

THE MILWAUKEE ROAD

SPECIAL EDITION

Vol. IV No 7 MINNESOTA REGION NEWSLETTER
OF THE NORTHERN DIVISION
Labor Management Action Group

July 1, 1984



ENGINEERING DEPARTMENT



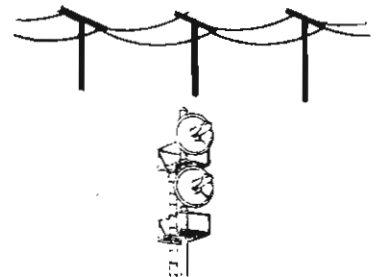
N.E. SMITH

ASST. VICE PRES. - CHIEF ENGINEER

MAINTENANCE OF WAY

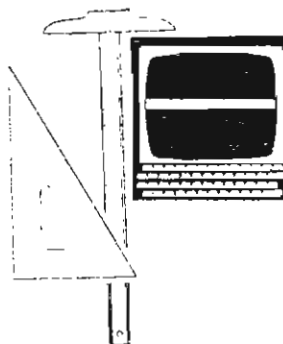


SIGNALS & COMMUNICATIONS



STRUCTURES
BRIDGES & BUILDING

ENGINEERING PLANNING



PUBLIC WORKS

ENGINEERING DEPARTMENT

Let me say this:

The work activity around the General Office for the past few years, has been at an extremely fast pace and very fulfilling in many respects and, obviously, somewhat frustrating in others.

In general, the Engineering Department/Maintenance-of-Way is responsible for the maintenance and construction of the physical plant. Our company is in the transportation business and our primary objective is to meet the marketing demands in the most economical manner.

In order to carry out our responsibilities, the Engineering Department is generally divided into two segments; the General Office Staff area and the field forces. The staff area is divided into subdepartments, consisting of Maintenance-of-Way (Track), Structural (B&B and Environmental), Signal and Communications, Engineering Planning and Department of Public Works. The department heads for each of these subdepartments are: R. H. Michaels, Assistant Chief Engineer-Maintenance of Way, D. A. Bessey, Assistant Chief Engineer-Structures, D. L. Wylie, Assistant Chief Engineer-Signals & Communications, R. S. Johnson, Director of Engineering Planning, G. U. Mentjes, Director of Public works, and not to be overlooked, W. H. Spinks, Administrative Assistant.

The titles of the subdepartments are fairly descriptive of the duties and responsibilities of each of those subdepartments. It is our responsibility to coordinate the activities for the Railroad Company with the other departments and, obviously, our coordination with the Transportation Department, is the closest, with the Mechanical, Accounting, Industrial, Legal and Executive Departments, all being part of our clientele.

Externally, our department becomes involved not only with federal, state, county and local governments, but with shippers, individuals, contractors and, literally, peoples from all walks of life.

I am sure that all of my co-workers will agree with me, that ours is one of the most interesting jobs in the world, since we become involved with almost everything of a conceivable nature. It is indeed a pleasure to be associated and working with the group of people that we have in our overall department.

N. E. SMITH - AVP-Chief Engineer



Mr. Smith's right-hand girl --
Secretary Sharon Attaway



A. E. Elwart
Chief Clerk



W. H. (Bill) Spinks
Administrative Assistant



Jean Lantz
Roadmaster's Secretary



H. C. Lewandowski
D. E. Ringlbauer
General Roadmasters


Maintenance of Way

One of the many functions of the Engineering Department working under our AVP-Chief Engineer N. E. Smith is Asst. Chief Engineer-Maintenance R. H. Michaels and his supporting staff. This group of people are responsible for the supervision, planning and programming of heavy maintenance and rehabilitation work on the system which also includes the operation of the Tomah Shops as well as the Welded Rail Plant at Savanna, Illinois. Much time is spent in planning the work so that it is done in the most critical areas and benefits the overall operation.

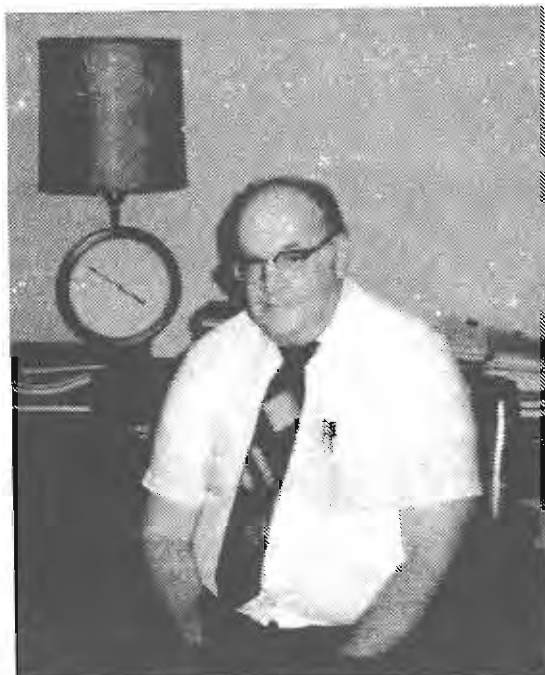
The critical locations are determined from the information furnished from the field office, and it is important that this information be complete and accurate. Much time is also spent monitoring the expenses and progress of the work from the information from the Supervisors in charge of the various projects because it is of utmost importance that all work be progressed within budget limitations.

This department is also responsible for the training of its Supervisors in the field as well as members of the extra gangs which carry-out the needed work. Training sessions are held on an annual basis for most Supervisors and Orientation Sessions are held for all major extra gangs prior to start-up to try to bring out the importance of safety, production and quality of work so that each project can be completed as programmed and within the funds allotted.

This department is also responsible for the assignment and maintenance of all track equipment and heavy equipment such as locomotive cranes, Burro cranes, Jordon ditchers and bulldozers to see that maximum utilization is obtained.



F. P. PAWLAK
Staff Engineer



R. H. Michaels

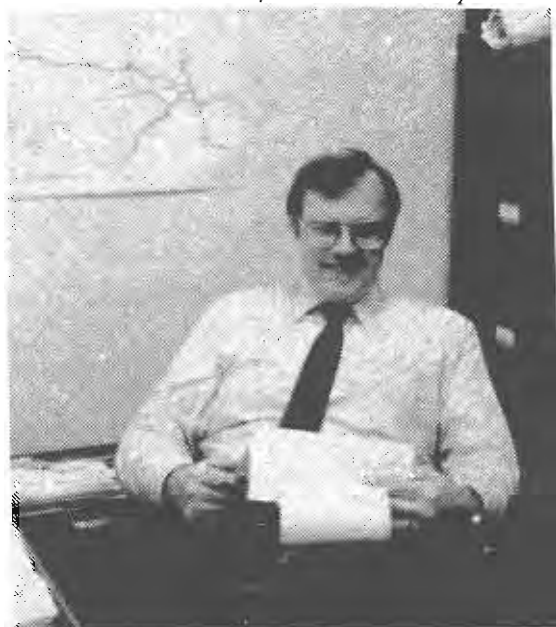
Asst. Chit Engineer-Maintenance



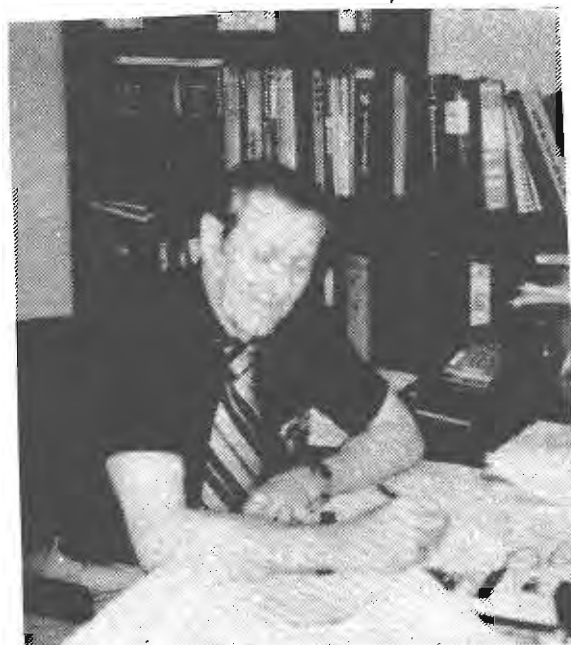
R. W. Alberts - Mgr. MOW Budget



F. P. Pawlak - Staff Engineer



J. M. Connery - Ch. Clerk - Gen. Rdm.



W. E. Anderson - Ch. Clerk - Supt. Wk. Equip.

Engineering Planning

The group under the direction of the Director-Engineering Planning prepares track layouts and approves track plans prepared by the division forces. They work closely with the Operating and Marketing Departments in the development of track plans to serve new industries and industries that are expanding as well as new sidings or yard tracks.

They prepare track maintenance programs and estimates as well as capital programs and estimates for the entire system.

They handle administrative and technical matters relating to:

- 1) Track maintenance and construction standards.
- 2) Track speeds.
- 3) Weed and brush control.
- 4) Material requirements.
- 5) Monitoring of failed rails.
- 6) Preparation of system maps and exhibits.
- 7) Lease, sale and purchase of right of way.
- 8) Assessments.
- 9) Monitoring maintenance gangs.
- 10) Maintaining weekly, monthly and annual system reports pertaining to track and right of way.

Needless to say, the group has to work closely with the division forces relying upon them to furnish the field information needed for the many plans, estimates and reports that are made.



R. S. JOHNSON
Director-Engineering Planning



R. S. Johnson
Director-Engineering Planning



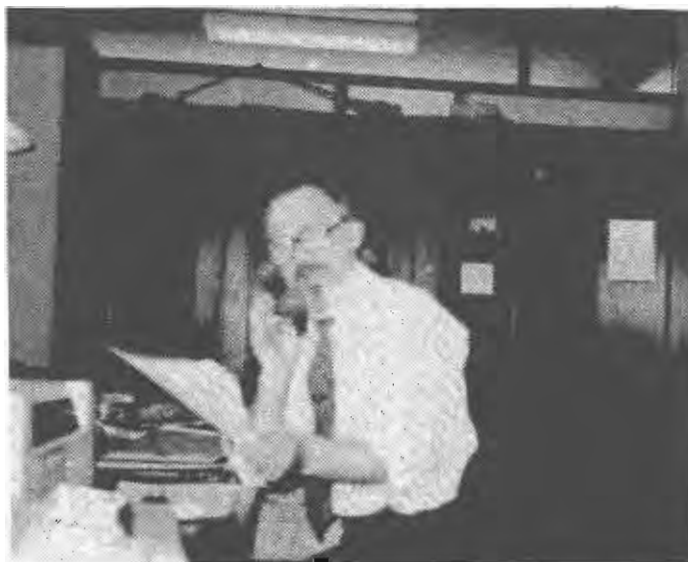
Jenny Juarez
Draftsperson



Barbara Christensen
Secretary



D. B. Achacase
Asst. Engr. Estimates



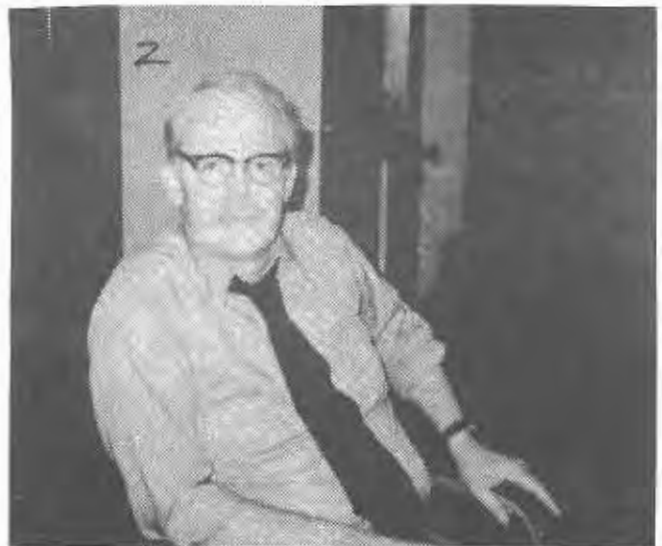
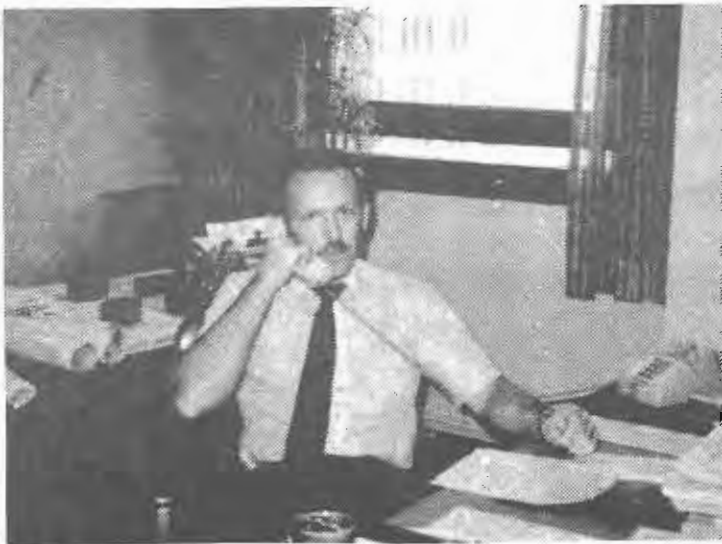
Mark Barens
Asst. Engineer

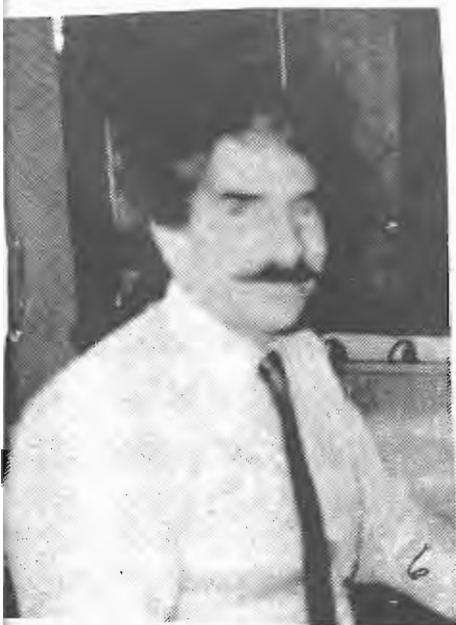
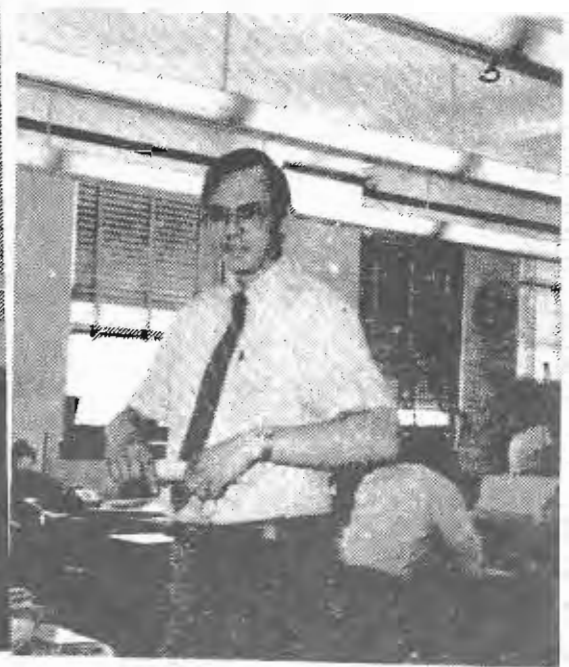
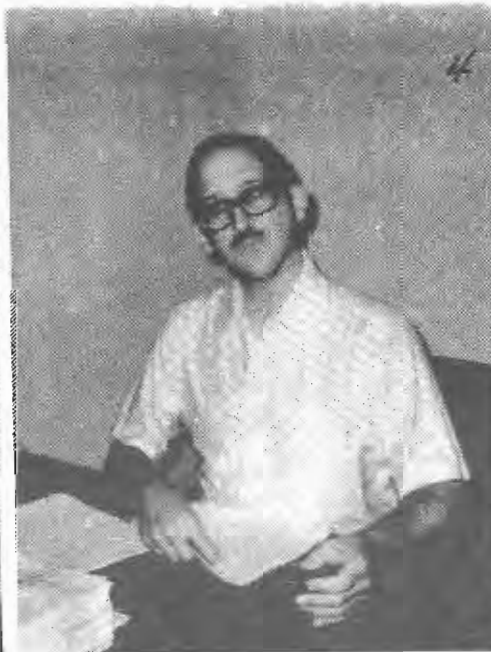
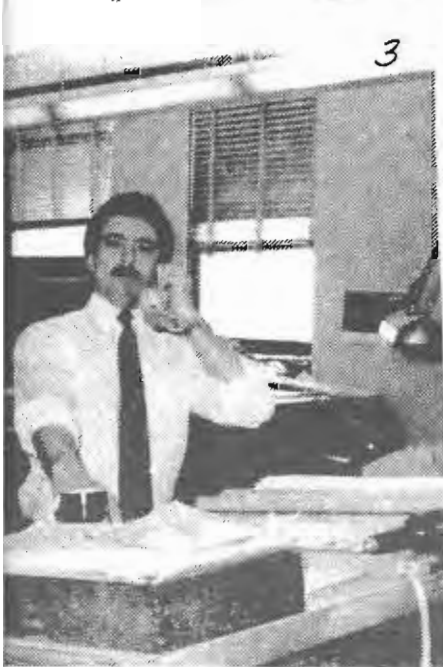
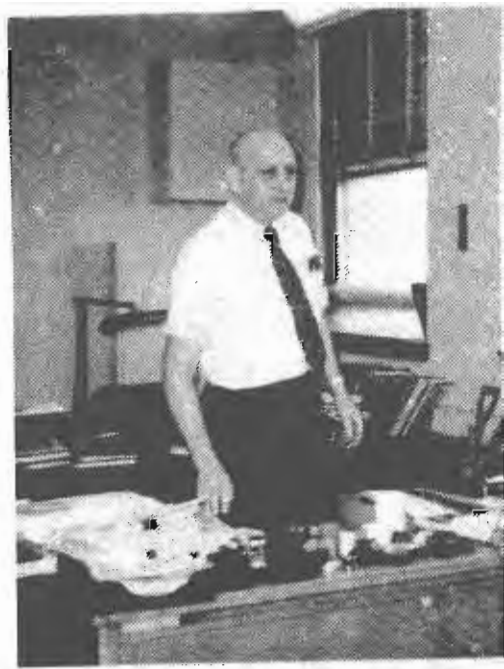
Engineering Planning

1. A. C. Kasulke - Asst. Engineer, Planning
 2. N. R. Meyer - Engineer, Standards
 3. W. J. Bauer - Chief Draftsman
 4. E. J. Reed - Asst. Engineer, Planning
 5. W. J. Brenny - Asst. Engineer, Track
 6. R. A. Vollrath - Asst. Engineer, Track
 7. F. G. Brenner - Engineer, Design & Planning
 8. G. D. Hayen - Asst. Engineer, Track
-

Public Works

1. G. U. Mentjes - Director, Public Works
2. J. R. Taylor - Asst. Engineer, Public Works





Engineering - Structures Department

The Structures Department is responsible for construction and maintenance of bridges, buildings, load supporting structures, environmental control and related facilities for the entire system. It prepares plans and specifications for new construction, as well as for alterations and repairs to existing facilities. The Department has supervision and surveillance over repair and maintenance programs and the control of both capital and operating funds budgeted for these facilities.

D. A. Bessey is Assistant Chief Engineer, and his basic functions are to plan, direct, and control the system office and field forces. He supervises directly Bridge Engineer A. Youhanaie, Architect L. O. Bolwahn and Director Environmental Control R. E. Fronczak, who in turn supervise related staffs.

Mr. Youhanaie directs and controls planning, design, construction, operation, and maintenance of all load-supporting or retaining structures over the entire railroad, such as bridges, tunnels, docks, turntables, retaining walls and other major structures to meet the present and future operational needs of the Railroad.

Mr. Bolwahn directs and controls the design, construction and maintenance of buildings, environmental control installations, TOFC facilities, scales, heating and air conditioning equipment, electric transmission and related facilities.

Mr. Fronczak evaluates and directs the implementation of the environmental control programs and actions of the Company as well as directs the preparation of reports, environmental impact statements and evaluations, design and construction, and spill response.

The Structures Department also has supervision of the System Steel Crew, two District Pile Driving Crews and a District Concrete Crew.

Mr. Bessey and his assistants keep close contact with field forces. This is accomplished through frequent meetings with the General Chairmen, Labor Relations personnel in an endeavor to maintain the best relationship and work toward their best interest.

Safety is of extreme importance, and B&B foremen start each day with a review of the "Rule of the Day" stressing safety throughout the working day. Monthly safety meetings are conducted.

On-the-job training is participated in by all personnel in order to gain experience in the various aspects of the Department's program, and this is followed with performance reviews with each individual.

Personnel in the Department take advantage of tuition reimbursement and other programs to improve their knowledge in their field of activity.

Spring bridge inspection is carried out each year and covers all bridges, culverts and other structures on the entire system.

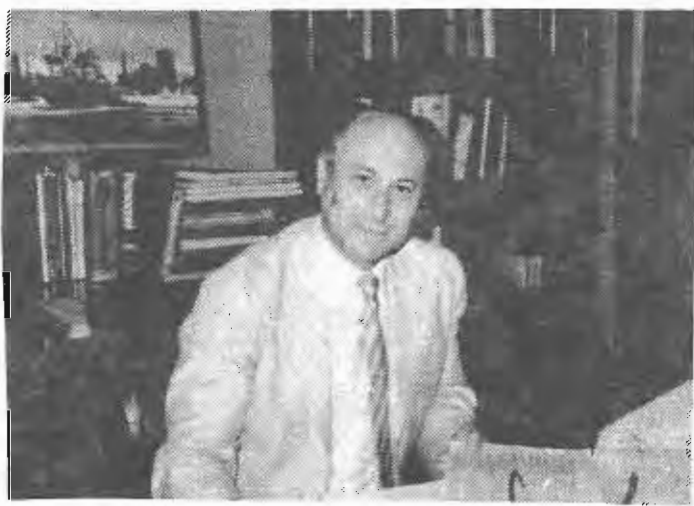
New technology involves areas of material used, design - such as computer programs, and the most current sophisticated equipment available - as in the environmental control facilities.

ENVIRONMENTAL





D. A. Bessey
Assistant Chief Engineer-Structures



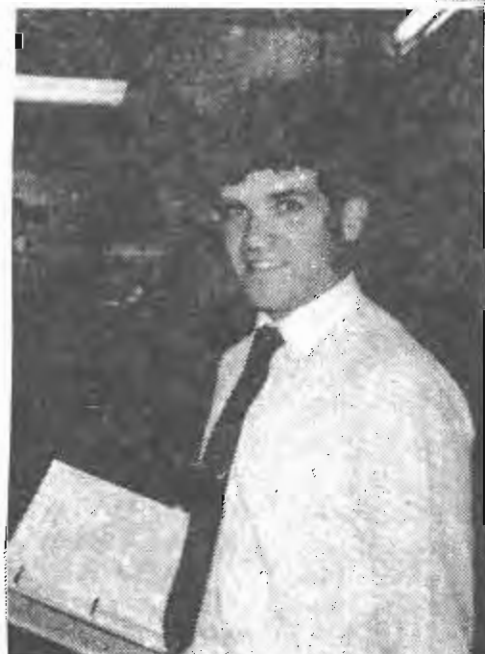
A. Youhanaie - Bridge Engineer



Janet Banwart
Secretary



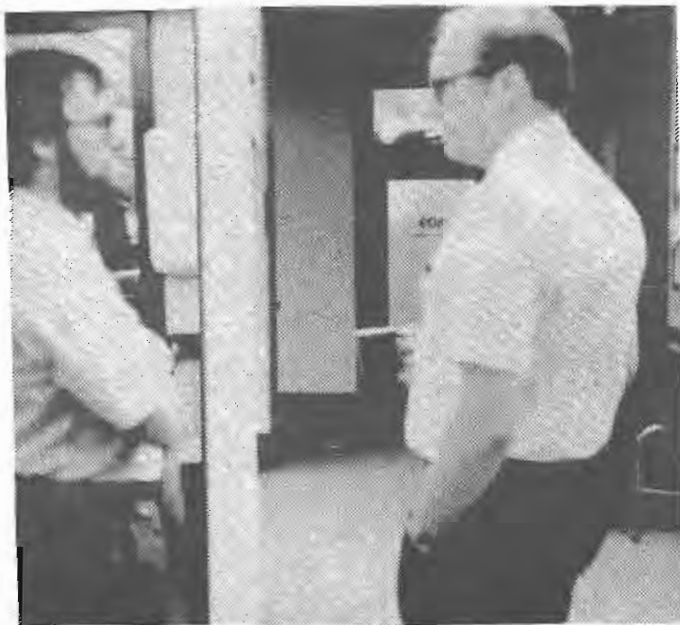
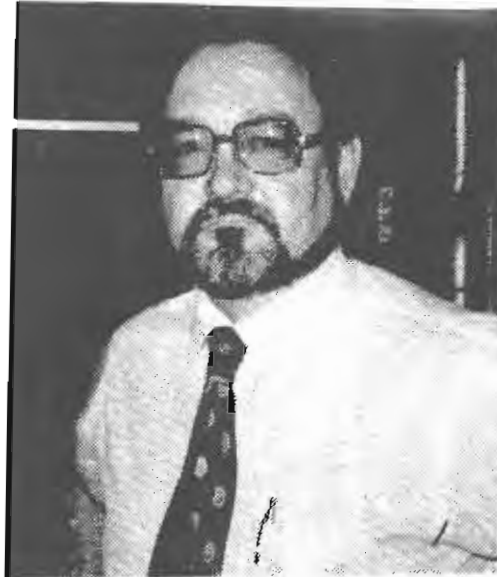
Joan Zembron
Secretary



R. E. Fronczak
Director Environmental Control

1. T. Markvaldas
Asst. Bridge Engineer

2. D. P. Trenning
Asst. to Supvr. Bldg. Mtee.



D. Franz
Sr. Bridge Insp.

L. O. Bolwahn
Architect



E. Jurionas
Arch. Designer

G. D. Doherty
Supvr. Bldg. Mtee.

Signal and Communication Department

D. L. Wylie, Asst. Chief Engineer, Signals and Communications

The Signal and Communication Department is responsible for the design, construction and maintenance of the Signal and Communication facilities. These facilities consist of the wayside and cab signals, interlockings, centralized traffic control systems, automatic highway crossing protection, classification yards, hot box, dragging equipment, loose wheel and broken flange detectors, teleprinter and telephone network and base and mobile radio equipment. This department is also responsible for the operation of the teleprinter relay offices and major on-line telephone switchboards.



OFFICE OF SOCIAL COUNSELING
BOB HICKLE, DIRECTOR

1307 SECOND AVENUE
SOUTHWEST

WAVERLY, IOWA 50677
PHONE 319-352-5272

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 the 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 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.

CONDOLENCES to the family and friends of Erle Jorgenson, Austin, who passed away on Monday, July 2. Erle was active as a Red Cross volunteer worker after his retirement from the Milwaukee Road, where he was employed for most of his career in the Superintendent's office. Erle was a committee member for the annual golf tournament at Ramsey for many years. He was a very capable person, with interests in many areas, and he will be missed.

41st HIAWATHA BOWLING TOURNAMENT THANK YOU

On behalf of Warren Heiney and myself, I want to say that we appreciate the Milwaukee Road nylon jackets and the orange caps with the Milwaukee logo which we received as door prizes, courtesy of Darrell Ward, Personnel Department, St. Paul.

Thank you also to all the Milwaukee Road bowlers who participated in the tournament. The tournament next year will be held at Davenport, Iowa.

Andy Ackland
Car Department, St. Paul

RETIREMENTS AT AUSTIN, MINNESOTA.....

The Maintenance of Way Track Department had two retirements recently -

Section Foreman at Wells, Minnesota, Kenneth M. Knutson, retired June 7, 1984 with 31 years of service.

Section Foreman at Algona, Iowa, Ralph F. Koppen, retired May 31, 1984 with 40 years of service.

Our best wishes for a happy retirement, and thanks for your loyal service.

D. D. Schaller
Roadmaster, Austin

ADDITIONAL SAFETY AWARDS

The following Operating Department employees should be included in the previous listing of those receiving Safety Pins:

R. A. Pataska - 10 years without an injury
G. C. Patterson - 15 years without an injury
A. E. Bourgeault - 25 years without an injury
C. H. Wiechert - 30 years without an injury
H. A. Henson - 35 years without an injury

FROM ST. PAUL DIESEL HOUSE.....

Two young men from Mexico visit the Art McCarthys for the Mexican Fiesta and the Cinco de Mayo celebration.



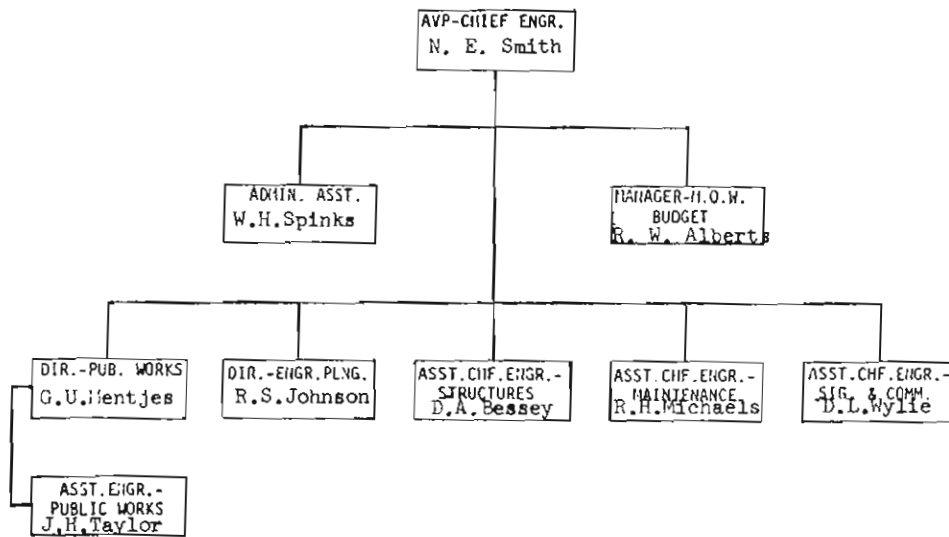
Saying goodbye

Saying goodbye to their two new family members was the Art McCarthy family of Roseville, who bid adios to two orphans from Friar Wasson's family in Mexico. The boys had spent five days with the McCarthys during a celebration of Mexican Fiesta and the Cinco de Mayo festivities in the Twin City area. American Airlines' "Flight of the Angels" brought Friar Wasson's 28 performers to sing and dance for the Fiesta, held at St. Odilia Church in Shoreview. The orphans also visited Art McCarthy at work at Milwaukee Railroad, where they sat in the engineer's seat and operated a diesel engine. The McCarthys did not have any problems with language. Above are the McCarthy family — Art, Shellie, Mike and Dee with their new friends from Mexico, Rafael (front left) and Francisco (front right).

Everybody knows Art McCarthy, don't they? You know--General Locomotive Foreman at St. Paul Diesel House for the last thirteen years, at least. I'd like to begin where this article leaves off with "The McCarthys did not have any problems with language." How could that be? Neither of the Mexican boys spoke a word of English. Well, Mike McCarthy's high school Spanish saved the day--or should I say days, five of them. I understand the only other alternative was sign language when Mike wasn't around. Now, that's a basic language that could be understood in any land--or should I say hand. Anyway, sure sounded like fun to me. Bet it was a riot.

L. Forbes, St. Paul Diesel House

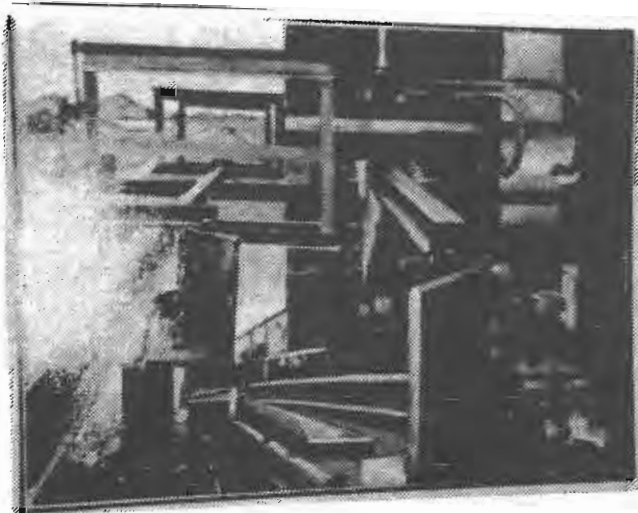
ASSISTANT VICE PRESIDENT
CHIEF ENGINEER
CHICAGO



Credits:

Front page graphics and heading - Jenny Juarez
Draftsperson
Engineering, Chicago

By consent of Mr. N. E. Smith, reproduced
here a copy of the painting by our In-House
artist, Mark Barends, which was commissioned
by Mr. Smith for his office.



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