

# DLN SERVICES

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Mr. Mike Mitrovich  
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SUBJECT: Comparison of wheels trued at Lincoln.

The following information is in regard to your request of comparison of wheels trued at Lincoln, Nebraska during the same time frame in year 2001 and 2002. This was a 45 day time frame.

I have attached a spread sheet showing the total number of wheels trued each year as well as the reasons recorded for truing by the operator of the wheel machine.

The total number of wheels trued in the time frame in year 2001 was 414 pair. In the same time frame of 2002 there were 244 pair of wheels trued. This is a reduction of 170 pair of wheels. This is a 41.06 percent reduction in the number of wheels trued during the same time frame.

As I have stated before, the General Foreman, Richard (Butch) Bergholz said that the number of locomotives having to go to the wheel machine has reduced considerably. Last year almost every locomotive that came into the shop had to go to the wheel machine for one reason or another. Not so this year. He has been very helpful getting information for me to look at. I feel the reason for this reduction is due to the application of the MPL lube stick.

The wheels trued for shelled wheels was decreased 16.97 percent for year 2002 compared to 2001. I believe this is due to the stick lubrication because of better adhesion to the rail because of less wear to the profile of the wheel.

The wheels trued for flat spots was increased 31.00 percent for year 2002 compared to 2001. Looking at the records, there were more yard engines trued for this reason. These locomotives do not have flange lube on them and there can be more reasons for getting flat spots in yard service than road service.

The wheels trued for high flange was increased by 85.35 percent for year 2002 compared to 2001. This is due to the use of solid stick lubrication. While reducing the flange ware it will promote tread ware. It takes much longer for the tread to wear down for truing conditions so the wheel life is going to be longer under the locomotive.

The wheels trued for mismatch was decreased for year 2002 compared to 2001. I feel that this is the result of both less flange and tread wear resulting in wheels lasting longer under the locomotive.

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The wheels trued for thin flange was decreased 41.41 percent for year 2002 compared to 2001. This is a direct result of the solid stick application. I feel that there will be a greater reduction in this area as the number of locomotives with the kits applied increase.

The wheels trued that had no comment as to why the wheel was trued decreased for the year 2002 compared to 2001. This indicates for the most part, that the operators of the wheel machine are more conscientious in filling out the spreadsheet at the wheel machine. In looking over the spreadsheets, I got a feeling that most of the wheel being trued, with no comment entered as to why, was being done for either shelled or mismatched wheels. There was very little or no notation in the tread or flange measurement columns. Looking at the rim thickness and new wheel diameter it appeared to me that it was for either shelled or mismatched. That would be my opinion since I turned many wheels on the wheel machine at Lincoln and knowing what the numbers mean.

The comparison of the two years definitely shows an improvement of wheel wear since going to the MPL solid stick lubricator. If you have any questions about this information, please give me a call.

Daryl L. Neitzel, Consultant