager's Office at Galewood, had cake and coffee for Wally Schultz wishing him well on his appointment to Director-Operating Budgets, Chicago.

GOOD LUCK !! WALLY!

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LMAG NEWS:

All of us connected with the LMAG organization wish to extend our best wishes to Gordon Jonasson, who has been appointed Director of Operational Dept. Task Force in Chicago. Gordon's contribution toward LMAG has been appreciated and his input will be missed by all. THANKS GORDON!!

Mr. B. J. (Bud) McCanna, former Division Manager, Minnesota - Dakota Division will be heading up our LMAG group. We extend our congratulations and good luck in your future with LMAG.

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RETIREMENTS

Congratulations to: R. L. Capps, Chief Clerk, Ottumwa, Iowa and Paul E. Morse, Engineer on the Southeastern Division for a very long, healthy and safe retirement.

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WEDDING BELLS:

Fred Pfeiffer, Chief Clerk, at Bensenville Yard Office recently tied the knot. Congratulations.

Jean M. Boroni, Personal Records Clerk became Mrs. Marty Gombar on October 17, 1981. Best Wishes to the happy couple.

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WELCOME!

The Illinois - Iowa (Southern) Division welcomes Jim Holzer, Mechanical Foreman, at Ottumwa, Iowa to our family. Jim was the Mechanic in Charge at Austin, Minnesota.

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VIEWS FROM THE EDITOR ON THE OPEN HOUSE MEETING:

Our first Open House Meeting held on the Illinois - Iowa Division during the month of October was a success. I was pleasantly surprised by the turnout.

Mr. Cruikshank conducted an excellent meeting. He elaborated with the help of slides on the Reorganization Plan which was submitted to the Court on September 15, 1981. Emphasis was put on the two most important issues, those being the 7% wage deduction and the reduction of certain brakemen and firemen on all crews. It was pointed out also, to everyone's dislike I'm sure, that the Trustee has stated that WITHOUT 100% PARTICIPATION FROM THE EMPLOYEES concerning the 7% wage deduction there will be NO railroad.

Take a little time out and ask yourself this question. Which is better, to have a job and 93% of your pay, or be out of a job with no pay? I myself, and I know others who agree, we don't like the 7% wage deduction, but when you think about (and you really don't have a choice) it is far better to have 93% of your pay than nothing at all.

The Railroad in essence has been good to its employees, and considering the economy today, and our interest in this matter which the Trustee is looking out for, with our support ALL THE EMPLOYEES we can make the Railroad GO.

Editor - Sandy M.

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CHICAGO BEAR FANS TAKE NOTE!!!!

Tight End Greg Latta formerly with the Chicago Bears hired out as an extra gang laborer September 14, 1981 with the Elgin to Bensenville Rehabilitation Project. Unfortunately, Greg must not have liked the work for after four (4) hours he resigned. Maybe the Milwaukee Road should let the Bears organization know he's available once again, for as usual they need all the help they can get. GO BEARS - 1982

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Former Chicago Bear Fan

Listings are now being taken from anyone who wants to sell, trade or buy through our "CLASSIFIED ADS SECTION" of future Division Newsletters. Keep us in mind, remember this section is free of charge.

* * * * *

SPEEDY RECOVERY

Dave Stotz, the man in charge of our Operation Lifesaver Program was in the hospital for an operation. ----- We all hope you have a speedy recovery and look forward to your article concerning the Program.

CHANGING TIMES:

A system timetable is being prepared by the Rules Dept. and is scheduled to go into effect on November 1. This will be the first system timetable for the Milwaukee Road and will also reflect our status as a north-south regional carrier rather than an east-west transcontinental carrier.

Preparation of this timetable has been a major task combining the present three operating timetables into one. The composition will be a new approach from the present Chicago Suburban and Wisconsin and Minnesota-Dakota Timetables and will be similar to that on the Illinois - Iowa Division Timetable. Also, the new timetable will feature a map of each of the divisions and an index, both of which are new to this railroad.

This document has been a large undertaking, especially since the preparation time has been short. The Rules Dept. hopes that all who use the timetable will find it easier to read and to find information than previous issues.

RULES DEPT.

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RAILROAD JARGON:

<u>Bee Hive</u>	Yard Office
<u>Big Hole</u>	Emergency position of the air brake valve; the act of abruptly applying brakes to full reduction; quick stop of train.
<u>Bogie</u>	Axle and wheel units that can be demounted from trailers and containers.
<u>Break Bulk</u>	To unload and distribute a portion or all of the contents of a car.
<u>Circus Operation</u>	The loading and unloading of trailers from a flat car over a ramp with a truck tractor.
<u>Consignee</u>	Person(s) or Firm(s) to whom shipment is destined.
<u>Consignor</u>	Person(s) or Firm(s) shipping material (shipper)
<u>Deck</u>	Floor part of locomotive cab or cars.
<u>Dynamiter</u>	A car on which a defective air mechanism sends the brakes into full emergency (stop) when only service (slowing) application is given from the engine.
<u>Header</u>	Beginning or identifying portion of any list or consist.

NEWS FLASH:

HELP!

HELP!

HELP!

HELP!

I need HELP, this paper cannot be a complete success unless you the employees get involved. I am sending out forms to various locations where Clerks, Train and Engine people, Carmen and Locomotive people, and Maintenance of Way employees can be found. If you have an idea, thought or suggestion, please feel free to jot it down and mail it in to me. This is your paper and for it to be a success, which is something I hope we all want, we need YOUR HELP. The Editor.

* * * * *

THANKS!!

I want to thank everyone that contributed to our Newsletters for October and November. Without their help there would not have been a paper.

THANKS AGAIN, Editor.

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ITEMS OF INTEREST IN OUR NEXT ISSUE:

Things to look for in our December issue of our Newsletter will be a look at the new Divisions, a new Timetable, the relocation of the Division Offices and Thanksgiving, a special day for all families and the Railroad too.

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Newsletter Coordinator

Staff: Larry Joerger-Relief Operator
Illinois - Iowa Divn.

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