



NORTHERN NEWS

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

JULY 1984

changes ahead for the milwaukee shops

Approximately 46 acres of the Milwaukee Shops complex has been sold to the State of Wisconsin for use as a correctional facility. The area involved is bounded roughly by the Menomonee River on the west and south; on the north from a point near the south end of the Car Shop building (CD-50) to approximately 100 feet west of the 35th Street Viaduct. In addition, portions of the old Bluemound Yard area directly west of the Shops are included in the deal. The general office building (LD-42); LD-41 Quality Assurance; SD-43 Material Division; CD-73 Sand Blast (not currently being used); the passenger car shop building (CD-76) used by the Army Reserve; SD-37 and CD-71 used for storage by non-core; and the oil house are all slated for demolition. Not affected is the waste-water treatment facility. It is anticipated that most departments now housed in LD-42 will be relocated in the Milwaukee depot except the Mechanical Engineer's office which will move to the 2nd floor of the Car Shop. Quality Assurance, it is expected, will relocate to the north locker room area of the Car Shop. The Material Division will probably be relocated in other areas of the Shops. The Lumber Yard facility will be moved to Tomah.

engineering developments

Work began June 4 on upgrading the line between Minneapolis and Appleton, Minnesota. Approximately 180 men will be working 10 hour days, four days per week ballasting, installing cross ties, distributing material, surfacing, and other tasks. Differing from the normal 8 hours, 5 day week, it is anticipated that this work schedule will increase productivity, promote reductions in injuries, and improve morale by allowing the men, usually working long distances from their homes, to spend more time with their families. Chuck Anderson of Milwaukee has been named project manager; Bill Cusma of Milwaukee and Bob Kutcher of Minneapolis are project engineers; Harvey Reiss of Minneapolis is project roadmaster; Mark Pfeiffer of Centerville, Iowa is general foreman.

The system steel gang, led by general foreman Earl Selchert, will lay 9.5 miles of CWR (continuous welded rail) between Postville and Calmar and 5.0 miles between Lawler and New Hampton, all on the Northern Iowa line.

new style pay checks coming

Pay checks with a redesigned stub that will indicate year-to-date information will be in use soon. It is anticipated that they will be introduced with the pay for the 1st period of July.

business car refurbished

Our remaining business car, built at the Shops in 1948 as the Wisconsin,

business car refurbished (cont'd)

was refurbished this Spring receiving a fresh coat of paint and new trucks of a more modern type in addition to the company emblem and the "Running Indian" symbol. Inside, the car was cleaned, new carpeting and upholstery installed. The electrical and A/C systems were overhauled and inspected. It's name was also changed from Stanley E. G. Hillman to Milwaukee (not to be confused with the streamlined Milwaukee of 1948 now privately owned).

benefits significant cost item for railroad

During 1983, the railroad remitted as follows for Railroad Retirement and Railroad Unemployment/Sickness taxes:

Railroad Retirement - Tier 1	\$ 9,692,000
Tier 2	14,964,800
Supplemental	1,969,900
Railroad Unemployment	<u>2,021,600</u>
TOTAL	\$ 28,648,900

These are costs of operation few of us consider. Of interest to us all is the fact that retired or retiring railroad employees receive greater benefits than those under the Social Security Act. The benefits are paid for - they do not come out of the public "pocket"

from the desk of bob hickle
director of social counseling

In this series of articles, I have spent considerable time discussing the symptoms of alcoholism. There are many more, but it is probably not necessary to describe them all. As a matter of fact, the alcoholic usually knows long before anyone else that something is the matter, and the family also knows very early that for some reason, booze does not affect their loved one like it does some other people. As we have discussed before, the usual reaction is denial, by both the alcoholic and by his or her family.

If you want to know if I would consider you an alcoholic, answer three questions to yourself. If the answer to any one of them is "yes", give me a call. If two are "yes", I'll be up today. If all three are yes", check into a hospital in the next hour! I'll discuss the first question in this letter, and the next two in subsequent letters.

Question No. 1: Does alcohol in any form (gin, beer, wine, whiskey or anything else) cause you problems in any major area of your life? Your family, your job, your finances, the police, your self-respect or your health? If it does, you are very likely what we call an alcoholic.

It really doesn't matter when you drink, where you drink, how often you drink, or even how much you drink. What really matters is what happens when you drink.

I often have people say to me, "I can't be an alcoholic. I have gone as long as

from the desk of bob hickle (cont'd)

six months without a drink!" The answer, of course, is a question. "Why do you feel you need to go six months without a drink?" And the answer to that, if the speaker is honest is, "Because when I drink, I get in trouble!"

If you are an alcoholic, I can make you only one solid guarantee---If you don't seek help, the problem will get worse. There is really no other way out. Give Gary or me a call. We'll talk it over.

Next time: Question No. 2.

straight talk about interchange

Do you know what it costs when we deliver a car to another railroad in error? Car Service Rule 7 provides for a charge of \$75 for each incident in addition to daily charges for a connecting line to hold cars awaiting proper billing instructions. For the first five months of 1984, our Road paid 198 bills amounting to \$14,990 and declined 55. There are now 209 bills pending that total \$15,405. Conversely, for the first four months of 1984 we billed our connecting lines for 523 errors totalling \$40,040 while nine bills were cancelled. No data is currently available to indicate the amount of these bills actually paid.

Paying close attention to what we are interchanging, DELIVERED as well as RECEIVED, produces dividends. Make sure that the proper paper work accompanies cars being delivered. On received interchange, follow existing procedures. Cars will be handled more efficiently and effectively. Customers loads will receive less delay if the problem is corrected at interchange and not at a point miles away.

answers to last month's trivia

The South Pole
Baltimore and Ohio
Death Valley Days

quote of the month

"Nine-pound hammers and steam locomotives have long since given way to power tools and modern diesel engines, but the spirit of the railroad pioneers who forged their way across America's heartland still lives on in the sons and daughters of the Milwaukee Road. As they will proudly tell you, they are survivors. Adversity only makes them more determined to succeed.

Such conviction is contagious. The briefest visit leaves one with the lasting impression that they will indeed prevail. Whoever acquires the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. will have bought one helluva railroad."

From an article that appeared in World magazine, Vol. 18, No. 2, 1984. It was written by Samuel A. Cypert after having ridden one of our Sprint trains from Chicago to St. Paul in severe weather last winter.

portage area picnic planned

The first annual Milwaukee Road employee picnic for the Portage area will be held at the Collipp Worden Park, Portage, beginning at noon August 4, 1984. All employees of all departments and their families are invited. Retired employees are also invited to attend.

There will be food, refreshments and plenty of activities including softball, volleyball, and games, races and prizes for the kids.

See notices which have been posted for details and sign up with the Trainmaster's office at Portage.

p.s.t.'s get results

From the Green Bay Problem Solving Team under the name H.E.L.P. - Help Eliminate Local Problems:

Significant inroads have been made in conditions of the Green Bay yard and we have confronted transportation problems. In particular, the movement of trains 444/445 and 444's subsequent connection with train 244. P.S.T. member Frank Hedstrom brought forth a problem to be discussed of a 3 day delay on cars from Marinette/Menominee area to train 244. Through combined efforts of the P.S.T. team a presentation of our alternative measures was made to Scott Paper, the major industry of the Marinette/Menominee area. The team's suggestion was to ask Scott Paper to adjust its schedule for an earlier switching time enabling train 444 to be called between 11 and 11:30 A.M. The train is pre-blocked by the Menominee switch engine. This gives Green Bay the ability to place cars from 444 in proper block, to 244, upon connection thus reducing 22 hours from release to departure that would have been previously experienced. This service improvement works, not only to the benefit of the Milwaukee Road, but also Scott Paper. Mr. Ray Harris and Mr. Dave McShane of Scott Paper in Marinette relate that the company is pleased with this new arrangement and has put them on a schedule that further increases their own productivity.

safety first

Be looking forward to renewed action in Operation Lifesaver. District Special Agent Doug Clark of Green Bay will be working closely with Mr. Joe Lydick, F.R.A. track inspector for the district, and all law enforcement agencies, county and municipal of the subdivision. Crossing safety is of paramount importance when it comes to school buses, not to mention safety of our own people.

more trivia

What track does the Chattanooga Choo Choo leave Pennsylvania Station on?
 What mountain range is traversed by the highest railroad in the world?
 What are the Liberty, Gator, Hula, Pecan and Bluebonnet? (answers next month)

things to do this summer

Lake Michigan auto ferry service between Milwaukee and Ludington, Michigan has been resumed with one daily sailing through Labor Day, September 3, 1984. The

things to do this summer (cont'd)

Michigan-Wisconsin Ferry Service, using ex-Chessie System car ferry Badger, is scheduled to leave Ludington at 700 AM (Michigan time) and arrive Milwaukee at 1200 Noon. Eastbound, the ferry will depart at 300 PM, arriving Ludington at 1000 PM (Michigan time). Phone 1-800-253-0094 for reservations or additional information.

Railroading is being featured at Chicago's Museum of Science & Industry. The restored Pioneer Zephyr of the Burlington Route and a number of other exhibits, including model railroads, are all a part of "A Celebration of Railroading" that is taking place at the museum through September 30, 1984. Located at 57th and Lake Shore Drive in Chicago, the museum is open daily 930 AM to 530 PM with no admission charge. A fee of \$1.25 for adults and \$1.00 for children under 12 is charged for tours of the railroad exhibits.

The Illinois Railway Museum at Union, Illinois is the home of Milwaukee Road class S-3 4-8-4 No. 265 and FM switcher 760. The facility is open weekdays 11-4 (electric trolleys only operating) or 11-5 on weekends with both steam and electric operations. Admission is \$3.75 for adults, \$2.25 for children 6-12. Children under 5 admitted free. Telephone 815-923-2488 for additional information.

Pioneer Village located in Ozaukee County south of Fredonia on County I, is a recreation of Wisconsin life as it appeared in the 19th Century. Exhibits include farming, blacksmithing, weaving and many others. The old Milwaukee depot from Cedarburg is a recent addition. Moved to the site about two years ago, the building is undergoing extensive restoration. An admission fee is charged. Phone the Ozaukee County Historical Society for additional information, 414-377-4510.

keeping track

Jim Scotson, 47, division material manager has been transferred to St. Paul as part of a reorganization of the Material Division effective July 1, 1984. Jim, wife Helen and daughters Marcella and Michelle have found a home in Cottage Grove, Minnesota. We wish them well.

Bob Riordan, retired lieutenant of police, has been ill recently. He would enjoy hearing from friends. You can write him at 4141 N. 104th Street, Apartment 1, Milwaukee, WI 53222.

Ray Thomas, Milwaukee stationmaster, is back on the job after being off for several weeks due to illness.

Roland J. "Fin" Finley, 61, relief operator at Grand Crossing and "AD" office in LaCrosse, retired June 15, 1984 after more than 32 years of service. He will be missed by his co-workers.

Barry D. Meyers, 39, has been promoted to the new position of Manager Field Services-Stations and Yards with system-wide responsibility effective April 1, 1984 with headquarters remaining at Milwaukee. His old position, division supervisor of stations and yards, has been eliminated. Barry began his career with the Milwaukee in 1962 as an agent-operator on the old D&I Division. Promoted to

keeping track (cont'd)

agent at Terre Haute, Indiana in 1977, he served there until transferring to Milwaukee in 1978. Good luck, Barry, in your new position!

John Lapinski, son of Milwaukee field engineer Chester J. Lapinski, graduated with honors from the University of Wisconsin - Milwaukee with a BS-Electrical Engineering degree on May 20. He has accepted a position with General Electric at Binghamton, New York.

Congratulations to Kelly Sheehan, daughter of Muskego Yard clerk Bob Sheehan on being elected president of the junior class for 1984-1985 Nicolet High School in Milwaukee suburb Glendale.

Dorothy J. Cranshaw, 32, formerly ADM-Administration at Milwaukee, has been promoted by the Chessie System to Ohio Division Manager at Columbus, Ohio. Dorothy joined the Chessie in 1979.

Robert W. Centen, 71, retired General Adjuster - Claims Department passed away at a nursing home in Green Bay on May 10, 1984. Mr. Centen began his railroad career in the agent's office at Green Bay in 1941, transferring to the claims department in 1950 as a stenographer. He served as adjuster and district adjuster in Wisconsin, Indiana and Illinois. He became assistant general adjuster in Chicago in 1957 and was promoted to General Adjuster in 1967, retiring on December 31, 1977. Mr. Centen is survived by relatives in the Green Bay area.

Dale R. Dillinger, 54, 956 Outward Drive, DePere, Wisconsin, former Roadmaster at Austin and Green Bay, passed away February 26, 1984 in a Minneapolis, Minn. hospital. Survivors included his wife, one daughter, two sons, one of whom (Dennis) is employed as a section laborer at Hilbert, and five step-children.

Muskego Yard Assistant Chief Clerk Ed Scholz and his family participated in a television program that aired in the Milwaukee area June 10 on WITI-TV 6. The program, "The Journey Home", dealt with the aging process. This was one of a weekly series on family living produced by the Milwaukee Archdiocese. A portion of the program was devoted to the Scholz family and an interview with Mrs. Frances McGill, Ed's mother-in-law who makes her home with Ed and his family.

Congratulations to Rick and Sally Brandt on the arrival of their second daughter, Tara Sue, born May 17, 1984, weighing 6 lbs. 12 oz. Rick and Sally are both Extra Clerks at Portage, Wisconsin.

Sympathy is extended to Jan Draeger (Milwaukee Regional) and her family on the passing of her father on May 24.

Joe Wuerl and his wife Florence spent their vacation and celebrated their 32nd wedding anniversary at Lake Delton, WI. by themselves alone.

Bernard S. Becker, retired foreman in Material Division passed away Thursday, May 17, 1984.

keeping track (cont'd)

Lynn Kucharas, daughter of Doris Nerdahl--Chief Clerk in Mechanical Department, gave birth to a 6 lb. 9 oz. baby boy, Peter James on June 9th. This is Doris's 13th grandchild!

Willie Fields, Sr., 64, Stationary Fireman at the Shops power house retired May 31, 1984 after more than 33 years of service.

George Sternig, 61, machinist, retired June 1, 1984 with 42 years of service most of which was in the air brake shop.

Hilbert Koepnick, 78, retired Milwaukee Shops machinist passed away June 15, 1984. He retired in June, 1971 after 37 years of service.

T. J. Tracy, 60, First trick operator-leverman at Duplainville Tower retired June 30, 1984 with more than 39 years of service.

annual retirement party

Renew old acquaintances, socialize with friends and co-workers, honor those of us who retired during 1983 - that's what the 2nd annual Northern Division Retirement Party is all about! An estimated 50 retirees and their wives will be honored at this event slated for Saturday, September 22, 1984 at the Eagles Club in Milwaukee. This is being financed in part through the sale of raffle tickets priced at \$1 each or books of 6 for \$5. A Lake Michigan chartered fishing trip for six on the "Charlie Tuna" is being offered as the grand prize. A railroad approved wrist watch and many other valuable prizes will also be awarded. Dinner tickets at \$25 per couple or singles at \$12.50 will be on sale soon. If you can't find any of these tickets contact one of the committee: Norm McKegney, Bob Shive, Tom Bigley, Clarence Scholl, Cathi Uhaley, Dan Wolf, Paul Mertens, Mike Dowski, Bud Morris, Frank Childs or R. Krumenacher - you'll be glad you did!

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

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