



NORTHERN NEWS

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

JUNE 1984

newsletter gets a new look

This issue of the Northern Division LMAG newsletter marks a new beginning and a new look. News items and information for and about our fellow employees will be emphasized. Newsletter correspondents have been established at a number of locations. Please see the last page for a listing. If you have news or information that you think would be of interest, please contact the correspondent nearest you or mail it directly to the editor.

performance of car shops reviewed

Step back for a moment, if you will, to 1983. In the year that passed the Car Shops saw timely and efficient repairs made to 39 coal cars, 260 multi-levels, conversions of 25 covered hoppers to ballast cars and 98 additional car repairs, satisfying the needs of such local customers as A. O. Smith, Siemens-Allis and Wisconsin Power & Light to corporate giants like the Ford, Chrysler and GM Corporations.

All of this was accomplished with an average force of 43 people, working a total of 79,692 hours with no lost time injuries and as little as .008% of the total workable hours lost to absenteeism. Successes of this nature have many underlying causes, but the main one here is the people. People here share an average of over 20 years of professional experience and a dedication amongst them to the creation of a strong, stable and effective Milwaukee Road. In an age where commitment is the only key to survival, it has become a way of life in the Car Shops.

Submitted by Bob Voight

retirement party set

The 2nd Annual Northern Division Retirement party has been set for Saturday, September 22, 1984 at the Eagles Club in Milwaukee. Raffle tickets for prizes will be on sale soon. Your support of this function through the purchase of tickets and attendance will ensure that this day will be a success and one that our retirees will remember for years to come. Additional details to follow.

green bay area picnic to be july 22

The 4th Annual Green Bay area picnic will be held July 22, 1984 at Bay Beach Park. This allows employees of the various crafts from the Green Bay vicinity to get together and gives us the opportunity to visit with retired employees.

a look at tomah shops

As the newly appointed correspondent for the Tomah area, I would like to take this opportunity to familiarize everyone with our operation. Tomah is involved in nearly all aspects of our companys track rehabilitation projects. There are currently 73 employees with 8 basic operations, the Frog Shops (11), MDW Equipment Shops (22), Material Division (12), Rail Mill (14), Special Projects (4), Panelized Turnout Gang (5), Section Crew (4) and the Work Equipment Center (1).

The Frog Shop reclaims frogs, turnouts, switches and turnout material. The turnout material is in turn passed onto the turnout gang where they are panelized and loaded onto special load cars for shipment to the job site. Track equipment and machinery used for all track rehabilitation is overhauled and reconditioned at the MDW Equipment Shop and the anchor reclaiming machines being used on these projects were designed and manufactured by shop employees. The Rail Mill is the main shipping and receiving location for secondhand rail and track fastenings. All of the secondhand rail that is welded into CWR at Savanna, Illinois is reclaimed at the Tomah Rail Mill first. Tomah's Material Division is the main distributing point of track material on our railroad. The Special Projects Office handles all the accounting and material documents, correspondence and daily progress reports for all the rehabilitation projects being done on our railroad.

Submitted by Ray Shisler

safety seminars held in portage

The Women's Club at Portage, Wisconsin was the scene of 'round the clock safety seminars during the week of April 16. Ninety one train and enginemen and ten from the clerical and car department ranks attended the sessions held by Trainmaster Mike Duffert, Asst. Superintendent Bob Shive, Gene Denney, Director of Customer Service and Gerry Stuckey, Traveling Engineer were on hand representing the division. Vince Crisci, Director-Freight Claim Prevention and Phil Marbut, Manager-Hazardous Material, Operating from Chicago were also in attendance. The importance of the proper train placement and shipping papers for hazardous material was emphasized at the meetings. Take a few minutes and familiarize yourself with the HAZMAT information contained in the operating timetable. Gene Denney is the coordinator of hazardous material handling on the Northern Division. You can contact him at his office in Milwaukee, phone ext. 396, if you have questions.

last run on the austin - calmar line

Engineer K. R. Jacobson, conductor L. L. Gray and brakeman R. L. Jarvis were the crew on the last run on Austin - Calmar line on April 5, 1984. Embargoed since December 1, 1983, the last remaining cars at Cresco, Iowa were removed with this service using engine 590.

meet bill delaney

William J. "Bill" Delaney transferred to the Sales Department in Milwaukee as Sales Representative in January. Bill joined the Milwaukee Road in 1981 as Administrator of the Minority Business Enterprise Program for the Material Management Department. He has a wide education background and extensive experience in industry having held such positions as Market Representative for Honeywell Information Systems and Market Administrator for Wisconsin Telephone. He has also done management consulting work, been an urban planning consultant and the Minority Business Enterprise Program Coordinator for Milwaukee County, to name a few. Bill is also a Quality Circle Facilitator and is active in several organizations outside the company that include Junior Achievement, Milwaukee Transportation Club and Delta Nu Alpha. Recreation and hobby interests include photography, fishing, calligraphy and occasional jogging. He enjoys reading and is a contributing writer to Milwaukee County MBE News. Bill and his wife, Gaye, have two grown children. After a three month training program that exposed him to several different departments of the railroad, he has been assigned a sales territory consisting of all off-line accounts in the northern half of Milwaukee County. We wish him success with his new endeavor.

a new neighbor

The first train operation of the Minnesota Valley Transportation Company took place on March 22, 1984. The MVR has taken over the operation of a former C&NW branch line between Norwood and Hanley Falls, MN, 94.5 miles. They have trackage rights over our line between Merriam Park (St. Paul) and Norwood. Headquartered at Morton, Minnesota, the firm employs seven people and has two locomotives. Besides connecting with the Milwaukee at Minneapolis, they also have connections with the BN at Hanley Falls and the C&NW in the Twin Cities. The MVR has the distinction of being the only independent short-line railroad in Minnesota and is the first minority-owned railroad in the nation.

operations modernized

C.T.C. (Centralized Traffic Control) is being installed on the MILW/BN joint territory between St. Croix Tower and Division Street in St. Paul. Begun in January, 1984, this multi-phased project began with the Hoffman Avenue interlocking. It was extended to Oakland and the westward track from Oakland to Dunn (MP 403.4) in February. Newport and St. Croix installations will be carried out later this year. The C.T.C. is controlled by the BN East Hump dispatchers at Northtown under the direction of the dispatchers located at Newport.

new advertising material

Milwaukee Road scratch pads with our familiar tilted rectangle logo and that of the "Running Indian" with the slogan "looking to the future.....today" are now being distributed to customers by our Sales Department.

from the desk of bob hickle
director of social counseling

Time out! I still have a lot of things I would like to write about alcoholism but some information has been made available to me which seems to indicate that I write a little bit about our program rather than continuing to just talk about alcoholism. I hope that this will answer some of the questions that have arisen.

The Milwaukee Road Employee assistance program is interested in helping you with any problem that might be bothering you, not just problems concerning alcohol. About 60% of the people we see have alcohol-related problems, but we will talk about anything that seems to be too difficult to handle alone.

If you are an employee or a family member of the Milwaukee Road, you may contact either Gary Bloker or me directly, without being referred. We will never discuss even the fact that we have seen you with anyone unless you give us written permission.

If you are a supervisor, a manager or a Union Representative, we urge you to refer any troubled employee to us without attempting to discover the cause of the trouble. We will do the diagnosing, and with the help of the client, decide what course is best to follow. We are not experts in all fields, but we know who and where the experts are.

We do not participate in any way in the disciplinary process. All we do is try to help the employee to solve the problems that made discipline a possibility. We do not wish to interfere in the Management-Union-Employee relationship in any way.

Finally, don't consider us the "court of last resort". Most problems are easier to deal with in the earlier states. Too often, families are wrecked, jobs are endangered and lives are threatened before someone decides to call us.

engineering developments

Open deck timber trestle G-158 over the Yellow River near Babcock, WI (on the Wisconsin Valley line) is being replaced with a ballast deck type bridge. B&B Foremen Floyd Betts with five man crew X2 and Earl Meyers with four man crew X3 are handling this job that requires the replacing of 46 spans of the existing 49 span structure.

quote of the month

"A customer does not depend on us; our jobs depend on him." From a letter to all Conrail employees urging greater productivity from Conrail Chairman and Chief Executive Officer L. Stanley Crane. (LABOR, April 25, 1984)

milwaukee employees wanted

The Milwaukee Road Railfans Association, Inc., formed in 1972 to study and preserve the history of our railroad and its predecessor lines, is looking for more Milwaukee Road employee members and retirees. For \$12 (the regular dues for 1984) you will receive their quarterly magazine, The Milwaukee Railroader and a bi-monthly newsletter. Articles about the history of the railroad and a feature on model railroading appear in each issue. The newsletter contains current information and less formal articles of interest. You can join by writing to: Wendell E. Murphy, Treasurer, 7504 W. Ruby Avenue, Milwaukee, WI 53218. Enclose your check or money order for \$12 made payable to MRRA, Inc.

from the past

Former Milwaukee Sky Top Lounge parlor car No. 186, the "Cedar Rapids" has been completely refurbished and restored to its original orange and maroon livery by Midwest Repair and Rebuilding Co. of Milwaukee. Designed by Milwaukee industrial designer Brooks Stevens and built at the Milwaukee Shops in 1948, the car saw service on our Twin Cities Hiawathas until 1970. After being stored for a number of years, the car was purchased by David Stevens, son of the designer. It is normally stored at the Milwaukee depot when not being used.

regional accounting activities

Some of our Regional Accounting employees are getting a good work-out during their lunch hours. Every day four games of horseshoe are played with their co-workers cheering them on. The schedule and standings of the twelve teams are posted in the office. Leon Carpenter is responsible for getting the project started. Horseshoes are provided by Wally Bostrom and Leon Carpenter. Since the games have started, Barbara Plath has joined as the only female member of the teams.

milwaukee area quality circles growing

A program to replenish stock on a more timely basis was presented to management by the Material Quality Circle led by Bill Deering. It is now being implemented. "Nite Riders" is the name for a second shift Locomotive Shop circle led by Ed Blanchard. They have voted their number one problem and have begun to collect data necessary to solve it. Two circles are now in operation at the Wheel Shop, one on first and another on second shift. A suggestion on a change in parking lot use for employees of the Wheel Shop and Car Shop was presented to management by the first shift group led by Doug Kirkpatrick. Bob Voight is leading a newly formed circle at the Car Shop.

Submitted by Ted Marino, Facilitator

work continues at milwaukee public library

Since being designated as the official repository for Milwaukee Road historical material in 1981, a great deal of material has been donated. Items such as timetables, information and studies of the western electrification, photographs, correspondence, and many other things make up this material. A group from MRRA (Milwaukee Road Railfans Association) has been at work for over a year sorting and cataloging the material for eventual display and access by the public.

national transportation week

The Milwaukee Road participated in a display of transportation equipment in conjunction with the observance of National Transportation week, May 14 thru 19. We furnished one of our new 45', 102" wide piggy back trailers and a Japan Lines container loaded on a flat car. The Briggs & Stratton parking lot facility in Menomonee Falls, WI was the site of the exhibit.

pst's get results

One of the problems cited by the "Waukee Talkers", problem solving team at Portage, Wisconsin, was unsuitable drinking water on engines. Arrangements have been made to test refrigerators and individual plastic bottles of water on engines in the Portage area.

To date, refrigerators of various manufacture have been installed on Units 351, 363 and 479. A fourth refrigerator is also expected for installation.

At the end of the test period, it will be determined if this system is a good alternative to our present system of water on engines. If so, request will be made for budget consideration to install refrigerators on all locomotives for use in cooling the individual bottles of drinking water.

safety first

"Work in the Hiawatha tradition, make safety your everyday condition", submitted by Bensenville diesel house machinist Jeff Reuter, was selected as the winning slogan of the annual Mechanical Department slogan contest. Mr. Reuter received a plaque and a \$50 savings bond. The winning slogan is being placed on decals for use on hard hats and on 16 x 24 inch safety posters that are displayed at car and locomotive facilities.

a little trivia

Where is Amundsen Scott Station?

What did the B&O Railroad's initials stand for?

What TV series did Ronald Reagan, Dale Robertson and Robert Taylor all host?

(answers next month)

safety first

CAT WITH NINE LIVES---OR A MAN WITH NINE EYES? You may recall a previous newsletter carried a photo of a pair of safety glasses worn by Lester Bortz, Section Laborer at Poynette, Wisconsin. The right lens had been shattered when a rock flew up while he was picking. This happened February 3, 1984.

Believe it or not--two months later on April 2, 1984, the same thing happened to Lester while tamping ties. This time a stone flew up and broke the left lens of the same pair of glasses which had just been repaired. Lester escaped injury in both incidents and will be granted a Wise Owl Certificate for wearing safety equipment. Congratulations Lester!!!

keeping track

Don Kabitzke has resigned from the editorship of the Northern Division IMAG Newsletter. With his first newsletter issued over three years ago, Don is credited with pioneering this method of employee communication on our railroad. Thank you, Don.

Dispatchers Donna Huck and Scott Porinsky have taken severance and Ron Kurszewski transferred to Newport as a result of dispatching territory realignments that took place on December 16, 1983. At that time the "C&M" was transferred to Chicago and the "River" to St. Paul.

Ray Barrett has resigned as Roadmaster at Davenport, Iowa and is now gang foreman for the Jackson 6500 raising and lining turnouts between Columbus, WI and St. Croix, MN.

Susan Demper, daughter of Bev and Ken Radtke, gave birth to a 7 lb. 14 oz. baby girl, Kelly Ann, on Mothers Day, May 13, 1984. Bev works in the Superintendent's office at Milwaukee Depot and Ken works in the Material Division at Milwaukee Shops.

Wanda Kraemer (Telephone Operator-Milwaukee Depot) and Michael Norman were married Saturday, May 12, 1984 at St. Boniface Episcopal Church, Mequon, WI. Congratulations and Best Wishes to the newlyweds. They spent their honeymoon in the Bahamas - lucky people - basking in the sun during the day and gambling in the evening.

Tony Behrendt, seniority date 3-24-47, retired February 24, 1984 after 37 years of loyal service which were spent in Green Bay on various positions, the last of which was Warehouse Foreman. Tony was presented with a gift from his co-workers.

Congratulations to Clarence G. Kleser, Chief Clerk Locomotive Shop, Milwaukee, on his retirement. Clarence had 42 years of service on the railroad and worked in many places during that time. These included the old caller's office in Milwaukee, the Milwaukee Mechanical Department, Western Avenue, Chicago, the Milwaukee Dieselhouse and lastly the Milwaukee Locomotive Shops.

keeping track (cont'd)

Retired Machinist, Fred C. Henrichs, passed away Friday, April 13, 1984. He started work for the Milwaukee Road on 1-20-49 as a Machinist Helper. He was promoted to Machinist on 6-14-65 and retired 6-30-77. All of his service being at the Milwaukee Shops from the Car Dept. to the Roundhouse to the Back Shop (Locomotive Dept.)

Retired Machinist Helper Roman A. Mbsinski passed away on April 27, 1984.

After a short illness, two retirees from the Material Div. passed away. Gilbert Leack, Chief Clerk died on Friday, May 4th and John Waldman, Stationery Storekeeper died on Sunday, May 6th.

Carol Twardowski, who has been on sick leave since November would love to hear from her friends and co-workers. Her address is 2602 W. Mangold, Milwaukee, WI 53221.

Gerry Kleser, who just recently had surgery and is home recuperating would love to hear from all her friends too. Her address is 4645 North 54th Street, Milwaukee, WI 53218.

Lisa Marie Kling, daughter of Marilyn Carlson, Regional Accounting, graduated from the University of Wisconsin, Oshkosh, on May 12, 1984. She was honored as one of the outstanding seniors of her graduating class. Lisa is a 1981 graduate of Wisconsin Lutheran High School, Milwaukee, WI.

Bob "Ringo" Ristow, 54 years old, suffered a fatal cardiac arrest at his home April 26. Bob was a telegrapher in "AD" office at LaCrosse with 33 years of service. Bob will be greatly missed by his many friends and co-workers. Our sympathies are extended to his wife, Pat, and family, Richard of LaCrosse and Heidi of St. Paul.

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 Voight-Milwaukee Car Shops
Nancy Bidlingmeyer-Locomotive Shops
Delores Gavin-Material Division

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