



NORTHERN NEWS

THE NORTHERN DIVISION LABOR-MANAGEMENT ACTION GROUP NEWSLETTER • MILWAUKEE, WISCONSIN

AUGUST 1984

new covered hoppers added to fleet

We have leased 97 new 100 ton, 3000 cubic foot capacity covered hoppers to meet increased demand in the handling of roofing granules and sand. Built by Portec at Winder, Georgia, these new cars are in a grey livery and numbered 96000 thru 96096.

amtrak handling more passengers

Amtrak trains operating over the Milwaukee Road carried 133,800 passengers thru May, 1984 an increase of 4.7% over the same period last year. Patronage of the Empire Builder for the entire Chicago - Seattle route was 38,000 thru May, 1984 up 3.0% over the same period last year.

amtrak chicago - milwaukee corridor service to increase

On August 5 Amtrak will add one additional train between Chicago and Milwaukee. No. 331 will leave Chicago 11:45 AM and arrive Milwaukee 1:17 PM. Southbound No. 336 will leave Milwaukee 3:15 PM and arrive Chicago 4:47 PM. The new service will use ex-C&NW "Push-Pull" type suburban equipment.

locomotives renumbered

The 16 remaining core EMD SW 1200 yard switcher units on our locomotive roster are being renumbered from the 600 series and will now carry numbers 701 thru 717.

railroad police win trophy

The "little brown jug" is back in the possession of the Milwaukee Road Police Department.

In a competitive "shoot" at the Waukesha, WI. Police Pistol range on June 20, 1984 with our counterparts on the C&NW held in conjunction with our semi-annual AAR - Region 5 Police and Security Section meeting, the accumulative scores from our Officers were greater than those scored by the North Western.

The "little brown jug", a plaque signifying this friendly competition, is presently at the engraving shop being prepared for display at our Milwaukee headquarters.

Those competing and responsible for our recent victory were Phil Wagner, Dick Mishefske, Steve Farrell, Varge Wannebo and the "Green Bay flash", Doug Clark.

In similar firearms competition among Officers from the Twin Cities area representing the BN, C&NW, Rock Island and Milwaukee, Pat McDermott from our

railroad police win trophy (cont'd)

St. Paul Office won 2nd place honors in the individual category in a shoot held at Hudson, Wisconsin on May 29, 1984.

from the desk of bob hickle
director of social counseling

A few months ago we discussed the idea that alcoholism is a family illness--- that is, the drinking of the alcoholic causes problems for all the family. We also discussed that a satisfactory recovery requires the participation of the whole family, and the recovery of the whole family.

I want to discuss the idea of "family illness" from a little different point of view this month. Alcoholism runs in families. We don't really know why, but we find that if one of your parents is an alcoholic, that you are four times as likely to be an alcoholic than if they were not. We also find that if you have uncles or aunts, brothers or sisters, grandparents or cousins who are alcoholics, the odds increase that you also have the illness.

The connection seems to be genetic, but not always. Often we see a woman who is raised by an alcoholic father who marries an alcoholic, finally divorces him, and then marries another practicing alcoholic! Doesn't make sense, does it?

There is another curious matter which we see. We meet with the adult children of an alcoholic parent, and deal with the parent as best we can, bringing them to recovery, we hope. Five years later, we see the person who was concerned about their parent who is now an active alcoholic.

Those of you who have been patient enough to wade through all these articles on alcoholism must be about ready to throw up your hands and quit. If this business is so complex, and if the so-called experts know so little about it, how can I ever make any decisions? How can you expect to ever be able to get it all together?

Let's make it simple, for that is the way we must go. If alcohol or other drugs are causing problems for you or someone for whom you care, give us a call. We'll help you sort it out.

federal rail alcohol ban proposed

WASHINGTON - Transportation Secretary Elizabeth H. Dole on June 6 proposed the first federal ban on alcohol and drug use by railroad workers. The proposed rule would set a blood alcohol level content of 0.05 percent as a per se impairment standard.

Secretary Dole announced the issuance of a notice of proposed rulemaking at a Senate Commerce Sub-committee hearing on the control of alcohol and drugs in railroad operations. Also testifying at the hearing were representatives from the National Transportation Safety Board, railroad management and labor.

federal rail alcohol ban proposed (cont'd)

The new regulations outlined by Mrs. Dole would:

Prohibit on-the-job use or possession of alcohol or drugs by railroad employees.

Mandate post-accident drug and alcohol testing of rail employees. Testing would be required after any accident involving a fatality, bodily injury, release of hazardous material or damage to railroad property in excess of \$150,000, excluding grade crossing accidents and trespassing incidents.

Authorize toxicological testing of employees suspected of impairment. Railroads would be authorized to test employees on the basis of "just cause" --reasonable suspicion of impairment--after reportable accidents or after operating rule violations where the potential for an accident is involved.

Require pre-employment drug screening.

Establish policies to help identify employees with drug or alcohol problems, including voluntary referral and co-worker reporting policies to encourage leniency for those who seek treatment.

Require railroads to make specific inquiries into possible drug or alcohol use when reporting train accidents.

In her testimony, the Secretary estimated that about 550 incidents per year would require toxicological tests.

Comments on the proposal are due within 30 days. The FRA has scheduled hearings in July in Denver, Chicago, New Orleans and Washington.

Mrs. Dole said she expects the final rule to be ready in September, and stressed the importance of working with management and labor in finding ways to curb substance abuse by rail employees.

(from AAR Rail News Update - June 13, 1984)

milwaukee goes cabooseless

Intermodal 209 departing Bensenville at 4:33 AM Thursday, July 19 with crew members Bud Morris, conductor; Wayne Balenger, brakeman; and Ralph Kreuger, engineer was the first official cabooseless train operated on the C&M. Under provisions of Award No. 1 of the Arbitrary Board No. 419 caboose arbitrary rendered July 3, 1984 many cabooseless assignments will be phased into operation over the next three months.

new connecting line at ottumwa

A new switching line, the Ottumwa Connecting Railroad, has begun serving industries in the Ottumwa, Iowa area that had lost rail service due to the abandonment of the Norfolk & Western line into that city over two years ago. With two employees and one locomotive, this new railroad will operate over 3 miles

new connecting line at ottumwa (cont'd)

of former N&W trackage, including a 750 foot bridge across the Des Moines River, to serve the John Deere Ottumwa Works (hay foraging equipment) and a Ralston-Purina plant. The Milwaukee Road is their only connection.

quality circles make presentations

What do force field analysis, drop tables, carmen, drainage, cost-benefit analysis, machinists, and traction motors have in common? These were all elements of a Milwaukee Road Quality Circle presentation to management that took place in St. Paul June 27. The LMAG Oversight Committee and guests that included President Worth Smith and John Murphy, Program Manager, of the Federal Railroad Administration, met to hear ideas for improvements to facilities in St. Paul as proposed by two QC groups.

"Job 1" of the St. Paul repair track, led by Jack Shumansky, presented the problem of improper drainage in their work area. The solution that they came up with called for the upgrading of certain tracks and the installation of cement in their primary work area which would correct the drainage problems and improve working conditions, increase productivity, and improve morale. Carmen Richard John, Ronald Darsie, Earl Sisson, William Parson, Terry Schliecher, and Randy Madsen assisted with the presentation through the use of charts, graphs and slides.

Modification to the drop table and a change in procedures for the removal and replacement of locomotive traction motors was the subject presented by St. Paul Diesel House QC "We Try" led by Chuck Budzicky. Machinists Roger Losie, Dennis Portz, Darmon Jones, Jerry Ridler, Don Voightlander, and Floyd Miller assisted by explaining the various points through the use of slides, drawings, charts and graphs. The proposal would lead to increased locomotive utilization due to less down time and safer working conditions. The solutions presented by both QC groups would lead to substantial savings.

After the presentations, President Smith stated that he was impressed with the time, effort, and research displayed by both QCs in analyzing and developing solutions to their selected problems for management presentation and indicated his support of these topics. He said that the QC presentations demonstrated ingenuity and good thinking.

motor cars receive upgrading

Ten employees of the MOW Equipment Shop at Tomah have been assigned the task of rebuilding 67 MT-14 and MT-19 motor cars. In order to comply with state laws in Missouri, Wisconsin, and Iowa each car must be fully enclosed and have a heater. The cars are rebuilt from the frame up, all running gear reconditioned or replaced, and new cabs manufactured at Tomah, installed. Each car is then painted with an attractive new design and the Milwaukee Road logo is displayed on the front of the cab. A target date of October 31, 1984 has been set for completion of this project.

answers to last month's trivia

What track does the Chattanooga Choo Choo leave Pennsylvania Station on?

"Track 29"

What mountain range is traversed by the highest railroad in the world?

"The Andes"

What are the Liberty, Gator, Hula, Pecan and Bluebonnet?

"College football bowl games"

prefab crossing panels being built

The Turnout/Panel Gang, headquartered at Tomah, has begun construction of 22 79 foot panelized crossings. This is the first time we have tried constructing crossings of this length to be shipped to the job site. It is anticipated this venture will result in controlled, uniform construction and installation of crossings. The amount of time highway traffic is interrupted and the time our track is out of service will be reduced considerably because of our ability to install the already constructed crossings into place rather than building it at the site.

don't forget the 2nd annual northern division retirement party

Several items of railroad memorabilia have now been added to the retirement party raffle prize list. The raffle tickets, priced at \$1 each or 6 for \$5 and dinner tickets at \$12.50 each can be purchased as follows: St. Paul area-John Weiland; Green Bay-Dan Curran; Wausau-Ken Skidmore; Portage-Mike Duffert; Milwaukee-Ray Thomas; Mason City-Gerry Koath; Muskego Yard-Larry Kissel; or the Credit Union at Milwaukee Depot. This retirement party is being financed only through the sale of these tickets. Your support is needed and appreciated. Mark your calendar - Saturday, September 22, 1984 - The Eagles Club in Milwaukee.

wheeling the steel

With the cooperation of Chicago area steel mills, our company, the Elgin Joliet & Eastern Railway, and A. O. Smith Corporation we recently started a new truck competitive rail service between Chicago and Milwaukee. The service is designed to provide no longer than 36 hours transit time from dock to dock. Since the coordination was started on July 9 we have already noticed an increase in the volume of shipments. A. O. Smith is extremely pleased with the new transit times.

more trivia

What sport does FISA govern?

What country's lottery, known as El Gordo, gives the most prize money?

Who was the sinister doctor of Sax Rohmer's novels? (answers next month)

serious challenges face railroads

Trucks can and will be able to reduce their costs by 40 percent. If we don't cope with that, all our successes will go for nought. Trucks change their technology every seven years. We have to change ours every twenty years. (excerpted from an address before the ASME luncheon in Chicago by Dr. William J. Harris, AAR vice president, research and test department)

productivity gains the key

Despite its tremendous growth in recent years, piggyback remains only marginally profitable, and there's a lot of complaint about the level of prices on piggyback. In fact, 1983 prices per trailer were just about the same as in 1980. What this means is that competition is working, has set the price levels, and railroads are responding to this intense competition. If we are going to turn in a reasonable profit from this growth potential, it is going to have to be the result of getting a better handle on operations and being more cost effective. The track in piggyback corridors will have to improve also. Essentially we are talking about passenger train speeds - of about 80 MPH. So, the track and roadbed will have to be restructured and maintained to exceptionally high standards. This will be expensive, but if the name of the game is to be time competitive with the Interstate highway trucks that parallel our rail lines, then it is necessary. About 50 percent of railroad costs are labor, compared with about 25 percent for trucks. (excerpted from remarks made by W. Charles McCormack, vice president, marketing and planning, Seaboard System before the National Intermodal Forum and Piggyback Exposition in Atlanta, Georgia)

highway hazards

Federal deregulation has paved the way for a significant increase in the number of trucking companies on the road, as well as increases in the length and width of truck trailers. Changes in the industry have produced an influx of less-experienced, less-competent drivers. Higher fuel costs, increased competition and other factors have pressured truck drivers to drive faster and cover more ground. These changes have brought about a poorer quality, less-skilled driver. Federal regulations require only that inter-state drivers be 21, have experience driving in four seasons and pass a road and written test. Statistics show that there are more accidents among truckers with fewer than two years driving experience than among more seasoned drivers. Motorists' fears of tangling with a truck are not unfounded. According to the Insurance Institute for Highway Safety, in 1977, the occupant of a car was 22.9 times more likely than a truck occupant to be killed in a fatal crash between the two vehicles. By 1980, the car occupant was 30.6 times more likely to be killed. For small cars, the figures are more alarming. Economics of trucking is a major factor. While federal regulations allow truckers to drive a maximum of 10 hours in a 15-hour duty shift, some truckers say scheduling by some companies and shippers forces them to bend the rules and drive faster to reach a destination on time. Independent truckers complain they cannot make time or money with the 55 MPH speed limit claiming that the new truck engines are more fuel-efficient at higher speeds. (excerpted from Los Angeles Times Service/Milwaukee Journal 6/5/84)

keeping track

Green Bay yardmaster Dan Thorpe and trainmaster Dan Curran took part in a presentation to the Labor-Management Action Group Oversight Committee Meeting held in St. Paul, June 27. Their topic: "What the Problem Solving Teams Mean to Local Labor" and "What the PSTs Mean to the Local Manager".

Robert A. Sturm, 62, agent at Columbus, Wisconsin retired July 9, 1984 with over 44 years of service.

keeping track (cont'd)

John T. King, former general foreman and MOW material Manager at Tomah Shops passed away May 5, 1984 at Aberdeen, South Dakota. He retired from Tomah December 30, 1977 after 40 years of service on the Milwaukee Road.

Ilija Ika Todorovic, 21, cousin of superintendent's office clerk, Mila Wamsley, graduated magna cum laude with a bachelor's degree in political science from Texas A&M and has won a Fulbright Grant for graduate study in Yugoslavia.

John J. Wosinski, 71, retired traveling car agent passed away July 7, 1984. His career with the Milwaukee Road spanned over 50 years starting on July 13, 1927 as a messenger at Milwaukee. He was made a clerk in 1936 working a number of positions around Muskego Yard until being promoted to traveling car agent for the Transportation Department March 1, 1948, with headquarters in Milwaukee, a position he held until retiring July 27, 1977.

Dolores Gavin, Clerk in the Material Division became grandmother for the 6th time. John James Gavin, 8 lbs. 11 oz. born to Sue and John Gavin, July 12. John is a Carman for the C&NW at the Cudahy car shops. Grandpa is John Gavin, Chief Clerk for the C&NW at Butler, Wisconsin.

Dolores Mell, wife of Crane Operator Don H. Mell, passed away unexpectedly June 30, 1984. We extend our sympathy to Don and his family.

Linda Hansen, Milwaukee Customer Accounting, had a very interesting fourth of July. This was her first experience fishing on Lake Michigan. She caught a 25# Chinook salmon measuring almost 40 inches long. The location was just south of the Power Plant in Sheboygan, Wisconsin, for anyone interested in trying their luck. How about some fishing lessons Linda?

Willis C. Burns, retired conductor, died July 8, 1984 at the age of 81. His son Willis F. works as an Engineer out of Portage, Wisconsin.

northern news correspondents

Jerry Magnuson - Green Bay

Margaret Lange - Portage

Gene Porter - Wausau

Chuck Kowalke - LaCrosse

Ray Shisler - Tomah Shops

Marilyn Carlson - Milw. Regional Data

Bev Radtke - Milwaukee Depot

Ron Boguszewski - Muskego Yard

Bob Voigt - Milwaukee Car Shops

Nancy Bidlingmeyer - Locomotive Shops

Dolores Gavin - Material Division

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