

THE COMPANY NEWSLETTERS

The management of the Illinois Terminal wanted to offer an informal method of communication among its employees and the newsletter would be the vehicle to accomplish this. Predecessor Company Illinois Power & Light issued a publication named "Current Topic" which was along the same idea of the IT Trains of Thoughts and after a brief pause "IT News."

PAGE No. VOLUME/DATE

STRAIGHT TRACKS

2. May – June 1964

IT TRAINS OF THOUGHT

4. Vol. 1 No. 1 April 1976

8. Vol. 1 No. 2 September 1976

12. Vol. 1 No. 2 December 1976

16. Vol. 2 No. 1 December 1977

IT NEWS

24. Vol.1 No. 1 November 1979

28. Vol. 2 No. 1 January 1980

34. Vol. 2 No. 2 March 1980

38. Vol. 2 No. 3 May 1980

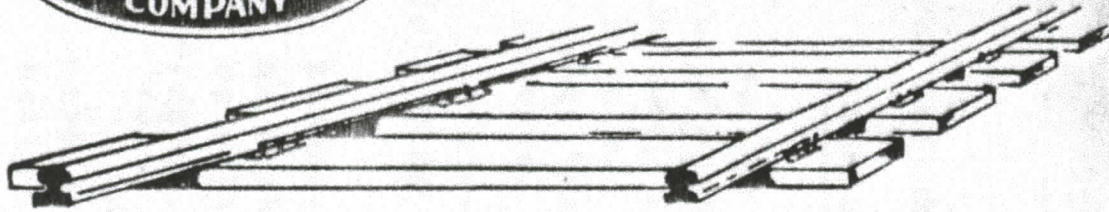
42. Special Edition – June 9, 1980

43. Vol. 2 No. 4 July 1980

47. Vol. 2 No. 6 October 1980

52. Vol. 3 No. 1 March 1981

STRAIGHT TRACKS



from the office of

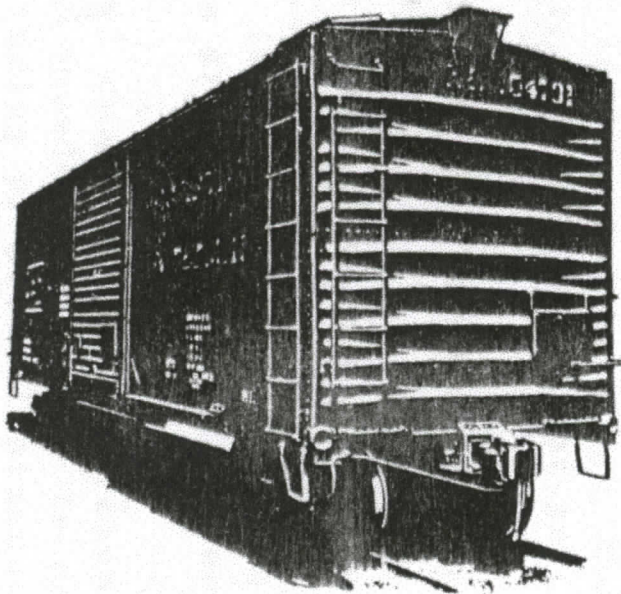
W. W. GREGORY,
Freight Claim Agent

Volume IV

May, June 1964

Number 3

DEDICATED TO THE PREVENTION OF LOSS AND DAMAGE



WHAT DO YOU SEE.....

when you look at a box car?

Do you see a hunk of iron and steel,
put together with rivets and bolts and
riding on steel wheels?

Or do you see the lifeblood of the
railroads, and of your railroad in
particular?

Truly, the railroad car is a most im-
portant item in the economy of our pro-

fession. We've handled the materials
that went into the building of that car.
Men have earned a living producing that
car. A shipper is using that car to
move his product to a market. He's pay-
ing us to supply him with transportation
for his product. We're getting revenue
out of the move--some road is collecting
"rent" on that car.

How we treat that car--and how other
roads treat that car--determines whether
we make any money out of handling it.
If our share of the revenue is, say,
\$50.00, and the contents are damaged to
the tune of several hundred dollars, our
share of the claim may be much more than
our revenue. In such cases, all our ef-
fort--and time--and cost--of handling
that car is lost. We all lose when
there is a damage claim.

So, when you see a railroad car,
think of it as money in your pocket, if
we give it the careful handling it
deserves!

Illinois Terminal Railroad Company

CLAIMS\$.... and more CLAIMS\$!

EJE 80674--cement clinker. Bad-order car, holes in floor, apparently furnished shipper by origin agent. \$395 claim for loss of lading.

NYC 85986--appliances. Claim for \$665.00 for 3 refrigerators refused account badly dented--apparent rough handling.

SP 672719--canned goods. \$2700 claim for damage--cans and cases dented and crushed.

SF 150051--meal. Entire load rejected account wet and mouldy. Apparently bad-order car furnished by origin carrier--holes throughout car sides and roof. \$6500 claim.

Freight Claim Dept.
Illinois Terminal R. R. Co.
P.O. Box 7282
St. Louis, Mo. 63177

CBQ 9047--plywood. Claim for \$1335 for damage to 300 sheets--edges, corners and ends chipped, crushed and gouged.

SF 8287 and 8291--newsprint. \$8500 claim for damage to 73 rolls, rejected account flat cores. These are cushion underframe cars! (See "Open Letter" on inside pages of this issue.)

MP 56470--mill scale. \$840 claim for loss of 122,000#.

Our revenue on all these cars combined did not come anywhere near what we will have to pay out on these few claim cars! This is where it hurts.

Let's all get in the fight against loss and damage!

**DAMAGE PREVENTION REQUIRES
CONSTANT ATTENTION**



St. Louis, Mo.

Volume 1, No. 1 April 1976



THE HOOK

Most fishermen have their stories about the "big one that got away." If they had used this hook, well, who knows? For this is no ordinary hook. This one is capable of "landing" up to 150,000 lbs. at a time.

The hook is attached to the new ISCO truck which was delivered to the Illinois Terminal on December 29, 1975. This vehicle, which is the first of its kind anywhere, is a welcomed addition to the Mechanical Department. Aside from being a first, this truck sports some very convincing credentials.

The power plant is a Detroit diesel engine with a 13-speed transmission and high-rail wheels which allow it to operate both on and off the rail. It has both a front and rear wench with capacities of 30,000 and 35,000 lbs. respectively.

The most prominent feature of this truck is its big hook. It has a rated capacity of 75 tons and is attached to a hydraulic telescoping boom. The amount of lift available by this boom is depend-

(Continued on page 4)

NAME THE NEWSLETTER CONTEST

Hello! Let me introduce myself. I'm the new bimonthly news publication of your railroad. I would like to give you my name, but as you can see I do not have one.

Everybody needs a name and so do I. I have been referred to as "magazine," "paper" and "newsletter" long enough. You can help me acquire a name by entering the "Name the Newsletter" contest. It is open to all Illinois Terminal employees and their immediate families. To show my appreciation for a suitable name, I will give the winner a \$100 savings bond. Your name suggestions should be mailed to:

Dan Norris
Illinois Terminal Railroad
P.O. Box 7282
St. Louis, Missouri 63177

Please have your suggestions submitted by May 21, 1976, so that my next issue will have a name. In case the winning name is suggested by more than one person, the winner will be determined by the earliest postmark.

Occasionally names can be difficult, especially when trying to decide on just the right one. Of course, I can not help you because the choice must be your own. But you may want to consider names which could be derived from slogans or mottos which have been or is currently used by the ITC. An example of this is one we see every day, "Road of Personalized

Services."

Mottos or slogans give a brief concise description of the railroad's purpose or competitive effort. You may be able to generate a name suggestion by considering this area of the railroad's function.

Another area which could be explored for a prospective name is the history of your railroad. Its history contains some very interesting areas. And history is not confined to the very beginning or many years past. History can be early as last year or even yesterday.

Still another area is the type of publication that I am proposed to be. As you already know, I will be published bimonthly and will be mailed to your home just as I have this time. My primary function will be to keep you informed of the activity and progress of the Illinois Terminal and its people. As a new member of the ITC, I will be able to tell all the railroad about some of the good things that are happening or are being done by you the employee.

Some of your suggestions may be unusual or even exotic. If this is the case, send along a brief analysis or definition for your entry. This will make your suggestion more meaningful and will certainly help your effort in the contest.

Good luck in your effort and I hope that you come up with the best possible name for me.

1976 SAFETY INCENTIVE AWARD PROGRAM

With the advent of 1976 a revised safety incentive award program was adopted and implemented on the Illinois Terminal. The primary purpose of this program is to offer an extra incentive, as the name implies, for every employe to work more safely. While safety is everybody's responsibility, an extra inducement makes the effort even more worthwhile.

The objective of this program is to reach a large portion of the accident-free employes. To guarantee a greater coverage, the number of monthly and annual awards was increased. In addition, an individual annual award is proposed for all accident-free employes in the three operating departments. Also family involvement becomes an integral part of this year's program. To achieve this, certain contests for employes and employe family members will be held. The first of which is the "Name the Newsletter Contest."

The awards are set up in three categories; monthly, annual and individual employe awards. The following is a description of categories, number of awards

and qualifications:

Monthly Awards Each month a lottery-type drawing of eligible employes in four major categories is held to determine the winners. The categories and their award distribution are as follows:

Transportation, including clerical other than the General Office - 7 awards

Mechanical and mechanical clerks - 3 awards

Engineering and engineering clerks - 3 awards

General Office clerical - 1 award

To qualify for the monthly drawing the employe must not have a lost time injury in the previous three months. For the purpose of clarity, lost time does not include the day of injury.

Each monthly award has an approximate value of \$25. The selection will generally feature three or four items to choose from. One or two items will be changed each month to assure variety.

Annual Awards The categories and method of determining winners are the same as for the monthly awards. Qualification for this award is twofold. First, the respective category must have a reduction in lost time injuries for 1976 over that of 1975; and secondly, to be eligible for the drawing the employe must be without a lost time injury in 1976.

A total of 14 awards in the \$200 range will be granted with the same distribution as in the monthly awards.

Individual Employe Annual Safety Awards The objective of this award is to reward all accident-free employes in the categories of Transportation, Mechanical and Engineering. Although the value of this award cannot be as great as the monthly or annual awards, nevertheless its purpose is to congratulate all those employes in these categories who have made 1976 an accident-free year for themselves. This award will go to every employe who has not sustained an injury of any kind during 1976.

Contests In addition to the "Name the Newsletter Contest," a safety poster contest will be conducted later in the year. This contest will be open to the children of employes and will feature several age brackets.

SAFETY AWARD WINNERS

JANUARY

Transportation Department

C. B. Young, Switchman
K. B. Cook, Engineer
R. H. Thornhill, Clerk
L. D. Whittaker, Switchman
J. M. Costello, Clerk
A. S. Green, Switchman
G. J. Kmetz, Switchman

Mechanical Department

R. J. Faccin, Laborer
Gene Willard, Pipefitter
R. L. Bickmore, Electrician

Engineering Department

Dave Ingle, Laborer
Felix Patrosky, Truck Driver
William Tyler, Foreman

General Office

Joann Johnson, Clerk

FEBRUARY

Transportation Department

F. L. Barton
R. R. Carpenter
J. B. Butkovich
E. L. Kadle
R. G. Beanham, Jr.
S. P. Eisele
E. D. Wall

Mechanical Department

J. H. Worthy, Machinist
P. L. Nolan, Painter
John M. Gutierrez, Carman

Engineering Department

W. T. Wisler,
J. D. Stewart, Signalman
S. Wright, Track man

General Office

Delores Ayers, Clerk



Take stock in America.

Buy U. S. Savings Bonds

Now E Bonds pay 6% interest when held to maturity of 5 years (4 1/2% the first year). Bonds are replaced if lost, stolen or destroyed. When needed, they can be cashed at your bank. Interest is not subject to state or local income taxes, and federal tax may be deferred until redemption.

Is your last paycheck just a memory? Give yourself something to look back on. BUY BONDS THRU PAY-ROLL SAVINGS!

Watch for campaign week . . . coming soon!

YEAR OF PROGRESS



FEDERAL SAFETY COMMITTEE

Front Row, L-R: W.P. Fenton, Bill Goodrich, Ed Sancamper, Paul Genisio, R.L. Bickmore, Larry Hernandez, M.E. Retzer, W.R. McClister. Back Row, L-R: J.S. Eaves, A.L. Garbin, George Sancamper, Dave DeVault, John Donnan, Jim Roark, G.J. Huggins.



MADISON SAFETY COMMITTEE

Front Row, L-R: Guy Nasello, Cliff Edrington, Bernie Chosich, E.E. Thompson, G.J. Huggins, Chuck Zellman, Dave DeVault. Back Row, L-R: F.R. Foster, Dave Hammerschmidt, Phil Aylward, Kurt Yeager, Bob Bain.

With the meeting held in March, these two committees have completed one year of team work dedicated to safety through accident prevention.

The committees, one to represent the Federal area and one to represent the McKinley area, held their first meeting in April, 1975. The purpose of these meetings was to afford a time and place where interested representatives of all crafts and local supervision could work together without obligation to achieve a reduction in employe injuries. They have met regularly on a bi-monthly basis to work

towards that goal.

While safety is everybody's duty, these individuals have given time and effort to achieve progress in safety attitude, safe working habits and conditions and to generate pride that is so essential to safety.

Their collective accomplishments have included not only the pinpointing of potential hazards both in conditions and acts, but also in the eradication of those hazards. Their sincerity has been exhibited both in and out of committee work in increasing safety awareness.

As in any committee, total agreement has not always been possible but even so, these committees have continued to function as an effective tool in accident prevention.

The meetings are conducted on an informal basis. They begin with a dinner; all of which have been good, but some have been great. After dinner the meetings are open to discussion. Each member, whether from craft or supervision, is given the necessary time to bring his points before the committee. Outside the meetings the committee functions to solve or remedy those items discussed in the meetings.

Solutions to these items come in various forms. Some can be solved only by the supervisor, others are handled jointly by crafts and supervision, while others have been completely remedied by the crafts alone. There also have been some items which have fallen outside the scope and authority of the committee but these have represented a very minor percent of the total.

The men of these committees are to be congratulated for their accomplishments in promoting safety through pride and sincere group effort.



NEW HIRES

- Kenneth J. Heigert Machinist
Apprentice
- Larry P. Logue Mechanical
Laborer
- Benny E. Poague Engineer Trainee
- Steve P. Eisele Switchman
- Gary D. Becker Carman
- Roy D. Carver Carman
- Danny Childress Mechanical
Laborer
- Dale A. Jenkins Special Agent
- Samuel Phillips Carman
- Arthur L. Crain Carman
- Melvin J. Reinke Carman
- Dorothy E. Brawley Comptometer
Operator
- William M. Tyler, Jr. Abstract
Clerk
- George C. Sutton Switchman
- David L. Betzer Switchman
- Richard R. Rodery Switchman
- Roy L. Williams Switchman
- Bruce A. Kohler Switchman
- Meredith H. Burgess Switchman
- Larry E. Hodge Utility
Repairman
- Edward D. Bartosiak Switchman
- James R. Varady Clerk
- James R. McNabb Switchman
- Thomas E. Daniels Switchman

RETIREES

- Vera B. Mavis Asst. Secy. & Asst.
Treasurer, Retired 2/1/76
- Sam B. Williams Road Foreman of
Engines Retired 12/31/75

DECEASED

- Moses Bryant Foreman
2/7/76

PROMOTIONS

- Larry D. Kolm To Asst. Secy. &
Asst. Treasurer 2/1/76
- Bill R. Mort To Mgr. of
Contracts 2/1/76
- Ray F. Wehmeyer To Engineer
Assistant 2/1/76
- Sandra J. Stirnaman To Admin. Asst.-
Operations 2/16/76
- Donna F. Mohorn To Secretary to
V.P. Traffic 2/16/76



New Isco Mobile Crane is the carriage for the Big Hook seen on page 1. The truck is appropriately painted in Illinois Terminal Colors.

THE HOOK Continued

ent upon the length to which it is extended. With the boom fully recessed it has the same capacity of the hook.

Other very useful features include a pusher plate on the end of the boom for adjusting loads, an air brake testing reservoir and if that is not enough, two 75-ton hydraulic jacks.

Since its arrival the new truck has been instrumental in reducing the cost of outside contractors which previously have

been used at derailment sites. This re-railing effort is now being done by Illinois Terminal employees.

Recently the "big hook" had an opportunity to demonstrate its muscle and versatility in a planned factory demonstration at the Federal Shops. Attending this demonstration, which included ISCO and ITC personnel, were representatives of various other railroads and industries.



ILLINOIS TERMINAL RAILROAD COMPANY
BOX 7282
ST. LOUIS, MO. 63177

D A Jenkins
825 S 21st
Decatur, Illinois 62521



IT TRAINS OF THOUGHT

St. Louis, Mo.

Volume 1, No. 2 September 1976



MARK ONE UP FOR THE "GOOD GUYS"

Thefts concerning the contents of rail cars are not uncommon among railroads. It may even seem to some that they are inevitable, that they are just part of life. Life that is filled with "good guys" and "bad guys," with the latter getting more than their share of the action.

Not so in Springfield on May 25, 1976. The collective effort of the East Belt Yard Crew changed that picture of life from non-involvement to active involvement. This crew consisted of Conductor EVERETT SULLIVAN, Engineer RAY REED, and Brakemen FRANK PERKINS and HERB SCOTHORNE.

Sometime prior to their tour of duty, thieves had broken into a car of furniture while it was sitting on our main track south of Cook Street in Springfield. The would-be thieves removed four cartons of furniture from this car and placed them in a nearby field in an attempt to conceal their loot.

The cartons were observed in the field by the East Belt crew. Further investigation revealed that these cartons had been removed from Illinois Terminal property. The crew then placed the cartons on their engine and transported them to the Springfield Yard Office.

The actions of this crew prevented two things. First of all, a monetary loss to the Illinois Terminal equal to the value of the furniture. And secondly, their actions prevented the loss of good will of the railroad in the eyes of the shipper. Their actions are truly one for the "good guys."

WINNER IS CHOSEN IN NEWSLETTER CONTEST

Hello! Trains of Thought's the name. And I've got ANN LOUISE EDINGTON to thank for that. You see, it was her suggestion that gave me a name.

Ann's work and suggestion earned her the top prize in my contest. There were many suggestions, 117 to be exact, but Ann's won out over some very good competition. The final selection came when all the entries had been reviewed and narrowed to ten names. All of these were then submitted to a panel of judges who made their selection based on the strength of the entry alone.

Ann was somewhat surprised when informed by telephone that she had won. Her response seemed mixed with a little disbelief when she said, "I've never won anything before." She consented to be the guest of the Madison Safety Committee at their July meeting. At this meeting she received her prize, a \$100 Savings Bond.

Ann tells me that her husband Cliff is a Carman working at the McKinley Car Repair facility. Their family did consist of three daughters; Darlene, Nancy, and Cynthia Ann. But about four years ago the family scene changed somewhat when a grandson named Michael entered the picture. Ann's hobbies include sewing and an occasional look at her horoscope.

Who knows? Maybe Ann knew it was to be her lucky day when she sent in her entry. Nevertheless, thank you Ann and all the other participants, for the good response you gave to my contest.

For a few months I have been passed



around and referred to as "paper" and "newsletter." Some famous person once asked "What's in a name?" In this case, it's me. No other paper or magazine, to my knowledge, has a name similar to mine. My name is descriptive of my origin and purpose. "Trains" because I'm a part of a railroad. And "Thought" because that's why I'm here. You, the people of the Illinois Terminal, are doing some good things, both in and outside the railroad. As a paper I can tell everyone in the IT about it. In other words, I can "train" their "thought" on your activity.

"Trains of Thought" — pretty classy name, even if I say so myself.

HEY KIDS!

Watch for the next issue of TRAINS OF THOUGHT. We will be announcing a new contest especially for you.

ANNUAL EMPLOYEE DINNERS



ALTON DINNER



DECATUR DINNER

FAMILY NIGHT FOR THE ILLINOIS TERMINAL

The weather was beautiful, the time was right, the food was plentiful, and many of the employee families participated in one of two dinners in their honor.

The weather was April's early spring. The time was the beginning of an expanded era, for some 57 miles of track had just been added to our rail lines and business appeared on the upswing. While not every employee family could attend, many did. They were the ones who enjoyed the dinner and conversations with friends and fellow workers.

In addition to the two dinners which were held, one in Decatur and one in Alton, a buffet luncheon was held in the St. Louis General Office Building for the employees of that location.

Both dinners and the luncheon featured a presentation by IT President E. B. Wilson in which he reviewed the past progress of the railroad and the anticipated direction for its future. His announcement of the Illinois Terminal's acquisition of additional track between Maroa and Farmdale Junction was one of two key topics in his discussion. The second was the continuing positive profit structure of this railroad even through the country's recent period of deflated economy. 1975 became the sixth consecutive profitable year for the Illinois Terminal. The purchase of the newly acquired segment of Penn Central track is expected to further benefit both the railroad and its employees.

One of the functions of these dinners was to recognize those employees who have devoted a major portion of their lives to the Illinois Terminal. Recogni-

tion of service was made by Mr. Wilson in the awarding of Service Pins to those Illinois Terminal people who have or will pass the 25 year and 40 year "mile posts" in their railroading careers during 1976. A total of 16 women and men received 25 Year Pins, while three 40 Year Pins were awarded. The following is the honor list of those recipients and their awards:

40 YEAR SERVICE AWARD

Neil Welch - Chief Clerk to CMO
Wm. P. Fenton - Superintendent
Motive Power
W. J. Resetarits - Traffic Manager,
Midwest Region

25 YEAR SERVICE AWARD

Toby Martin - Switchman
Jack Stewart - M of W Large
Machine Operator
Pat Gaither - Conductor
Lloyd Cummings - Conductor
William Halstead - Operator Towerman
Don Lawrence - Track Laborer
Louis Wallace - Carman &
Torch Operator
Bob Delano - Chief Clerk to
Manager of Revenues
Joanne Owen - Valuation Accountant
Mary Helen Kloess - Secretary to
Controller
Ruby Mangoff - Special Accountant
Gene Moore - Director Security &
Special Services
Mary Rodda - Interline Clerk
Andrew Parks - M of W Foreman
Eugene Wall - Engineer
Richard Miller - M of W Welder

SAFETY AWARD WINNERS

MARCH

Transportation Department

A. R. Cronin, Operator
R. M. Howard, Switchman
R. A. Christian, Engineer
N. O. Graham, Engineer
J. A. O'Harrow

D. M. Duchnowski, Switchman
W. J. Halstead, Jr., Operator

Mechanical Department

E. M. Caldieraro, Electrician
V. F. Schmidt, Car Inspector
G. T. Reese, Clerk

Engineering Department

E. Ebert, Carpenter
R. A. Kilduff, Machine Operator
J. P. Ripley, Laborer

General Office

Joanne Owen, Clerk

APRIL

Transportation Department

G. R. Lewis, Switchman
R. R. Rodery, Switchman
N. W. Loewen, Conductor
R. E. Blue, Towerman
C. R. Bilbrey, Chief Clerk
L. G. Nizinski, Clerk
J. O. Blacksher, Clerk

Mechanical Department

J. Chaikowsky, Carman
H. E. Gibson, Carman
D. N. Gregory, Carman

Engineering Department

D. L. Walters, Carpenter
R. D. Frey, Foreman
L. E. Pruden, Machine Operator

General Office

R. D. Johnson, Clerk

MAY

Transportation Department

E. I. Fischer, Clerk
L. E. Boom, Operator
N. Graham, Engineer
D. Foulk, Switchman
D. A. Jones, Clerk
L. Walker, Switchman
Ray Reed, Clerk

Mechanical Department

L. D. Hernandez, Carman
W. E. Knight, Carman
L. Hodge, Carman

Engineering Department

R. I. Kress, Asst. Foreman
W. F. Bernsen, Clerk
A. E. Serpette, Laborer

General Office

F. K. Aitken, Clerk



Overall view of participants of the seminar conducted at St. Louis University.



Firemen registering for seminar.

EMPHASIS ON HAZARDOUS MATERIAL

In the past few years, new technology and an expanding market have greatly increased the demand for petroleum and its chemical by-products. Many of these commodities, especially liquified petroleum gas, are currently being handled by rail carriers. The safe movement of the cars, most of which are placarded "DANGEROUS," from origin to destination involves the combined efforts of the shipper-consignee and the railroads. With very few exceptions, the cars are moved safely and efficiently by the efforts of these two parties.

Occasionally, a problem will arise when one of these cars is involved in a derailment. It is then that a third party is called on for assistance. That third party is the local fire department. It is at this time that the members of these three groups must work very closely together to minimize injuries and property damage. No railroad is any more aware of this need than the Illinois Terminal, therefore your railroad has just completed a series of three-hour seminars at several fire districts and departments.

These seminars were kicked off early this spring with a very successful four-hour seminar at St. Louis University. This seminar was jointly sponsored by your railroad and the Chemical Council of Greater St. Louis. It featured presen-

tations by Mr. John C. Zercher, Manager, Chemical Transportation Emergency Center (CHEMTREC), Washington, D.C., Mr. William A. Barwick, Safety Inspector, Federal Railroad Administration, and Mr. D. B. Williams, Inspector, Bureau of Explosives, Association of American Railroads. The program was co-hosted by Mr. E. F. Moore, Director, Security and Special Services, Illinois Terminal Railroad Company, and Mr. G. Lee Judy, President, Chemical Council of Greater St. Louis. Some 300 guests from surrounding area police and fire departments attended, along with representatives from local chemical companies, two insurance companies, and several railroads and truck lines serving St. Louis.

The intent of this seminar was to draw together the participants which could be involved in a disaster control effort and impart sources of information both from the railroads and the chemists association. The purpose of this exchange was to insure that the responding protection agency could rapidly acquire all vital information for their on-the-scene decisions.

Since then, several fire departments along our line and even some off our line have requested and were given a three-hour hazardous material class. The majority of these were volunteer

departments made up of men and women who have a sincere interest in their community. This interest was exemplified by the response we received. At present, nine classes have been held at various locations with a total of 309 in attendance.

All of these classes, presented without cost to the requesting department, consisted of slide and film presentations, placard and label exhibits, and an explanation of informational sources. No attempt was made to teach methods of firefighting or disaster control. Each class was designed to establish an informational and assistance link between the fire department and the railroad. This link becomes very crucial in a rail disaster.

When a rail car, be it box, tank or any other, carrying a hazardous commodity is involved or believed to be involved in a derailment, it is imperative that the exact name of the contents be supplied to the responding fire department by the quickest available means. In many cases, this involves communication between the train crew and the dispatcher for further transmission to the fire department. Each class emphasized that the waybill is the key document for this information. When the commodity is known, the fire department is in a better position to make on-the-spot decisions.

NEW PEOPLE

Charles Nord Asst.VP-Indus.Dev.
 Homer Swartz.....Programmer Analyst
 Jimmy Nance.....Special Agent
 Jean Oliver.....Special Agent
 Barbara Conrad.....Genl.Clerk-Security
 Kathy Ward.....Clerk
 Howell Tanner.....Clerk
 Marc Bacus.....Operator
 Walter Penno.....Engineer
 Robert Patrick.....Switchman
 David Brown.....Switchman
 Sylvester Bogan.....Switchman
 Gary Stickney.....Switchman
 Mac McKinney.....Switchman
 Freddie Johnson.....Switchman
 George Mimms.....Switchman
 Larry Fauver.....Switchman
 Everette Davis.....Switchman
 Lon Reynolds.....Switchman
 Marc Johnson.....Switchman
 Ron Williams.....Mechanical Labr.
 Wendell Burton.....B&B Carpenter
 Mark Ready.....B&B Carpenter
 Alan Lee.....Section Labr.
 Joe Jarrett.....Section Labr.
 David Runyon.....Section Labr.
 Val Cunningham.....Section Labr.
 David Whitehead.....Section Labr.
 Jerry Taylor.....Section Labr.
 Robert Tweedy.....Section Labr.
 Steve Cronin.....Section Labr.
 William Bernsen.....Section Labr.
 Leroi Armstead.....Section Labr.
 Terry Landers.....Section Labr.
 Randy Durham.....Section Labr.
 Randy Jackson.....Section Labr.
 Tim Cumberworth.....Section Labr.
 William Huff.....Section Labr.
 Gary Wassell.....Section Labr.
 Steve Hillgoss.....Section Labr.
 Tim Rabideau.....Section Labr.
 Steve Caylor.....Section Labr.
 Charles Dickinson.....Section Labr.
 Mark Matter.....Section Labr.
 Joseph Webb.....Section Labr.
 Richard Rice.....Section Labr.
 Edward Cunningham.....Section Labr.
 Tim Throne.....Section Labr.
 Donovan Brewner.....Section Labr.
 Larry Carter.....Section Labr.
 Harold Morrow.....Section Labr.
 Mike Kestner.....Section Labr.
 Claude Reeder.....Section Labr.
 Daniel Vesper.....Section Labr.
 Robert Law.....Section Labr.

RETIREES

W. E. Sostman.....V.P. Operations
 H. J. Morris.....Carman

DECEASED

A. Herbstreit.....Clerk
 R. R. Rodery.....Switchman

THE WILLIAMS NIGHT

The Decatur employee dinner contained a very special surprise that the other dinners missed. The special surprise was in the form of the dinner's guests of honor, Mr. and Mrs. Sam B. Williams. Sam has recently retired after 40 plus years of service in several capacities with the Illinois Terminal.

Sam, former Trainmaster and Road Foreman of Engines, received special recognition for his many years with the Illinois Terminal. He was given a rather unique book for his retirement. The book, presented by Mr. E. B. Wilson, is a 1923 edition of the "Enginemen's Manual." Although it is certainly a collector's item, it should help Sam recall some very fond memories. Other presentations were made by Mr. W. E. Sostman to honor Sam's retirement.

Sam's career with the Illinois Terminal spanned a period from May, 1934 to December, 1975. In those years he performed service as a Section Laborer, Switchman, Engineer, Road Foreman, and finally, Trainmaster - Road Foreman of Engines.

The importance of this evening, April 6, went far beyond the apparent significance of Sam's retirement. For



Mr. and Mrs. S. B. Williams celebrating their very special day.

example, it was also Mrs. Williams' birthday. An informal gathering of friends was held prior to the dinner. At that time, Mrs. Williams was presented a bouquet of red roses.

The parallels become even more significant, because that evening was their fortieth wedding anniversary. Sam and Mrs. Williams shared in the cutting of a large anniversary cake at the gathering.

And just to add a bit more importance to their date, it is also the birthday of their oldest son. One might say that the Williams' have reserved April 6 for their very own.

PROMOTIONS

D. E. VisneyVice President & General Manager
 F. R. Foster.....Asst. General Manager-Administration
 G. C. Nasello.....Trainmaster
 B. J. Cicio.....Service Coordinator
 F. W. Lammers.....Asst. Service Coordinator
 W. L. Duncan.....Asst. Trainmaster
 R. L. McLaughlin...Asst. Trainmaster
 F. E. Cooper.....Asst. General Manager-Northern District

R. D. Johnson.... Terminal Supervisor
 P. E. Aylward..... Roadmaster
 A. E. Spradling..... Administrative Asst.-Security & Special Services
 R. L. Walters.....Carman
 M. Hoult.....Conductor
 R. T. Hayden.....Conductor
 W. H. Lee.....Conductor
 T. E. Mancinas.....Conductor
 D. L. Nilges.....Conductor
 S. L. Karlas.....Conductor
 K. P. Karlas.....Conductor
 D. L. Jordan.....Track Foreman

ILLINOIS TERMINAL RAILROAD COMPANY

BOX 7282

ST. LOUIS, MO. 63177



DA JENKINS
 825 S. 21ST
 DECATUR

IL 62521



TRAIN THOUGHT

St. Louis, Mo.

Volume 1, No. 2 December 1976

OPERATION LIFESAVER HITS IT

Alarmed by an increasing number of rail-highway accidents at grade crossings already protected with automatic warning devices, the railroads of Illinois, on September 24, 1976, launched a statewide public education program called "Operation Lifesaver."

The campaign is part of a cooperative effort by Governor Dan Walker and the Illinois Grade Crossing Safety Council. It is designed to reduce train-vehicle accidents through increased driver awareness of the dangers involved in ignoring crossing warnings.

The latest Illinois Commerce Commission report shows the number of occurrences at crossings protected by some form of active warning device has increased 32% in the last three years. In 1975, these accounted for two-thirds of the state's 704 crossing accidents.

The states of Idaho, Nebraska, Kansas, Mississippi and Georgia helped reduce crossing accidents as much as 65% with similar public education campaigns, coupled with tougher enforcement of crossing laws.

What is "Operation Lifesaver"? "Operation Lifesaver" is a program designed around the three "E's" of highway safety — Education, Engineering, and Enforcement. What are the railroads doing regarding education? The Illinois Railroad Association, through subsidies provided by the railroads of Illinois, is furnishing

materials to state law enforcement agencies and to the news media. These materials, which include movies, posters, and bumper stickers, will be distributed to the general public. In addition, grade crossing safety will be stressed in driver education programs throughout the state. A soon to be revised "Rules of the Road" will emphasize grade crossing safety. This program may be presented by either state, local, or railroad police officers at schools and other organizations. Major employers will be contacted to participate in the campaign.

A stepped-up program of grade crossing law enforcement will begin. Officers at state, county, and local levels will be asked to help increase motorist and pedestrian awareness of the hazards of disobeying grade crossing laws. Railroads, regulatory and law enforcement agencies will join in surveying crossings to identify potential trouble spots. These trouble spots could be numerous, since the state of Illinois has 17,000 rail-highway grade crossings. As of January 1, 1976, approximately 5,700 crossings, or 36%, were protected with flashing lights, gates and lights.

The success of "Operation Lifesaver" depends upon the participation of state and local officials, the railroads and railroad employees. The Illinois Terminal Railroad Company has committed itself to full participation.

Bumper stickers, as well as literature,

will be made available at all yard offices. It is hoped that all of our employees will participate in the campaign by using the literature and bumper stickers, and by discussing the problem of crossing safety with friends and relatives. Your interest can go a long way in convincing the general public that the railroads and their employees are also concerned, and want to share in the effort to reduce injuries and fatalities involving grade crossing accidents.

If you belong to any organization, such as a parent-teacher group, mention that the Illinois Terminal will present a program, without charge, to your organization upon request. The program will include the showing of the movie "Any Time is Train Time," which fully explains "Operation Lifesaver" and especially grade crossing safety. Representatives of the Security and Special Services Department are presently engaged in presenting this program to driver education classes in all of the high schools in Springfield, Illinois. Upon request, we will present this program to any group.

Soon, all Company bulletin boards will contain posters regarding "Operation Lifesaver." We hope that the interest generated by this program will be passed on to the general public. A grade crossing accident can be very traumatic to the train or engine crew

Continued on Page 4



OPERATION LIFESAVER



POSTER TIME

Hey there! How good are you with the old pencil or crayon? Pretty good you say? Ok, here's a chance for you to prove it. And while you're proving it, maybe you'll win one of the four \$25.00 gift certificates offered as prizes. If you are of school age and your mother or father is employed by the Illinois Terminal, then you are eligible.

What's this all about? Well, it's about safety posters. That's right, your safety poster, or rather the poster that we would like for you to create. Sure we can buy safety posters, but they always have someone else's name on them. We need safety posters with your name on them.

As you know, posters display a message or they help tell a story. The message or story that we want on your poster is SAFETY. It can be about any part of safety, but since we are a railroad it would best fit our needs if your poster was directed toward railroad safety.

There are a few guidelines that we should point out. First, your poster should be about eleven inches by fourteen inches, and can be on any kind of paper. It also can be drawn with any material, such as pen, pencil, crayon, water colors or poster paint.

Secondly, send your entries to:

Dan Norris
Illinois Terminal Railroad
P. O. Box 7282
St. Louis, Missouri 63177

There is no limit to the number anyone may send, just as long as they are received by the contest deadline. That deadline is February 15, 1977. Winners will be announced in a future issue of Trains of Thought.

Now for the prizes. There will be four age groups, or brackets, with a \$25.00 gift certificate awarded to the winner of each group. The four age groups are as follows:

Group I: Up through 8 years of age

Group II: 9, 10, 11 years of age

Group III: 12, 13, 14 years of age

Group IV: 15, 16, 17 years of age

That's all there is to it. The rest is up to you. Think about it, even get some help on ideas from mom or dad. You may use their help on selecting an idea, but the poster has to be your work.

SAFETY AWARD WINNERS

JUNE

Transportation Department

D. G. Sternes, Conductor
T. E. Mancinas, Switchman
G. T. Barton, Switchman
J. E. Williams, Conductor
R. T. Hayden, Switchman
G. I. Schwab, Switchman

Mechanical Department

R. Williams, Laborer
P. E. Thompson, Car Foreman
O. Scroggins, Machinist

Engineering Department

C. W. Reeder, Laborer
J. Webb, Laborer
J. R. Butler, Laborer

General Office

R. M. Mangoff, Clerk

JULY

Transportation Department

T. E. Daniels, Switchman
G. R. Lewis, Switchman
L. D. Webster, Switchman
C. R. Wells, Switchman
S. R. Hagstrom, Operator
D. A. Emrich, Switchman
D. L. Spiker, Engineer

Mechanical Department

S. Phillips, Carman
R. L. Bickmore, Electrician
M. F. Jenkins, Carman

Engineering Department

C. B. White, Asst. Foreman
C. L. Schobernd, Foreman
D. G. Brewner, Machine Operator

General Office

R. M. Mangoff, Clerk

AUGUST

Transportation Department

W. E. Morris, Switchman
D. Douglas, Switchman
J. A. Blaylock, Clerk
T. W. Williams, Clerk
J. A. O'Harrow, Switchman
N. O. Graham, Engineer
W. Q. Penno, Engineer

Mechanical Department

Howard Kogel, Machinist
Danny Childress, Machinist Apprentice
C. L. Uhles, AAR Clerk

Engineering Department

K. L. Abbott, Laborer
J. L. Bourland, Carpenter
K. J. Barlow, Laborer

General Office

W. Tyler, Jr., Clerk

SEPTEMBER

Transportation Department

S. R. Hagstrom, Operator
W. W. Schaefer, Engineer
J. T. Lippard, Operator
B. J. Hiller, Switchman
Paul Lueck, Clerk
G. C. Sutton, Switchman
R. M. Howard, Switchman

Mechanical Department

R. E. Scheumaker, Carman
D. A. Cambron, Machinist
R. L. Bickmore, Electrician

Engineering Department

S. L. Hilligoss, Laborer
C. L. Schobernd, Asst. Foreman
J. Webb, Laborer

General Office

W. C. Keller, Clerk

W-2 NOTICE

It is almost that time of the year when your Federal and State Income Tax Form W-2 will be mailed to the address that is currently on file.

If you have had a recent change of address, you should update this information to prevent loss or delay to your W-2 Form.

You may correct your address of record by contacting Personnel Officer Jan Wickenhauser in the St. Louis General Office. Change can also be made via letter to the same office.

Your current address of record is the one used to mail this newsletter. Please check to see that it is correct.

HEIMLICH MANEUVER CAN SAVE LIVES



How do you recognize a choking victim?

A food-choking victim:

- Cannot speak
- Turns blue
- Collapses

If the victim is standing or sitting, the rescuer gets behind him.

- Stand behind the victim and wrap your arms around his waist. Allow his head, arms and upper torso to hang forward.
- Make a fist with one hand and grab it with the other. Place the fist thumbside against the victim's abdomen, slightly above the navel and below the rib cage.
- Press your fist into the victim's abdomen with a quick upward thrust.
- Repeat several times if necessary.

If the victim is lying face up, the rescuer assumes a kneeling position.

- Victim should be on his back.
- Facing victim, kneel astride his hips.
- With one of your hands on top of the other, place the heel of your bottom hand on the abdomen slightly above the navel and below the rib cage.
- Press into the victim's abdomen with a quick upward thrust.
- Repeat several times if necessary.

During 1977 it is estimated that some 3,600 people will die as a result of strangulation. These victims will not be exposed to a violent act of crime, but rather will be participants in a daily routine. That routine is eating. Too often we or one of our friends become choked when "something went down the wrong way." Most of the time this results in a series of coughs, tear-filled eyes, and some mild discomfort.

But for the 3,600, it is much more serious. They will neither be able to

breathe nor cough. The food is lodged in their throats. Many of these people can be saved if immediate action is taken by someone near.

A very effective life-saving method for this particular situation has been developed by Dr. Henry Heimlich, Director of Surgery and Physician-in-Chief of the Esophagus Center at Jewish Hospital in Cincinnati. This technique as outlined above is quite effective when used properly. The user must be able to

recognize a choking victim and take immediate action. Unless the user is competent in these two areas, the victim can die of strangulation in four minutes.

There are some hazards associated with the use of this technique. Some victims have received cracked ribs when grasped too high by the rescuer. But cracked ribs are minor when the alternatives of brain damage or death are considered. Remember, knowing WHEN and HOW to use this technique is very important.

Operation Lifesaver - from Page 1

involved. Any engineer whose train has been involved in a grade crossing accident will agree that anything that can be done to reduce such accidents is worth the added effort.

The "near miss" program involves the placement of special cards on all of our locomotives. These cards are to be filled out by the engine crew reporting incidents of near misses at grade crossings. The crew is asked to describe on this card the vehicle involved in the near miss. These cards should then be forwarded through Company mail to our Safety Department. Communication will then be established with the individual or company involved, to solicit their help in preventing a recurrence of the near miss.

Let's get on board and support "Operation Lifesaver."

NEW PEOPLE

- S. J. Anthony General Attorney
- M. L. Branstetter .. Engineer Trainee
- K. P. Brown Switchman
- R. I. Downs Mechanical Labr.
- D. L. Klenke Relief Clerk
- P. A. Lebegue Switchman
- C. E. Miller Engineer Trainee
- K. E. Mullins..... Switchman
- J. Riley..... Carman
- R. M. Sones Switchman
- W. T. Spillman Hostler
- K. R. Towery Switchman
- R. L. Williams..... Hostler Helper
- K. A. Wood..... Switchman

RETIREES

- H. Johnson Foreman (28 yrs.)
- F. Nagel Engineer (36 yrs.)
- C. B. Trent..... Foreman (47 yrs.)
- C. W. Vassier Machinist (41 yrs.)

PROMOTIONS

- B. J. Broyles Engineer
- C. E. Brenkendorff..... Engineer
- G. T. Edgar Engineer
- R. H. Monical..... Engineer
- C. E. Miller Engineer
- W. Q. Penno Engineer
- H. R. Hanson Conductor
- D. R. Jordan..... Conductor
- D. L. Johnson..... Conductor
- L. C. Saxton Conductor
- A. L. Watts Conductor
- E. J. Bontrager Engineer Trainee
- D. W. Brown..... Engineer Trainee
- D. G. Hofbauer.... Engineer Trainee
- M. K. Johnson Engineer Trainee
- F. A. Perkins..... Engineer Trainee
- J. E. Russell..... Engineer Trainee
- L. C. Saxton Engineer Trainee
- G. G. Stickney..... Engineer Trainee

**When it's a tie
at the railroad crossing,**

you lose!



ILLINOIS TERMINAL RAILROAD COMPANY
BOX 7282
ST. LOUIS, MO. 63177



WV MORGAN
307 EAST JEFFERSON
MORTON IL 61550

SEASONS GREETINGS



IT TRAINS OF THOUGHT

St. Louis, Mo.

Volume 2, No. 1 December 1977

WILSON YARD, ALLENTOWN USA



BEFORE

July 1977 marked the first anniversary of the occupancy of the terminal facilities at Allentown, Illinois.

In this small farming community a few miles south of Peoria, where in times past the lines of the Illinois Terminal and the Pennsylvania joined, there now lies a series of tracks which form Wilson Yard. On land previously occupied by the two railroads' phone shanties there now stands a modern yard office. In an area where height was measured by stalks of corn, a new measuring stick in the form of a radio tower now stretches one hundred and sixty-nine feet into the skyline. In earth whose depths were previously penetrated only by the roots of trees, there now exists a one hundred and seventy-foot well. This is Allentown, the northern most switching terminus of the



AFTER

Illinois Terminal, now in its second year of operation and still going strong.

With the opening of Wilson Yard, the actual interchange and train make-up activity was removed from a foreign line and placed in the hands of IT people.

Wilson Yard functions as the distribution point and original switching point for cars to and from our foreign line connections in the Morton-Peoria area. Cars brought into Allentown, by northbound Train No. 200, are distributed by means of an IT switch crew. Southbound cars are picked up by an IT crew and switched at Allentown to form Train No. 203 destined for Decatur, Springfield and St. Louis.

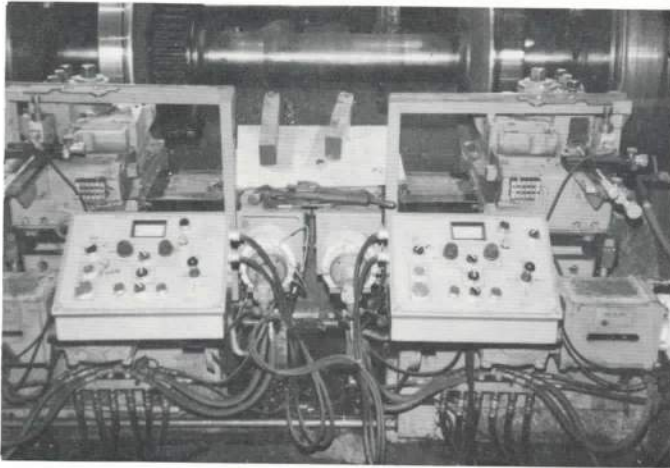
For Wilson Yard to become a reality, several problems of varying degrees of difficulty had to be overcome. Problems like drainage, track space, com-

munications, water, office space, and crew facilities. One by one these problems were overcome.

In July 1976, Wilson Yard took on the appearance of a permanent facility with the completion of the yard office and crew facilities. The burnished gold structure was designed and erected by Butler Buildings. Its fifteen hundred plus square feet of floor space easily accommodates necessary offices and crew conveniences such as lunch room, locker space, rest rooms, and showers. The heating and air conditioning system for the building features the energy efficient heat pump.

Wilson Yard, now in its second year, is proof positive that the Illinois Terminal has the people to take an idea and make it work on a continuing day to day basis.

INCONSPICUOUS CHANGES



LATHE CONTROLS

Modernization and improvements occasionally occur in inconspicuous places where only the few people who are exposed to the changes are aware of their existence. Two such changes have occurred on the Illinois Terminal. One change is the result of a study, design, and implementation by an outside service. The other change is the product of a couple of IT employees' ingenuity and imagination. But the irony of these changes is that they occurred in the same place — the wheel shop in the diesel facilities at Federal.

The first change was a major design modification of the existing wheel lathe. This modification was the result of efforts from three different contracted companies. The later improvement occurred on the wheel boring machine, and is a story in itself which will be explained later.

To the unskilled or unknowing observer the visible addition of a few control buttons and lights, some hydraulic hoses and one not-so-noticeable control cabinet may not appear to be much of a change. But, these changes which are complex and technical in nature make possible the modification and conversion of an old and somewhat inefficient lathe, into a more productive and very efficient wheel turning operation.

The purpose of the wheel lathe is to correct deficiencies in worn wheels so that they may be put back into service. The deficiency is removed from the wheel by a turning and cutting process on the lathe. This operation which is known as a full flange contour cut, restores the wheel to like-new status.

Before modification the wheel lathe turned at three and one-half revolutions per minute, utilized four different tools for four separate operations on each

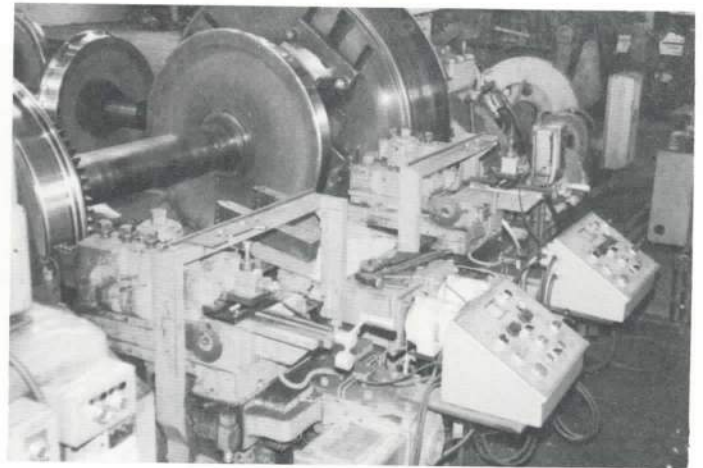
wheel and could contour only one wheel at a time.

After modification, the now electrically imposed, hydraulically controlled lathe turns at up to eighteen RPM's and utilizes a tracer system to automatically machine a perfect contour on as many as two wheels at one time.

Although the tracer system is not unique to our operation, it was specifically designed for our lathe. The system uses a stylus to follow the contour of a pre-designed template. The template is specifically designed to meet AAR specifications. As the stylus moves across the template, much in the same method that a locksmith uses to duplicate keys, the hydraulic controls move the cutting tools so that the newly cut contour will match that of the template. This technique greatly reduces the margin for error where variances in contour are measured in thousandths of an inch. For example, the circumferences of two wheels on the same axle cannot vary more than a predetermined amount which is approximately one-eighth of an inch. Considering the circumference of a diesel locomotive wheel is in the 125-inch range, one-eighth of an inch is a very small variance.

While modification of the wheel lathe is certainly worthy of mention, it came as no surprise to those involved in its transition. In other words, it was expected. But the restoration and improvement of the wheel boring machine was a very pleasant surprise due primarily through the efforts of two IT Machinists — Charles Vassier, now retired after 41 years of service, and Orval Scroggins, who is in his 37th year with the IT.

These two men, because of their daily



LATHE WITH WHEELS

association with the machinery in the wheel shop, were quite aware of the problems inherent in the well built, but outmoded boring machine. The primary concern with the machine was the apparent inability of the boring bar to rigidly hold the cutting tools, and to avoid chattering during boring operations on wheels for the larger diameter axles used on modern freight cars. Now this again may sound technical, but the boring bar is a large round rod that holds the cutting tools in precise settings, around which the wheel rotates during cutting. Since axles vary in diameter each wheel must be machined to fit a specific axle.

The old boring bar had become worn and precision cuts were becoming more difficult. Replacement of the machine or even the bar would have been very expensive. But at this point the ingenuity of these two men, coupled with their familiarity of the boring process, produced what is now a precise instrument of large proportions. These men, realizing that the boring bar needed to be replaced, cut and machined a piece of a scrap axle into a new boring bar

continued on page 3



BORING BAR



INCONSPICUOUS CHANGES

—from page 2

complete with the required steps and taper to fit the existing boring machine. All that remained to be done was to send the new bar to a tool company in Alton to have the tool holder slots, key ways, and micrometer adjustments cut into the sides of the bar. The bar was then installed in the boring machine.

The machine coupled with its new bar functions so well that it bores wheels for specific axles within the variance limitations established by the AAR. These limitations are required so that when placed on the axle the wheel will roll true and not appear to wobble.

In addition, the wheel must be bored with such precision that when pressed on the axle it will reach a predetermined point by the use of a force in the 80 to 120-ton range. If the force is less than 80 or more than 120 tons the wheel cannot be placed in service.

It is very evident that Mr. Charles "Bud" Vassier and Mr. Orval "Buckets" Scroggins knew exactly what they were doing.

NEW DIESELS

1977 witnessed yet another change for the Illinois Terminal. Four new diesels were added to the fleet in mid-year, bringing the total number to 37.

The new diesels, number designated 2001 through 2004 are GP-38-2 models built by the Electro-Motive Division of General Motors at LaGrange, Illinois. The power plant of each unit is a sixteen-cylinder 2000 horsepower diesel engine which through the main generator supplies electrical power to drive each of four traction motors, one of which is mounted on each axle.

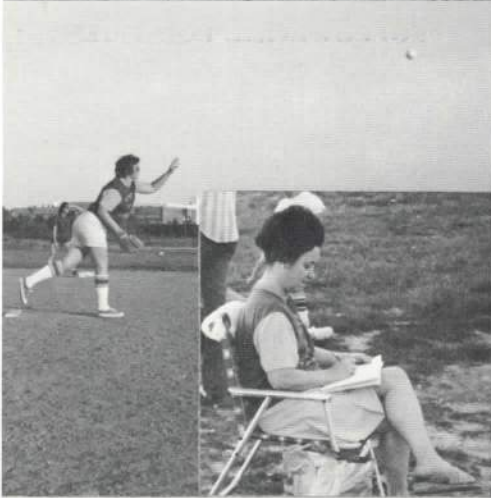
The paint scheme of each unit is IT green with yellow nose stripes, yellow side trim and silver undercarriage. They also feature the IT's new block style lettering as opposed to the previous block-script combination.

Each locomotive stands just over 15 feet four inches tall, is 59 feet two inches long and weighs approximately 250,000 pounds — give or take an ounce or two. A "fill-up" can be up to 2500 gallons of

fuel. An oil change requires 243 gallons of lubricating oil. The cooling system has a 218-gallon capacity. And just to make sure that traction is possible under adverse conditions, each unit has a sand capacity of 56 cubic feet.

HOW LONG DOES IT TAKE?

- It takes a minute to write a safety rule.
- It takes an hour to hold a safety meeting.
- It takes a week to plan a safety program.
- It takes a month to put it into operation.
- It takes a year to win a safety award.
- It takes a lifetime to make a safe worker.
- It takes one second to destroy it all with one accident.



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PEOPLE IN THE NEWS — 1977

WELCOME TO NEW EMPLOYEES . . .

Charles W. Allen . Agent-Trainmaster
Joseph S. Augusto Switchman
Andrew J. Bensman Mechanical
Labr.
Gregory A. Bruno Switchman
Gloria D. Cash Accounting Clerk
Stephen L. Cooley Switchman
Mathew C. Curran Switchman
Marty B. Dalton Switchman
Wanda J. Distler Accounting Clerk
Joseph A. Downs Switchman
Joseph A. Fink Switchman
Jessica L. Glenn Accounting Clerk
Cory J. Gold B & B Carpenter
Judy K. Grady Accounting Clerk
William K. Hagen Carman
David L. Huffstutler Switchman

Michael D. Jewell Switchman
Jeff B. Kopsie . Electrician Apprentice
Douglas W. Lanier Switchman
Nathaniel E. Manning Switchman
Thomas H. Naert Mgr.-
Equipment Svc.
Diane Nuby Accounting Clerk
Patrick J. O'Keefe Switchman
William B. Parrish Switchman
Billy H. Saxton B & B Carpenter
Barbara S. Shepherd Yard Clerk
James T. Smith Switchman
Elbert J. Watt Switchman
Michael E. Werve Switchman

RETIREES

LESTER R. SALEM, Supt. Transportation (St. Louis) January 31st after 48 years of service.

WILLIAM C. (BILL) KELLER, Utility Clerk (St. Louis) May 31st after 48 years of service.
C. B. WHITE, Track Foreman (McKinley) June 13th after 30 years of service.
WILLIAM P. (STORMY) FENTON, Supt. Motive Power (Federal) July 1st after 32 years of service.
RAYMOND J. REFINE, Chief Yard Clerk (Alton Freight Office) July 31st after 40 years of service.
LEON W. KIDD, Yard Clerk (Springfield) August 31st after 40 years of service.
P. E. (TOMMIE) THOMPSON, Car Foreman (Decatur) November 14th after 35 years of service.

DECEASED

DENNIS M. DUCHNOWSKI, Switchman — March 12th.
AUGUST (GUS) STANKOVEN, Switchman — March 22nd.

WOMEN'S SOFTBALL

"Take Me Out To The Ball Game" is a song that almost everyone has heard at one time or another. But early in the spring of 1977 a group of ladies in the General Office decided that they would put the words of the song into practical application and form a female softball team.

As time passed and league registration approached, their enthusiasm grew. It continued to grow as did their number. By registration time the team list had grown to sixteen names. After the entry application had been sent to the league office, there came a series of organizational meetings with obvious questions, such as "who plays what?" and "how can we get the necessary equipment by the first game?" With these problems solved, the team turned their attention to spring training. They would be ready — no matter what.

Then came the moment of truth, the first regularly scheduled league game. With spotless uniforms, dogged determination and a small case of "opening night jitters" the now whole team charged onto the field and the game was under way. Many hours of planning and

practicing would now culminate in the desired results, a victory of such magnitude that it could be savored until the next game.

Well, as fate may sometimes defy our best effort and produce results which are contrary to our desires, this was not to be an evening of celebration. But our gang was not about to be stopped by a something to nothing squeaker that could have gone the other way, had the other team not batted so often. No way, these ladies would be back with less jitters, more determination and one or two slightly stained uniforms.

The season was now in full swing and the ladies' efforts were beginning to produce victories in spite of an occasional mild upset or an unplanned thunderstorm now and then. With each game came more and better hits, sharper fielding and a few more stained uniforms. Their efforts were finally rewarded. They had achieved their goal. They had reached the playoffs in their first year as a team.

Congratulations ladies, you made the summer a bit more enjoyable through your team effort.

CONGRATULATIONS ON THE FOLLOWING APPOINTMENTS AND PROMOTIONS . . .

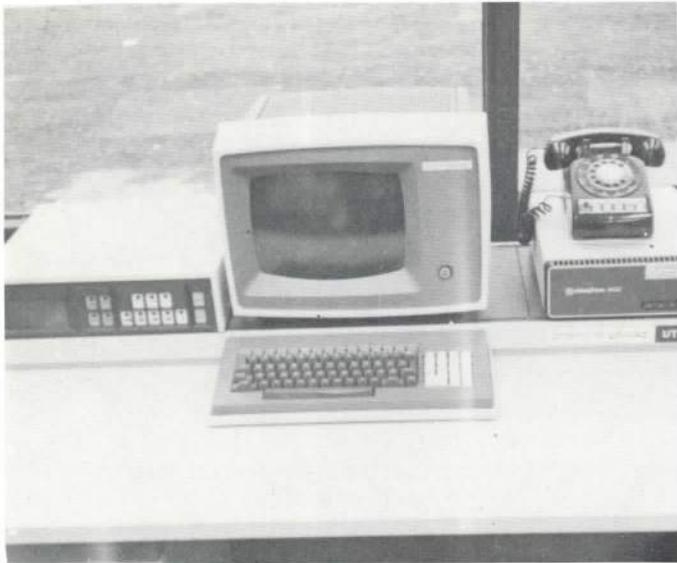
Harvey D. Johnson . . Vice President,
Secy. & General Counsel
Mary H. Kloess Asst. Secy. & Asst.
Treasurer
Larry D. Kolm Treasurer
Fred W. Lammers Service
Coordinator
Norm R. Meyers Traffic Manager
Clarence E. Miller Asst. Road
Foreman of Engines
Guy C. Nasello . . Senior Trainmaster
Frank A. Perkins Locomotive
Engineer
Jack E. Russell . Locomotive Engineer
Louis C. Saxton Locomotive
Engineer
Gary G. Stickney Locomotive
Engineer
Judy L. Stirnemann Secy. to
Controller
Gary L. Tebbe Asst. General Freight
Agent
Jan M. Wickenhauser Manager
Personnel
E. T. Walker Traffic Manager-
System
Bennie J. Cicio Agent-Terminal
Supervisor

1977 ILLINOIS TERMINAL RAILROAD

WOMEN'S SOFTBALL TEAM HONOR ROLL

Barbara West	Kathy Worthen	Sandy Siebert	Jan Wickenhauser
Sue Hankins	Florence Aitken	Rosemary Knoll	Joanne Owen
Penny Bazzell	Carol Emmons	Nancy Rasch	Donna Mohorn
Judy Stirnemann	Teresa West	Doris Amann	Jan Hendrickson

continued on page 6



CONSOLE WITH CRT AND DATA PHONE



W. R. DOWNING ENTERS CAR DATA IN SYSTEM

ITC 700 TO BEGIN OPERATION IN '78

A joint effort involving the Transportation and Management Information Services Departments is currently in progress to establish a mechanized car data system. ITC 700, as it will be called, is scheduled to be operational in early 1978.

The primary purpose of this system is to furnish car record information on a

timely and accurate basis for every car on the Illinois Terminal. This information is expected to contain the car status and location at the time an inquiry is made concerning the car.

Several major side benefits of ITC 700 are possible. These include track checks for switching, printed wheel reports for departing trains and car tracing for shippers.

The yard offices at Allentown, Decatur, Alton, McKinley and A. O. Smith are expected to be designated as reporting terminals. Each reporting terminal will have an ITC 700 unit to report car status changes as they occur. These status changes are called "events" and include to and from interchange, industry or similar moves. Each terminal will have individual computer "memory banks" which will record car moves from track to track within a yard.

In addition, the individual terminals will be tied to a central unit in the MIS Department in St. Louis by a data phone line. On a set schedule of three times per day during week days each reporting terminal will update the central unit by sending car status changes or events via the data line. At present this information is transmitted through the mails, which contributes in large part to delayed information.

Each ITC 700 consists of a printer,

memory file, data phone, typewriter-like key board and cathode ray tube (CRT) which strongly resembles a TV screen. By use of the keyboard car information can be displayed visually on the CRT screen for fast accurate informational checks. If lists or consists are desired, then the printer can be used to furnish this information.

The ITC 700 system will have the capability to send advance consists ahead to the next terminal on trains that are expected to arrive at that terminal. Also, administrative messages can be handled by the terminals. When the system is complete, an 800 series telephone number will be furnished to our customers to enhance car tracing ability.

While the system may appear to be complex to the casual observer, it is quite simple from an operational standpoint and should prove to be a valuable asset to yards, yard offices and shippers.

PEOPLE IN THE NEWS

—from page 5

Gary D. Becker . . . Asst. Car Foreman
 Malcolm L. Branstetter . . . Locomotive Engineer
 David W. Brown Locomotive Engineer
 Kenneth L. Butler Machinist
 Lisa D. Carey . . . Programmer Analyst
 William F. Dennis Supt. Transportation
 Leroy Duncan Trainmaster
 William L. Giedeman . . . Asst. Service Coordinator
 Leonard Hernandez . . . Supt. Cars & Equipment
 Daniel G. Hofbauer Locomotive Engineer
 Gerald J. Huggins Supt. Motive Power, R.F.E.

EMPLOYEES ACCEPTED INTO

ENGINEER TRAINING PROGRAM:

James C. Elliott William T. Spillman
 Charles R. Hicks Kevin A. Wood
 Bruce E. Polley

Please see that the Personnel Dept. has your current address so that your W-2 form will not be delayed.

NOTICE TO FURLOUGHED EMPLOYEES

Travelers Insurance will continue only thru the end of the fourth month following the month in which you last worked. (Employees who last worked September 1, Travelers will expire January 31, 1978) Travelers offers a pay-direct plan if you desire continuous coverage. Information may be obtained from the Personnel Department.

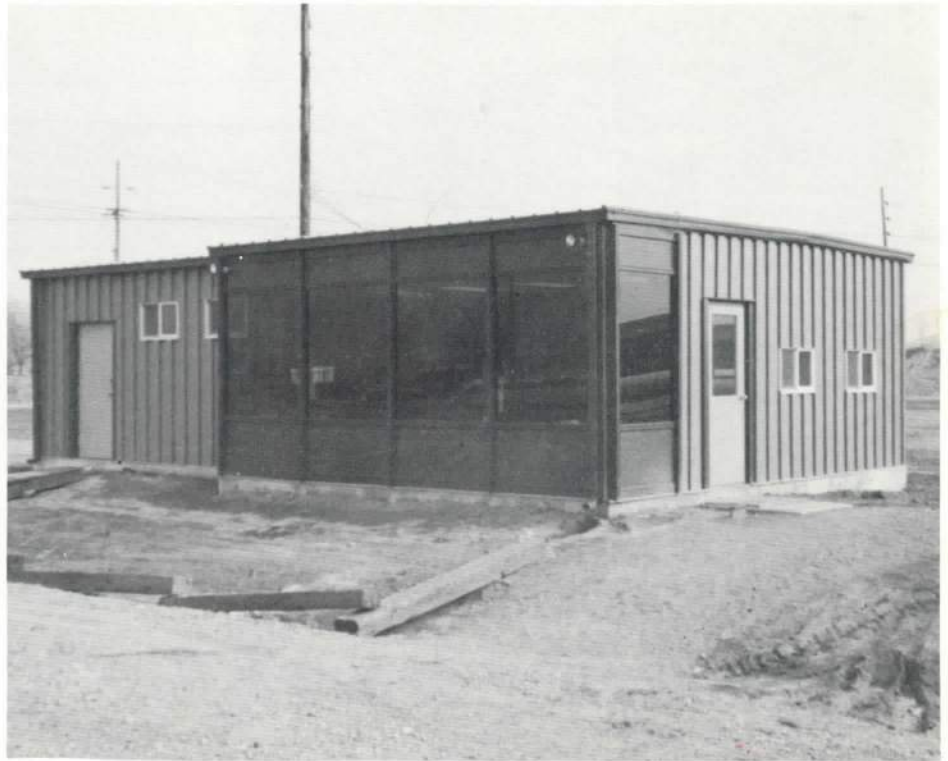
EXPANSION COMPLETE

The renovation of the Granite City facility, more commonly referred to as A. O. Smith Yard, was completed in early 1977.

The yard, which serves as an industrial support facility for A. O. Smith, Inc., and the Tri-Cities Port, was enlarged by adding two new tracks along with extending others. The expansion increased the capacity of the yard by approximately thirty percent.

But for those employees who have worked in the area prior to the expansion, the most obvious change was the construction of a new combination yard office and crew building.

The building, located at the east end of the yard just off old Illinois Route 3, contains 880 square feet of floor space. It houses yard office functions and crew accommodations consisting of a lunch room and a locker room with showers. The structure features a fully panelled interior with a full length yard office bay window for an unobstructed view of the operations by yard office personnel.



IT's Granite City Office

ILLINOIS TERMINAL RAILROAD COMPANY
BOX 7282
ST. LOUIS, MO. 63177



DA JENKINS
2333 E. ELDORADO
DECATUR

IL 62521

IT NEWS

Saint Louis, Missouri

Volume 1, No. 1

NOVEMBER 1979

THE "IT NEWS" ... It's not fancy, but it's a start! This is the first issue of the IT NEWS; a publication that shares information to let you know what's happening on your railroad. The IT NEWS will be printed every other month and mailed to all employees. To keep costs down, we will sacrifice the pictures and elaborate format—and provide you with items of interest straight from our own print shop. We hope you enjoy the newsletter and welcome any comments or ideas you might have. Drop us a note. Jan Wickenhauser (St. Louis)

THE STATE OF THE RAILROAD

Perhaps you have noticed the presence of unfamiliar people on the property in recent weeks. N & W personnel most likely, who were studying our railroad (inside and out) to get an idea of the feasibility of purchasing the IT. The N & W has expressed an interest in acquiring the IT, but it's still in the "talking" stage, and could be for a long time to come. If a preliminary decision is reached by our owner lines to sell the IT, approval by the ICC (Interstate Commerce Commission) is necessary and this could take in excess of a year. Any major developments will be passed along to you in the IT NEWS.

The Illinois Terminal is operating at a loss so far this year (compounded by our \$3.6 million loss suffered last year). However, predictions are that the last quarter of this year will show a brighter picture on the books—and we need profitable months badly. The backbone of the IT is its people, and we're the ones who will make this happen. Truly, it will have to be a combined sincere effort on the part of all.

SAFETY PROGRAM INTRODUCED

A new incentive program was launched in October to rekindle a spirit of safety-mindedness in all employes. It is anticipated the program will bring about a renewed safety effort on the part of all employes and reduce the number of injuries sustained on the job. Increased employe input is also encouraged—a \$100 Savings Bond will be rewarded monthly to the employe who submits the best suggestion on ways to improve employe safety. (Suggestions should be submitted in writing to Jan Wickenhauser, Manager-Personnel, St. Louis.)

SEMI-ANNUAL DRAWINGS will be held for each department (Mechanical, Engineering and Transportation) whose safety record has improved over the previous 6-month period. The current 6-month period will date from July 1 to December 31, 1979. Performance during this period will be compared to the first 6 months of 1979 to determine eligibility. Employes within the eligible departments who have not sustained a reportable injury ("reportable" meaning lost time of 24 hours or more, in line with our reporting requirements to the FRA) during the 6-month period are included in the drawing and eligible for one of the six awards presented. Awards will be approximately \$200 in value and can be chosen from a variety of selections.

ANNUAL INDIVIDUAL SAFETY AWARDS will also be presented to all employes who have worked accident-free for the entire calendar year. To be eligible, employes must have been in the employment of the IT and have worked for a period of not less than nine (9) full calendar months during the year, and not sustained a "reportable" injury during 1979.

THE DEPARTMENT who has the best safety record for the year will be presented a trophy or plaque and recognized at a company-sponsored dinner for all employes within that department. Our records show that the MECHANICAL DEPARTMENT is leading the way so far in 1979! Here's how the departments rate on safety performance for the period 1/1/79 through 6/30/79 for comparison purposes:

Mechanical Dept. (experienced 11 reportable injuries with an average number of employes at 86 — or .128 injury per employe)

Transportation (experienced 35 reportable injuries with an average number of employes at 215 — or .163 injury per employe)

Engineering Dept. (experienced 48 reportable injuries with an average number of employes at 128 — or .375 injury per employe)

We recognize that the Engineering Department has performed a great deal of track repair work this year with many new employes, which could account for the comparably high number of personal injuries. However, as these people become more experienced and knowledgeable about railroad safety, we expect these figures will be much improved.

Number of reportable personal injuries sustained in:

	<u>July</u>	<u>August</u>	<u>September</u>
Mechanical Dept.	0	1	1
Transportation Dept.	4	3	1
Engineering Dept.	8	13	10

The awards outlined in this program are intended only to be an added incentive to work safely. The first and most important incentive is the protection of your own well-being and that of your fellow-worker. There cannot be a greater personal reward than the prevention of an injury to yourself and to others. We are confident that the Illinois Terminal management and employes can work to improve our safety record—this will be to the mutual advantage of all.

SAFETY FIRST BALL CAPS were distributed to employes to kick-off this program—if you've not received your cap, contact the Personnel Department.

PEOPLE IN THE NEWS

Congratulations to employes who received SERVICE AWARDS in 1979. Presented with 25-year pins were:

Raymond E. Blue - Operator at LeClaire Tower
William R. Daniels - Carman at Federal
Phillip C. Green - Bridge & Building Carpenter at Federal
Richard E. Hicks - Rate & Division Clerk at St. Louis
Dean A. Hutchison - Conductor Diesel Division
Paul E. Lewis - Machinist at McKinley
John M. Mack - Bridge & Building Carpenter at Federal
Paul Nolan - Carman Painter at Federal
Orville L. Reed - Bridge & Building Carpenter at Federal
Phillip W. South - Engineer Southern District
Ruth E. Wadsack - Per Diem Clerk at St. Louis
John C. Whaley - Truck Laborer at Edwardsville

Presented with a 40-year pin: Bertran N. Walker - Carman at Decatur.

WELCOME NEW EMPLOYEES

Transportation Department

Terry A. Kasten, Switchman
James W. McGee, Switchman
Terry L. Patterson, Switchman
William K. Sullivan, Operator

Mechanical Department

Daniel E. Adams, Carman Apprentice
Robert L. Horvath, Carman
C. Robin Loyd, Carman Apprentice
Curtis R. Lynch, Carman Apprentice
George J. Sirtak, Carman Apprentice
Wayne T. Strickland, Carman Appren.

RETIREES

George E. Daniels (Truck Driver) after 31 years of service
William H. Vaughn (Engineer) after 33 years of service

NOTICE TO FURLOUGHED EMPLOYEES - Travelers Insurance will continue only thru the end of the fourth month following the month in which you last worked. (Employees who last worked November, Travelers will expire March 31, 1980.) Travelers offers a pay-direct plan if you desire continuous coverage. Information may be obtained from the Personnel Department.

ILLINOIS TERMINAL RAILROAD COMPANY
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DECATUR

IL 62522

IT NEWS

Saint Louis, Missouri

Volume 2, No. 1

JANUARY 1980

THE STATE OF THE RAILROAD

Our last issue of IT NEWS reported the railroad's operating losses in 1978, and thru the first 3 quarters of 1979; but we expressed hope that the last quarter of 1979 would begin to show some profit. Well, we did it! October was a profitable month (the first in a long while) and we have continued operating in the black during November and December. This is only a start—but we now seem to be heading in the right direction. This encouraging news can be attributed to a number of things—primary of which is the commendable effort our management and employees are making to work together to bring back that spirit of accomplishment, cooperation and enthusiasm that holds a successful railroad together. We also saw significant physical and other changes and improvements in 1979 which were a factor in attaining this progress. These are noted separately below. To all those IT employees who have dedicated themselves to keeping our fine railroad going in these rough times (and who will continue with this spirit) our sincere thanks! Lets continue this effort so that 1980 will be a proud year!

HIGHLIGHTS OF 1979

Staff Reorganization - on February 1, the IT staff was reorganized to create a joint Marketing/Operating function under the General Manager (Mr. E. T. Walker) to coordinate more effectively the Transportation, Engineering and Mechanical functions. The new team went to work in a number of areas...

Track Upgrading - extensive rebuilding and upgrading of trackage was accomplished on a number of lines, including:

An Illinois Dept. of Transportation loan of \$1.25 million contributed greatly to the rebuilding of 61 miles of line between Maroa and Farmdale, Illinois bringing standards up from 10mph to 25mph track.

Relaying of the Wood River/Granite City line with 115# welded rail.

Rebuilding switching and industrial trackage in the Madison/Granite City area.

Leasing of Granite City Army Depot rail yard to support the Tri-City and A.O.Smith area.

Increase in Power and Equipment - Rebuilding of 1505 engine in our shops, the first such major rebuilding undertaken in a number of years

Short-term leasing of 6 Conrail GP38 engines to meet the demands of our increased level of business

Leasing of 2 additional 1200HP switching units.

Leasing of 200 new 50' box cars.

Operations Improvement - Improved trackage, coupled with a highly motivated Operating Department, produced a number of operating improvements...

Better supervision, planning, and employe cooperation has produced needed reductions in the hours needed to handle a carload of business and is beginning to help us lessen the number of days cars stay on our line. This helps our per diem expense.

Initiated thru train service directly to and from A.O.Smith Yard at Granite City, substantially reducing turnaround time for cars in Decatur/Granite City rail-to-barge service.

48-hour St. Louis to Peoria service, with many cars moving in 30-35 hours between these points.

Traffic - Improved transportation service and an enthusiastic joint Marketing/Operating sales effort in October and November have produced some significant gains... (This effort in particular is outlined in the SPECIAL INSERT of the IT NEWS)

In 1979, the IT handled more business to and from Decatur than ever before in its history.

IT re-entered the coal business from Monterey Mine late in 1979 with nearly 1,000 carloads originated in unit coal movements. Contract was also negotiated for unit coal movement from Monterey Mine to Baytown, Texas---First such movement was made in January 1980.

Opening of a new bulk unloading facility at Tri-City Port has increased traffic potential by 1 million tons annually.

Our Operating management team and off-line Regional Marketing Managers met jointly with numerous shippers through the country (concentrating on the Portland-West Coast area, New York-East Coast area, Chicago-Midwestern area and the Houston-Southwestern area) in a revitalized sales effort to attract both new and increased business for the IT. Mr. Cassin then strengthened these visits with a personal letter to each shipper which carries an excellent message. We share this letter with you.

December 20, 1979

Dear _____:

Recently, you were kind enough to meet with our Marketing and Operating people for an update of the Illinois Terminal's progress after two years of operating difficulties.

Our people came home from their visit encouraged and deeply grateful for the time you gave us to explain the problems we have been facing, the solutions we have implemented, and the progress we have made and continue to make to restore the IT's capacity and ability to serve you with a higher degree of reliability and consistency.

As they must have told you, all of our really critical difficulties have been (or shortly will be) solved. We intend not to lose this ground—but to build upon it. Our accomplishments in improving our maintenance and fluidity, and in rebuilding and adding capacity where necessary, have and will continue to permit the handling of additional carloads of business; and, most importantly, will permit us to handle this business reliably, consistently, and with greater safety.

However, to continue this progress, we need you to think of us more often, and more positively, (than you may have thought of us in the past), wherever and whenever you are planning your rail transportation needs. Our Marketing and Operating people joined in their visit to you so that both departments—working together—could tell of our progress and plans, and give those assurances that are so necessary to earn the increased confidence we now know you can have in us. We will be doing more and more of this in the future because we feel strongly that Marketing and Operating must join together ever closer to improve the only product we really have to offer: reasonable, efficient, reliable, consistent, safe service!

I join with all of our people in thanking you again for the time you gave us and for your past support. We ask for your continued and increased support. Where you have had to seek other alternatives during the past two years because of our difficulties, we now ask you to try us again. We know you will not be disappointed.

Best wishes for the happiest of Holidays and a healthy and prosperous New Year.

Sincerely,

/s/ W. J. Cassin
President

PEOPLE IN THE NEWS

Congratulations to the switchmen who successfully passed their conductor promotional exam:

Gary W. Hammond	Mark V. Cain
Steve E. Sheafor	Paul M. Anderson
James G. Cann	Thomas E. Stirnaman
Henry VanBuren, Jr.	

Employees selected to enter the locomotive engineer training school:
Joseph A. Dahm and Brad W. Halford

Robert E. Tungett was selected to fill the Hostler position;
and Leonard L. Walker was selected as Hostler Helper

Congratulations to the following employees who were recently promoted:

Billy J. Broyles - Road Foreman of Engines and Rules Examiner (St. Louis)
Mickey R. Metcalf - Assistant Chief Engineer (Federal)
William R. Bartling - Engineer-Bridges & Structures (Federal)
Jay L. Shaw - Manager MIS Department (St. Louis)
Homer R. Swartz - Computer Prog. Project Leader (St. Louis)
Lisa D. Carey - Senior Programmer Analyst (St. Louis)
Clarence E. Miller - Asst. to Supt. of Motive Power & Equip. (Federal)
Robert L. Williams - Assistant Trainmaster (McKinley)
Steve L. Hilligoss - Track Supervisor (Atlanta)

WELCOME TO NEW EMPLOYEES

Transportation Department

Peter A. Campo, Switchman
Karen S. Jung, Operator

Accounting Department

Stephen D. Crum, Clerk

Mechanical Department

William C. Cheung, Carman Apprentice
Robert G. Hassel, Labor-Diesel Shop
Terry M. Leach, Electrician Appren.
Michael J. Pine, Carman-Painter Appr.
Joseph M. RoosEvans, Machinist Appr.
Tim C. Timmins, Carman Apprentice
Gabriel J. Weiner, Carman Apprentice

RETIREES

June O. Blacksher (Trainmaster-Yard & Bill Clerk) after 39 years
Robert J. Buchanan (Carman) after 30 years of service
Phillip C. Green (Bridge & Building Carpenter) after 26 years
Carl A. Kiefer (Conductor) after 32 years of service
Edward H. Wirsing (Chief Clerk-Car Accounting) after 34 years of ser.

IN MEMORIAM

Thomas (Todd) L. Doles (Engineer) deceased January 3, 1980

Paul L. Nolan (Carman-Painter) deceased November 24, 1979

William R. McOwan (Retired General Superintendent) deceased
October 18, 1979

The Illinois Terminal Railroad Historical Society (not connected with the Illinois Terminal Railroad Company) has available 1980 wall calendars; 13-page with b&w pictures of the IT electric, steam and diesel phases of operation. Calendars available at \$3 each thru: A. Gill Siepert, ITRHS, %Illinois Central College, East Peoria, IL 61635

The IT is observing these holidays in 1980:

NEW YEARS DAY Tuesday, January 1
WASHINGTONS B-DAY Monday, February 18
GOOD FRIDAY Friday, April 4
MEMORIAL DAY Monday, May 26
4th OF JULY Friday, July 4
LABOR DAY Monday, September 1
VETERANS DAY Tuesday, November 11
THANKSGIVING DAY Thursday, November 27
CHRISTMAS EVE Wednesday, December 24
CHRISTMAS DAY Thursday, December 25

ILLINOIS TERMINAL RAILROAD COMPANY
POST OFFICE BOX 7282
SAINT LOUIS, MISSOURI 63177

IT NEWS

Saint Louis, Missouri

Volume 2, No. 2

MARCH 1980

THE STATE OF THE RAILROAD

We have begun 1980 well. January is profitable! It is the first January in over five years that we have been profitable. Increased business, good weather, and good people working together are beginning to strengthen the financial condition of our railroad. January is the fourth consecutive month in which we have been in the black. Special words of thanks must go to our Maintenance of Way employees who are doing so much to maintain and improve our track conditions - to our Mechanical Department employees who are maintaining and improving our locomotives and cars and who have done so much to improve our AAR billing performance - - to our Operating Forces, for their steadfast improvement in handling our increased business - - and, last but not least, to all those who support the efforts of these major departments.

As an update to our previous article (Nov.'79 issue) regarding the N&W's interest in acquiring the IT, there is little to report other than a final decision has not yet been made. Things remain in the "talking stage." N&W personnel will be visiting again on the property in the next few weeks - - updating information they secured during their last visit. We will continue to keep you informed of developments thru the IT NEWS.

NEW PHONE SYSTEM

A new telephone system will be installed soon (if not already) which is expected to improve communications and at the same time reduce costs. The Southwestern Bell people have been conducting classes to make the transition less painful, but there will be confusion in the beginning. Once the "bugs" are worked out, it is believed it will be a more positive system than we have heretofore had.

1979 SAFETY TALK

When our new Safety Incentive Program launched last October, our goal was to rekindle the spirit of safety-mindedness in all employees, and help bring about an improved safety performance record.

Hats off to everyone! Results for the 6-month period July-Dec., 1979 show an improvement in all departments over their performance during the first 6 months of 1979. We feel the new Safety Program played a part in this achievement, but many other factors deserve equal, if not more, credit: improved morale, better cooperation between employees and management, more safety consciousness, and many others. We hope this spirit continues to grow, and that we will have the pleasure of reporting further safety improvements in the future.

THE WINNING DEPARTMENT with the best safety record for the Year 1979 is MECHANICAL. Congratulations to Messrs. Huggins and Hernandez and all mechanical employees! With an average number of 89 employees, a total of 17 reportable injuries were sustained during the year - - or .191 injury per employe. TRANSPORTATION DEPARTMENT placed a close second with .263 injury per employe, followed by ENGINEERING DEPARTMENT with .794. Details of the awards' dinner for mechanical employees are being drawn up and will be announced soon.

SEMI-ANNUAL DRAWING - Since all departments improved their safety record during the last half of 1979, all are eligible for the lottery drawing and will receive an equal share of the 6 prizes to be awarded. Employees who have not sustained a reportable injury during this period are eligible. Winners will be contacted and, of course, their names announced in the next IT NEWS. Each department's performance is noted below (IPE means "injury per employe").

	<u>JAN.-JUNE</u>	<u>JULY-DEC.</u>
Mechanical Dept.	11 inj./86 empl. = .128 IPE	6 inj./92.5 empl. = .065 IPE
Transportation Dept.	35 inj./215 empl. = .163 IPE	22 inj./219 empl. = .100 IPE
Engineering Dept.	48 inj./128 empl. = .375 IPE	51 inj./138.5 empl. = .368 IPE

ANNUAL INDIVIDUAL AWARDS - Special IT belt buckles will be presented each employe (must have been in the employ of the IT and have worked for a period of not less than 9 full calendar months during 1979) who have not sustained a reportable injury last year. All these employees deserve recognition for their excellent safety performance - KEEP IT UP!

NOTICE - U. S. SAVINGS BOND CHANGES

The public offering of Series E Savings Bonds was discontinued by the U. S. Treasury Department on December 31, 1979. There is no longer over-the-counter issuance of these securities, although a grace period of six months (until June 30, 1980) has been allowed for the phasing-out of Series E Bonds issued thru Payroll Deduction.

The Series E Bond has been replaced with a new Series EE Bond. Here are a few highlights of the new bond:

- - Series EE Bonds are so named because they will double in value between their purchase and maturity dates. Thus, every EE Bond has a purchase price of one-half its face value. The lowest denomination is a \$50 face value bond (purchased for \$25). Other Series EE denominations available are \$75, \$100, \$200 and so on. (The \$25 Savings Bond will be discontinued.)
- - Like the Series E Bond, the EE Bond will yield $6\frac{1}{2}\%$ interest, compounded semi-annually when held at least 5 years. The term to original maturity will be 11 years, compared to the present 5-year maturity of Series E Bonds.
- - The Series EE Bond is redeemable at any time after 6 months from the issue date. (Series E Bonds were redeemable after 2 months.)

The Illinois Terminal will no longer make payroll deductions for the purchase of Series E Savings Bonds after last half April, 1980 pay period. The Series E Bond program will end April 30, 1980, and balances left in employees' accounts for bond purchases will be refunded by voucher.

Starting May 1, 1980, our new Series EE Bond program will go into effect and employes may authorize payroll deduction towards the purchase of the new bonds as of that date. The amount you have deducted should be a divisible amount of the price of the bond, i.e., in purchasing a \$50 bond (costing \$25), payroll deductions should be \$25.00, \$12.50, or \$6.25.

IT IS NECESSARY THAT A NEW ENROLLMENT CARD BE COMPLETED FOR EMPLOYES DESIRING PAYROLL DEDUCTION FOR EE BONDS. CONTACT PERSONNEL DEPARTMENT FOR INFORMATION AND ENROLLMENT CARDS.

PEOPLE IN THE NEWS

We congratulate the following employes on their recent promotions:

- M. B. (Penny) Bazzell to Manager - Contract Administration
- Larry D. Harnetiaux to Trainmaster
- Tunnie L. Hitchcock to Track Supervisor
- Norma E. Kasten to Transportation Assistant
- M. Kathleen Leaderbrand to Administrative Assist. to General Supt.
- William R. Mort to Director - Real Estate, Contracts & Valuation
- A. JoAnn Owen to Manager - Valuation
- Sandy K. Siebert to Admin. Assistant to Vice President - Finance
- Ken L. Theison to Assistant Pricing Officer
- E. T. Walker to Vice President and General Manager
- Ray F. Wehmeyer to Manager - Real Estate and Property Records

Congratulations also to Ken Heigert for completing his Mach. Appr.

WELCOME TO NEW EMPLOYES

- | | |
|----------------------------------|------------------------------------|
| <u>Transportation Department</u> | Rex P. Robertson - Switchman |
| Robert A. Alewel - Switchman | John K. Switzer, Jr. - Switchman |
| Stephen J. Erwin - Switchman | Ronald H. Wirth - Switchman |
| Frank E. Gillespie, Jr. - Yd Clk | <u>Mechanical Department</u> |
| Bruce A. Powell - Yard Clerk | Michael K. Berg - Pipefitter Appr. |

IN MEMORIAM

A. E. Mester (retired Supvsr of Personnel) - deceased Feb. 6, 1980.

ILLINOIS TERMINAL RAILROAD COMPANY
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IT NEWS

Saint Louis, Missouri

Volume 2, No. 3

May, 1980

GOOD HOUSEKEEPING

You will notice between now and the end of the year, that we will be making a concentrated clean-up effort. We will be starting a program to pick up scrap, pieces of rail, and other unnecessary debris lying in and around our yards and right-of-ways. The major purpose of this general clean-up operation is to provide all employees with a better and safer place to work. This should reduce the occurrence of personal injuries caused by tripping or falling over such material.

The project is being directed by Director-Mat'l's Management E.J. Kloess with the assistance of Engineer-Bridges & Structures, Bill Bartling—and all of you. We encourage all field employees to put forth an individual effort to help clean up the railroad. We can all play a part by putting scrap in the scrap piles for pick up in the yards.

THE STATE OF THE RAILROAD

We ended March slightly in the black (\$109,000 to be exact). This marks the sixth consecutive month the IT has operated in the black. A major improvement over last year! Effects of the sluggish economy, however, are beginning to be felt on the IT. As companies across the nation are generally curtailing production and reducing personnel, this slack is passed along to us in the form of fewer carloads of business to handle, and this means less revenue. While it is very difficult to forecast how long this decline in business might last, we hope it will be short-term. We will be monitoring expenses very carefully during this rough period and request your cooperation.

The N&W's proposed purchase of the IT continues in the "talking stage". No final decisions have been made. The N&W presented a formal proposal to our owner lines at the April Bd Meeting, which the various roads are taking under consideration at this time. You will be kept up-to-date on developments as they occur.

SAFETY TALK

The first Semi-Annual Safety Drawing was held recently and all three departments were able to participate. Since 6 prizes are awarded, they were equally shared by the departments. The winners and the prizes selected were:

Mechanical Department

Bernie Chosich (Car Foreman at McKinley) chose the Waring Food Processor

Jeff Kopsie (Electrician Apprentice at Federal) chose the Char-Broil Gas Grill

Transportation Department

Ken Barnes (Switchman at Federal) chose the 19" Panasonic B&W TV
Charles Clements (Switchman at A.O.Smith) chose the TV also.

Engineering Department

Francis Blake (Bonder-Welder at Springfield) chose the Gold-filled Railroad-approved Accutron watch

James Bourland (B&B Carpenter at Federal) chose the Waring Food Processor

The next drawing will be held for the period Jan-June, 1980. Remember, to be eligible, (1) the department must improve its safety record over the preceeding 6-month period, and (2) the employe within that eligible department must not have sustained a reportable injury during the period. Here's how the departments stand half-way into this period: (IPE means Injury Per Employe)

	<u>JAN-APR</u> <u>1980</u>	compared to	<u>JUL-DEC</u> <u>1979</u>
Transportation Dept.	13 inj/209 Empl = .062 IPE		22 inj/219 Empl = .100 IPE
Mechanical Dept.	6 inj/95 Empl = .063 IPE		6 inj/92.5 Empl = .065 IPE
Engineering Dept.	20 inj/97 Empl = .206 IPE		51 inj/138.5 Empl = .368 IPE

You can see that each department is improving its safety performance so far this year. Let's keep this trend going! You can also see that Transportation Department has made its way to first place at this point. Congratulations!

* * * * *

Notice to all Mechanical Department employes: Plans for the Safety Dinner have been finalized and you should be receiving your personal invitation within the next week. We are hoping for a strong attendance.

PEOPLE IN THE NEWS

We congratulate the following employes on their recent promotions:

Gloria D. Cash to Administrative Assistant-Labor Relations & Personnel

Joe Gutierrez to Programmer/Analyst

Margie A. Haleen to Personnel Officer

Robert E. Tungett and Leonard L. Walker are starting engineer training classes

Thomas E. Stirnaman was selected to fill the Hostler position; and David G. Hale was selected as Hostler Helper.

Winners of the Semi-Annual Safety Drawing:

Ken Barnes - Switchman

Francis H. Blake - Bonder-Welder

James L. Bourland - B&B Carpenter

Bernie Chosich - Car Foreman

Charles L. Clements - Switchman

Jeff B. Kopsie - Electrician Apprentice

WELCOME TO NEW EMPLOYES

Transportation Department

John S. Blake, Switchman

Ben A. Harrison, Yard Clerk

Steven M. Hughes, Yard Clerk

Gary W. Jessen, Switchman

James S. Matheny, Yard Clerk

Mark H. McElroy, Switchman

Mechanical Department

Donald B. Stock, Mach. App.

Albert C. Taylor, Mach.

Engineering Department

Michael J. Boyd, Trackman

James E. Buis, Trackman

David G. Sanders, Trackman

General Office

Sandra R. Connell, Steno-Clerk/Acct.

Karla L. Ostendorf, Steno-Clerk/Acct.

Sandra A. Singleton, Secy/Materials Mgmt.

William H. Tankersley, Asst. Rate Clerk/Mktg.

IN MEMORIAM

John W. Humrichouse (retired Treasurer) deceased March 18, 1980.

WHAT DO YOU THINK?

The IT NEWS is now four issues old. We think it is a good communication tool and feel it has been helpful in bringing you facts about the railroad which you normally would not have occasion to learn about. Hopefully it will continue to give us a better understanding of how important it is that we all work together—to make the IT a better railroad than it already is.

Your ideas and comments are most welcome. If you like, or don't like, what we've written, let us know. If you have any suggested items of interest that we should look at, jot them down. We want to make the IT NEWS as informative and useful as we can—with your help.

Jan Wickenhauser (St. Louis)

SAVINGS BOND REMINDER

All payroll deductions for Series E Bonds have been discontinued with the last half April pay period. The new Series EE bonds now can be purchased thru payroll deduction. Contact PERSONNEL DEPT. for information and new enrollment cards.

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DA JENKINS
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IL 62522

IT NEWS

St. Louis, Missouri

SPECIAL EDITION

June 9, 1980

TO ALL EMPLOYEES:

I know that each of you continue to wonder what is occurring or what has happened in connection with the N&W's interest in acquiring the Illinois Terminal.

As most of you know, we had a Board Meeting today. At that Board Meeting, the N&W presented a proposal to the owners to acquire the Illinois Terminal. After much discussion of the proposal, it was determined that there was insufficient accord among the owners to adopt the N&W proposal. This means simply that the N&W will probably continue to negotiate with our individual owners to reach agreement with them. None of us, at this particular time, knows whether or not they will be able to reach these agreements, so we must continue to operate the railroad better and better -- as we have been doing.

In a separate motion, the Board passed a resolution which was designed to expedite processing of any applications, etc., if an agreement is reached. Simply put, this means that if the N&W gains accord with a sufficient number of our owners, the process of filing applications, etc., before the Interstate Commerce Commission is to be handled expeditiously.

I know that "uncertainty" wears on all of us. I hope, however, that in spite of this, each of you will continue to do the job the Illinois Terminal needs to have done in a better and better fashion. All of us will be working with you to accomplish just this, no matter what the outcome of the N&W's interest in us might be.

Warm regards.

Sincerely,

IT NEWS

Saint Louis, Missouri

Volume 2, No. 4

JULY 1980

THE STATE OF THE RAILROAD

The adverse effects of our nation's recession continue to hurt the IT. We continue, however, to make every effort possible to operate in the black. Declines in revenue have necessitated adjustments in our operating budget. Expenses are necessarily being monitored very closely so that we will stay in the black, if at all possible. A difficult decision was made to reduce personnel—the first major lay off in a long while. By mid June, close to 20 Maintenance of Way employes, 8 Mechanical employes, 4 Transportation yard clerks and about 30 Train and Yard service personnel had to be temporarily furloughed. A close watch is being kept on the situation to insure that employes can be called back to work as soon as possible.

If June figures are favorable (hopefully, they will be), we will have been able to operate in the black for 3 consecutive quarters. April, May and June (the most recent quarter) will be only marginally profitable, however. We see some faint signs that our business may pick up somewhat. Our Marketing Department has acquired some new business for the IT. We are hopeful that the overall economy will show some signs of new life soon.

PAY INCREASES

Railroad employes of some 13 different unions across the nation were granted a general wage increase of 5% and a cost of living adjustment of 27¢ per hour. The combined increase went into effect on July 1, 1980. Newer employes subject to the "entry rate" provision of their contract will receive a proportionate amount of the rate increase.

SAFETY DINNER

Having the best safety record of all departments for 1979, the mechanical employes were honored at a company-sponsored dinner on June 25 at the Lewis & Clark Restaurant in East Alton, Illinois. Attendance was less than expected, although those who were present found it to be a most enjoyable and informative evening.

Mr. Cassin presented the award plaque to Mr. Huggins, who accepted it in behalf of the department. Mr. Cassin commended all Mechanical Department employes for their dedication and improvement in the area of safety, but he pointed out that the IT could do a lot better in improving our record. In 1979 we had one of the poorest safety records in the entire railroad industry—a fact none of us are proud of. But our goal for the future, Mr. Cassin said, was to be able to meet together again with all IT employes in 2 years to accept the Harriman Award—the most coveted honor in the industry. With a more concentrated effort on the part of employes and management, we can attain this goal.

The open discussion period proved most informative as questions were fielded by the various officers present. There was a healthy exchange of facts, ideas and opinions on such topics as: the condition of our railroad (physically and financially), the IT's future, furloughed employes, improvement of the cleanout track at McKinley, improved cooperation between departments, the proposed clean-up program, and a variety of others. The group was encouraged to take back what they learned to share with their fellow workers.

Leonard Hernandez closed the meeting by announcing 1980 service awards for Mechanical Department employes: Louise Uhles was presented a 25-year pin, and William Vohs (not in attendance) earned a 25-year pin also.

SAFETY TALK

Since the start of our Safety Incentive Program last October, the IT NEWS has been reporting individual department's safety performance so that we can be more aware of: (1) improvement (or lack of) in reducing the number of injuries, and (2) how the departments stand with each other. This reporting has been done by using an IPE (injury per employe) figure, which is simply the number of reportable injuries sustained divided by the number of employes in each department. This method fails to consider one very important factor in evaluating safety performance: the severity of the injury (i.e., the number of working days the employe is off due to the injury).

In this and future reports, each department will be rated by a frequency/severity (FS) index. This FS index will take into consideration (1) the frequency or number of reportable injuries, (2) the severity of the injuries, and (3) the number of hours worked—straight time and overtime—by employes in the department. We think you will agree this is a more accurate measure of evaluating safety performance.

Using this procedure, the frequency/severity index for each department appears below. So that you might relate this information to the performance of other railroads in the country, the IT placed 20th in our category of 22 roads for 1979. (Railroads are classified by the AAR according to the total number of employe hours worked annually. We are in Class C.) The Florida East Coast Railroad placed first in Class C for 1979 with a FS index of 0.37. (The average FS index for all 22 roads in our class was 3.41 for 1979.)

F/S INDEX FOR:	<u>MECH. DEPT.</u>	<u>TRANSP.</u>	<u>ENGR. DEPT.</u>
Jan-Jun 1979	4.56	8.34	12.44
Jul-Dec 1979	.60	6.84	18.45
Jan-May 1980	2.88	7.03	19.61

PEOPLE IN THE NEWS

Welcome to new employes: WILLIAM T. McCORMICK joined the IT May 12 as Master Mechanic at Federal Shops
 NANCY A VICKERS was hired May 28 as Secretary-Materials Management Department in St. Louis

Congratulations to TERRI CANNON (Accounting Clerk-St. Louis) and LARRY WEBSTER (Yardmaster-McKinley) who were married July 12.

ACK DAHM and BRAD HALFORD successfully completed the engineers' training program and were promoted to locomotive engineers July 11.

Warm wishes for a happy and healthy retirement to our long-time employes:

- FRANK BERNSEN - Maintenance of Way clerk at Federal, retired after 39 years of service.
- LAWRENCE HAUSTEIN - Conductor/Brakeman on Southern District, retired after 33 years of service.
- WALTER McCLISTER - General Shop Foreman at Federal, after 43 years of service. We might add that Walter had more years of service on the IT than anyone else on the railroad at the time he retired.
- LOUISE UHLES - Mechanical Dept. AAR Clerk at Federal, retired after 25 years of service.
- BERTRAN WALKER - Carman/Car Inspector at Decatur, retired after 41 years of service.

IN MEMORIAM

RAYMOND J. DOWD (retired Asst. General Claim Agent) died May 26
 HARRY O. ROBERTSON (retired brakeman) deceased May 20

The 29 year old brother of Superintendent-Transportation John Novaria has been in a semi-conscious state since a car accident May 15, 1980. Rick Novaria is suffering from severe brain damage and although he has started showing very faint signs of improvement just recently, the prognosis of his recovery is still unknown. Rick was a student at Belleville Area College at the time of the accident, and since that time the college has done a commendable effort of raising more than \$3,000 through special projects to help pay his mounting medical expenses. Rick's medical bills are not covered by insurance. Anyone desiring to make a donation to help Rick can do so by sending a check to:

Roderick A. Novaria Fund
First National Bank of Belleville
19 Public Square
Belleville, Illinois 62220

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IT NEWS

Saint Louis, Missouri

Volume 2, No. 6

OCTOBER 1980

SALE OF THE IT APPROVED

At a special meeting held Monday, September 29, eight of the nine stockholders of the Illinois Terminal Railroad voted to permit the N&W to acquire the assets of the Illinois Terminal. The only dissenting railroad was the Rock Island. Our own lines are the Illinois Central Gulf, Norfolk & Western, Conrail, Baltimore & Ohio (Chessie System), North Western, Missouri Pacific, Frisco, Burlington Northern, and Rock Island.

Formal application to the Interstate Commerce Commission for approval of the acquisition is planned for late this year. Final administrative action by the ICC, approving or disapproving the application, would then have to be taken within 15 months from the date application is filed. Pending the ICC decision (and after), operations of the IT will remain relatively the same as they have always been.

On October 6, the Rock Island again petitioned the Federal District Court in Northern Illinois to reconsider their ruling of September 15. On September 15, this court refused a request from the Rock Island to issue a restraining order prohibiting the holding of the stockholders' meeting originally scheduled for August 25. No action on this most recent petition to reconsider has been taken as of this date.

THE STATE OF THE RAILROAD

It appears we have made it through the worst of the recession, as an increased amount of business is rolling over our lines once again. Financial figures continue to look favorable. As of August, we have operated profitably for 4 consecutive quarters. We are happy to report that as a result, this past month most of our furloughed employees have been returned to work.

BITS OF NEWS

On September 15 the IT handled its first Machens Coal Train since 1976 initiating movement of coal from the Monterey Mine near Carlinville to Federal where it is given to the BN to be taken to its final destination, the U.E. Portage Des Sioux plant in Machens, Missouri. We expect to move 3 such coal trains per week each train consisting of 85 or more cars. Our present contract covers movements through March 1981 with prospects of an increase in volume after that date.

The IT has begun grading and earth-moving as the initial construction phases of a new support yard for the Tri-Cities Port. The yard will be located behind the A.O. Smith auto frame plant in Granite City, and just north of our present AOS yard. Initially the yard will consist of 3 tracks, with considerable room for future expansion.

Within the Tri-Cities Port area, several improvements in track arrangements are planned: modifying the lead in the Bulk Services old dock, extending the lead at the Bulk Services new dock, and joining two major track segments within the Port near Bulk Service old dock with an Inter-connect Track. These track improvements and expansion plans will enable the IT to more effectively serve the Port, and help both the port and the IT grow with increased traffic demand.

Extensive repair of switches at the south end of the Decatur Yard is currently under way. The project, scheduled for completion before winter, will greatly improve this previously troublesome area.

Furloughed IT switchmen, engineers, carmen, B&B carpenters and M/W laborers make up the largest part of the new tie-gang that started work mid September. This 7-week project will accomplish such track improvements as: installing new ties on the T&E between Mont and Roxana, and on the A&E from Wood River to the Depot yard complex in Granite City. Several hundred carloads of ballast will then be laid over the newly-installed ties. There are also plans for laying 115 lb. welded rail on the section from WR Tower in Granite City to A. O. Smith Yard, and from west end of A. O. Smith to the new Bulk Service Dock.

HOW LONG DOES IT TAKE?

It takes a minute to write a safety rule.
It takes an hour to hold a safety meeting.
It takes a week to plan a safety program.
It takes a month to put it into operation.
It takes a year to win a safety award.
It takes a lifetime to make a safe worker.
It takes one second to destroy it all with one accident!

IT NEWS - SPECIAL INSERT

We regret that one of our employes, Gary W. Hammond, was killed in a train accident while working as conductor in the A. O. Smith yard last Friday night, October 17. During his three years with the IT, Gary made many friends here, who undoubtedly share the sorrow of his death.

Surviving are his wife Kelly and two daughters, Kerry S, and Kasey 3.

If you would like to contribute towards a monetary gift to the family, please send your check (payable to Kelly Hammond) to me and I will see that it is delivered to Mrs. Hammond.

Mail to: Miss J. M. Wickenhauser
Manager-Personnel
Illinois Terminal Railroad Company
P. O. Box 7282
St. Louis, Missouri 63177

PEOPLE IN THE NEWS

Welcome to new employes: KERRI CRAIG - Secretary to Vice President & General Manager, St. Louis
LARRY LOGUE - Machinist in Mechanical Department, Federal Shops.

Congratulations to TED HUGHES for completing his Sheetmetal Worker Apprentices Program at Federal Shops.

RETIREMENTS

ALAN R. HUDSON, Regional Marketing Manager - New York, retired 9/30/80, after 32 years of railroad service, 10 years spent with the IT.

RAYMOND L. REED, Locomotive Engineer, retired 9/30/80, after 38 years of service with the IT.

IN MEMORIAM

Thomas H. Naert, Manager-Stations, St. Louis, died 9/24/80.

Johnnie C. Schultz, Operator-Wood River, died 8/22/80.

Ondra Wilkins, Carman-McKinley, died 9/14/80.

Kenneth L. Stivers, retired Traffic Manager, died 7/20/80.

Lloyd F. Yonker, retired General Car Foreman, died 9/26/80.

SERVICE AWARDS

Congratulations to employes entitled to receive service pins this year.

40-years of service

James L. Walker, Conductor

25-years of service

Jerry W. Blair, Conductor

Charles L. Clements, Switchman

Kenneth B. Cook, Engineer

Donald E. Coons, Switchman

Omar G. Creech, Engineer

Robert H. French, Engineer

Charles F. Gardner, Conductor

David Ingle, Track Laborer

George L. Redman, Engineer

Orval Scroggins, Machinist

Jack T. Spano, Engineer

Edward E. Thompson, Mechanical Laborer

William Vohs, Machinist

Gary M. Willis, Storekeeper

Ivory Wilson, Track Laborer

James E. Winslow, Conductor

SAFETY TALK

Figures for individual department's safety performance for the 6-month period January - June 1980 reveal both good news and bad. The good news: most departments improved their safety record compared to the same time period last year. The bad news: none of the departments showed improvement over the previous 6-month period (July-December 1979), eliminating all departments from the semi-annual lottery drawing.

The frequency/severity index for these periods appear below. You will remember this F/S figure measures (1) the frequency or number of reportable personal injuries sustained, (2) the severity of the injuries; specifically, the number of work days lost by the injured employes, and (3) the number of hours worked, both straight time and overtime, by all employes in that department. (We are shooting for lower F/S figures!)

F/S INDEX FOR:	<u>MECH. DEPT.</u>	<u>TRANSP.</u>	<u>ENGR. DEPT.</u>
Jan-Jun 1979	4.56	8.34	12.44
Jul-Dec 1979	.60	6.84	18.45
Jan-Jun 1980	3.64	6.91	20.66

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IT NEWS

Saint Louis, Missouri

Volume 3, No. 1

MARCH 1981

STATE OF THE RAILROAD

In February, we (and other railroads) began to experience a serious business decline. Loadings in practically all commodity areas are down. Receipts from connections have also fallen. An electrical fire at the New Dock in Tri-City Port has added to IT's problems. This facility is now out of service. We estimate it will return to service in March. The prediction is that business may not pick-up soon — that current low carloading levels could extend through the second and third quarters of this year.

As a result, force reductions have been made necessary. Every department has had to concentrate on reducing expenses wherever possible. Hopefully the down turn will be of short duration.

COST-OF-LIVING INCREASE

Railroad employes of some thirteen different unions across the nation were granted a cost-of-living adjustment of 32¢ per hour effective January 1, 1981. Newer employes subject to the "entry rate" provisions of their contract will receive a proportionate amount of the increase.

INSURANCE COVERAGE - FURLOUGHED EMPLOYEES

Health insurance policy with Travelers and dental insurance policy with Aetna provide continuous coverage for furloughed employes to the end of the fourth month following the month in which you last rendered compensated service or received vacation pay. (Example: Employee furloughed in February will be covered until June 30.) Health coverage beyond that time can be arranged on a pay-direct plan with Travelers. Information can be obtained from the Personnel Department.

N&W - IT ACQUISITION (Finance Docket No. 29455)

Joint application was filed with the Interstate Commerce Commission on December 22, 1980. On January 21, 1981, the ICC issued a Decision and Notice accepting the application and finding that the proposed transaction is one that does not have regional or national transportation significance within the meaning of the Staggers Rail Act of 1980. At Page 9 of their January 21, 1981, Decision and Notice, the ICC stated ". . . the evidentiary phase of the proceeding must be concluded by May 6, 1981. Service of an initial decision will be waived, and determination on the merits of the applications will be made in the first instance by the entire Commission, under 49 U.S.C. § 11345, by June 20, 1981."

A copy of the ICC's Decision and Notice of January 21, 1981, can be had by writing the ICC direct - or, if you wish, drop a note to Ms. Jan Wickenhauser, including a self-addressed, stamped return envelope, and we will be glad to send you a copy.

IT JACKETS

Custom-made jackets with Illinois Terminal logo will be presented as the 1980 individual safety award. Employees eligible for the safety award will receive the jacket sometime this spring. Remember, to be eligible you: (1) must have been in the employ of the IT and have worked for a period of not less than nine full calendar months during 1980, and (2) have not sustained a "reportable" injury in the calendar year 1980. An injury is reportable, according to FRA guidelines, if it results in lost time from work of 24 hours or more, or if medical treatment other than first-aid is administered.

The jackets are made of heavy duty oxford nylon, flannel lined, and are dark green in color with yellow-gold imprint of the IT logo on the front chest.

All eligible employees are receiving a special insert with this newsletter, and are encouraged to return it to the Personnel Dept. promptly so that distribution of the jackets can be made on time. These employees truly deserve special recognition for their excellent safety performance last year. KEEP IT UP!

PEOPLE IN THE NEWS

- BENNIE J. CICIO was appointed System Marketing Manager effective October 1, 1980
- W. VICTOR MORGAN was appointed Manager-Operations Planning-Coord. on October 1, 1980
- GARY L. TEBBE was appointed Marketing-Pricing Officer effective October 1, 1980
- TUNNIE HITCHCOCK was appointed Roadmaster-South on October 1, 1980
- STEVEN L. HILLIGOSS was appointed Roadmaster-North on October 1, 1980
- EDMUND D. BARTOSIAK was appointed Asst. Trainmaster effective October 6, 1980
- RON D. JOHNSON was appointed Senior Trainmaster effective November 1, 1980
- DANNY CHILDRESS completed the Machinist Apprentice Program and was awarded seniority as Machinist on January 1, 1981.
- ROBERT E. TUNGETT and LEONARD L. WALKER completed engineer training and were promoted to locomotive engineer January 16, 1981

RAILROAD RETIREMENT TAX

Effective January 1, 1981, the tax rate under the Railroad Retirement Tax Act increased from 6.13% to 6.65% for the employe's portion, and maximum creditable compensation rose to \$2,475.00 per month. You will notice more of your earnings being deducted for payment of RR tax.

The railroad's portion has likewise increased. For each employe on the payroll, the railroad matches the employe's amount of RR tax (6.65% of \$2,475.00 maximum earnings per month = \$164.59) plus 9.5% of \$1,850.00 maximum earnings = \$175.75 and an additional 8% of \$400.00 earnings = \$32.00. Thus, for each employe the railroad pays up to a maximum of \$372.34 each month to the Railroad Retirement Board in taxes, and an additional Supplemental Retirement tax of 14.5 cents for each hour paid.

The Illinois Terminal Railroad Historical Society (not connected with the Illinois Terminal Railroad Company) has available 1981 wall calendars; 13-page with b&w pictures of the IT electric, steam and diesel phases of operation. Calendars available at \$3 each thru: A. Gill Siepert, ITRHS, Illinois Central College, East Peoria, IL 61635

HOLIDAYS

The Illinois Terminal will observe the following holidays in 1981:

NEW YEARS DAYThursday, January 1
WASHINGTON'S B-DAYMonday, February 16
GOOD FRIDAYFriday, April 17
MEMORIAL DAYMonday, May 25
4th OF JULYSaturday, July 4
LABOR DAYMonday, September 7
VETERANS DAYWednesday, November 11
THANKSGIVING DAYThursday, November 26
CHRISTMAS EVEThursday, December 24
CHRISTMAS DAYFriday, December 25

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