



NORTHERN NEWS

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

NOVEMBER 1984

more about the cnw acquisition plan

James A. Zito, Chicago & North Western Transportation Company senior vice president of operations addressed Milwaukee Road supervisors at a series of meetings held in Bensenville, East Moline, St. Paul and Milwaukee on October 17 and 18. In light of Trustee Ogilvie's recommendations of the CNW plan for the acquisition of our line, and the fact there has been considerable anxiety about the CNW plan amongst many employees, these sessions were provided to acquaint us with the CNW, its history and operating philosophy. Some key thoughts: CNW people have respect for MILW people and what they have experienced and accomplished. CNW will treat all MILW employees in all respects the same as CNW employees. CNW has three major acquisitions: The Powder River coal operation in Wyoming; the Rock Island "Spine Line" between St. Paul and Kansas City; The Milwaukee Road. The new railroad will have the capability of increasing productivity. Everybody is welcome. It will be exciting!!

low idle modification to diesel locomotives completed

In February, 1983 the Mechanical Department in Milwaukee began the low idle modification program on 89 SD40-2, 57 GP40 and 16 GP38 style locomotives. This program was completed on September 13, 1984. We will be doing an additional 9 SDL39 locomotives in the future.

It is estimated that by installing the low idle modification on these 162 units, the Milwaukee Road will save approximately \$318,000 in fuel costs per year.

The work involving the installation of the low idle modification was, for the most part, done by Electricians Robert Read and Thomas Aulinger who work at the Milwaukee Shops.

Submitted by Tom Aulinger

introducing larry abraham

Larry Abraham joined the Customer Service staff at Milwaukee in September. Larry started working for the railroad at Bensenville in 1972 as a summer relief clerk. After joining the company full-time in 1976, he worked as a yard clerk, served in claim prevention, transportation department, operations control center, and Chicago regional data office. Larry is single, and enjoys sports that include golf, motor-cycling, camping and traveling. Welcome to Milwaukee, Larry!!

1984 united way campaign

United Way Campaign is now under way for Milwaukee, Waukesha, Washington and Ozaukee Counties and will run thru November 9, 1984. Let's all back this campaign.

checked your hardhat lately?

Be sure the suspension is still snug enough to keep the hardhat on your head for all normal movements you may have to make. Clean the suspension with soap and water if needed. Remove dirt, grease, etc. from the shell of a plastic hardhat with a solution made for this purpose; foreign material on the shell can decrease the plastic's strength. Don't leave your hardhat exposed to high temperatures such as in a vehicle window or in front of a heater--this too can degrade the shell's strength. If your hardhat becomes chipped or cracked, get it replaced without delay.

answers to last month's trivia

What 1960s show was entirely a singalong format?

"Sing Along With Mitch"

In "Bonanza", Ben Cartwright had three sons. Name two of them.

"Adam, Hoss and Little Joe"

Chuck Connors starred in what cavalry show as a soldier named Jason McCord?

"Branded"

keep your safety in sight

A high percentage of work related accidents involve injury to the eyes. Since most of these are careless accidents, most can be prevented. Foresight saves eyesight: 1. Wear safety glasses, goggles or other approved eye protection whenever it's required. Never take a chance - the rest of your life is a long time to be left in the dark. 2. Keep glasses or goggles clean at all times. You can't spot safety hazards through spotted glasses. 3. Be on the lookout for dangerous projections that occur at eye level. Report or remove them if possible. 4. And have your eyes examined regularly. You must be able to see danger in order to avoid it!!

'85 hiawatha bowling tournament set

Attention Bowlers: The 42nd annual Hiawatha Bowling Tournament will be held at 30 Lanes in Davenport, Iowa, May 3, 4 and 5, 1985. The banquet will be on the night of May 4, 1985 at the Holiday Inn, 5202 Brady Street, Davenport, Iowa. Special rates have been offered by the Holiday Inn at \$40 a single and \$46 for a double. Holiday has indoor swimming, tennis, basketball and an 18 hole miniature golf course. To make reservations the Holiday Inn phone number is 319/391-1230.

another new railroad connection

The Cedar Valley Railroad (CVAR) has taken over operation of the former Illinois Central Gulf branch line between Waterloo, Iowa and Albert Lea, Minnesota as of September 24. The 101 mile short line railroad is headquartered in Osage, Iowa. We have connections with this new line at Charles City, Iowa, Lyle and Albert Lea, Minnesota.

from the desk of bob hickle
director of social counseling

At one time there were only two alternatives when an employee insisted on working while impaired by alcohol or other drugs--you could cover up for the impaired employee or turn him in to the boss. There is now and has been for 12 years a third alternative on the Milwaukee Road--you can insist that he go to the Employee Assistance Program.

I have just finished conducting a series of seminars across the system, in cooperation with the Labor Management Action Group, carrying that message. These seminars were aimed mostly at front-line supervisors and local chairmen, but any employee was welcome to attend. We didn't publicize the seminars widely, because we wanted to keep them small enough so there would be a two-way exchange of information. I learned a great deal.

I learned that there is a great deal of concern among our employees. No one wants to work with someone who is stoned or drunk, but often our people have not understood just how our employee assistance program could help. I also learned that there is a great deal of concern about some new rules that the Federal Railroad Administration is about to lay on us concerning the use of alcohol and drugs on the job. We discussed these proposed rules thoroughly and agreed that by using the E.A.P. we could achieve what they want to achieve, and likely will not achieve with their rule-making.

We used two movies in our presentation, and they were very well received by most everyone. In response to numerous requests that the movies be made available for showing to all employees, the Labor Management Action group has agreed to handle the scheduling and dispatching of the films. If you wish to use the films, call 312-648-3363 to reserve them. If you wish Gary or me to be present for the discussion, call us. We will try to accommodate everyone we can.

Thanks to everyone who attended the prevention seminars, and thanks to Bud McCanna and LMAG for making them possible.

jogging - don't follow the fad
a health tip from medical services

Resist the temptation to follow the fad, advises an expert in sports medicine. Jogging is definitely for the few, not the many, says Dr. Saul S. Haskell, orthopedic surgeon at Michael Reese Hospital in Chicago.

Haskell explains that jogging imposes a potentially dangerous burden on every weight-bearing joint in the body. "It's hard on feet, arches, knees, hips and back because of the constant pounding. A 150 lb. jogger imposes an impact load of 240 tons per mile on these structures." If you love to run, be sure to find a soft surface path; sand, blacktop or dirt will "give" on impact. Never run on concrete surfaces!!

safety clips

Smoke detectors warn of a fire, but they don't get you out of the house. Does your family have a fire escape plan? Do you practice it?

Your chances of surviving a home fire double if your house is equipped with a smoke detector. Do you have one installed on every level? Do you test detectors regularly?

If you suspect you're pregnant, stop smoking and drinking right away. If you wait until a doctor confirms pregnancy, your smoking and drinking could already have harmed your baby.

(from the Oct., 1984 issue of National Safety News)

more trivia

What's the nickname of the Iowa State football team?

What Mormon leader was said to have had 27 wives?

What famed ship did Christopher Jones captain?

(answers next month)

aar wants rail costs cut in half

The first week of July, American railroads loaded 93,842 piggyback trailers and marine containers. Aside from coal (with 85,494 carloadings that week) it was the biggest category of business for the railroads and fastest growing.

Nationwide, the railroads have been moving the piggyback and container units at an average cost from 2.5 cents to 2.8 cents per ton mile. The averages reflect the cost of moving TOFC/COFC units on short hauls of 250 to 300 miles as well as on dedicated transcontinental trains, by contract and by tariff rates.

The Association of American Railroads is not satisfied with the cost figures, however, and believes it must cut those cost figures by fifty percent to assure the future of the railroads in competition with trucks and intracoastal shipping services like those provided by United States Lines.

It is imperative to us because of the pervasive truck competition that we are facing--owner-operators that continue to be willing to work to barely cover their gas money--and the incentive of steamship operators to operate their ships between the coasts and forego minibridge operations because, in some cases, they are finding it cheaper to do so, according to Frank Walner, assistant vice president, information services, for the AAR.

Excerpted from American Shipper
September, 1984

keeping track

Daniel J. Curran, 33, trainmaster at Green Bay has been promoted to position of Assistant Terminal Manager at St. Paul as of October 16. Dan began his career with the Milwaukee Road in 1967 with the Car Department at Bensenville. He subsequently served as a switchman, brakeman, and was in engine service before entering the management training program in October, 1980. Dan was appointed trainmaster at Milwaukee in January, 1981 and transferred to Green Bay in August, 1983. Our best wishes to Dan on his new assignment!!

W. A. "Bill" Fry, 30, trainmaster at Milwaukee has resigned as of October 15 and has joined the BN operating department in Seattle. Good luck, Bill!!

Carlos Santiago, 65, Section Laborer in Milwaukee Terminals, retired October 6, 1984. Seniority date April 8, 1964. Best of luck, Carlos!!

Doug Moe, agent at Portage, has been off a few weeks due to surgery. We hope to see him back on the job soon!!

After 43 years of service with the Milwaukee Road, Frank Motola, 61, Chauffeur in the Material Division retired on September 28, 1984. He's a well liked man and will be missed by his co-workers. Best of luck, Frank!!

John C. Hart, retired Inspector of Stores for the Milwaukee Railroad passed away on Sunday, September 30, 1984. He was 87 years old and had 49 years of service with the Road.

Lawrence V. Laufenberg, 61, Operator-leverman, Grand Crossing Tower at LaCrosse, WI retired September 30, 1984 with 38 years of service. Many warm wishes are extended to Lawrence from his fellow workers.

B&B Carpenter Andy Anderson and Section Foreman Gary Dettinger, both of LaCrosse, just returned from a salmon fishing junket up north where they caught eight big ones, but they both said, "you should've seen the ones that got away". Stay with that story, guys!!

Division Lineman Bill Drager recently transferred back closer to home from LaCrosse and is now headquartered at Davenport, Iowa. Transferring into LaCrosse to take Bill's place is Division Lineman Ron Loge from Mason City, Iowa.

Signal Department Testman, Dean Twitchell, who was recently injured quite seriously while on duty, is home recuperating. If anyone would like to drop Dean a card, his address is: D. E. Twitchell, Rt. 3 - Box 154 - Pardeeville, Wisconsin 53954

Congratulations to Clarence and Gerry Kleser on the birth of their second grandchild, Jeremy Allen, born October 22, 1984, 8 lbs 13 oz. He is the son of Jim and Margaret Kleser. Jim is a Machinist at Milwaukee Shops.

keeping track (cont'd)

William J. (Bill) Kopp, 55, has been appointed Assistant Trainmaster at Green Bay as of October 16, 1984 and also retains position of Agent. Bill began his career with the Milwaukee Road in 1949 as an Agent-Operator on the Wisconsin Valley Line. He was promoted to the position of Assistant to the General Agent at Rockford, Illinois in 1956 and subsequently served as Agent at Beloit, Wisconsin and Seattle, Washington before transferring to Green Bay in 1968. Congratulations, Bill!!

news items and information wanted for newsletter

We need news items and information about our fellow employees for the Northern News. What's going on out there? Please contact the correspondent listed below that is in your area or drop a note direct to the editor. 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
Bob Voigt - Milwaukee Car Shops
Nancy Bidlingmeyer - Locomotive Shops
Dolores Gavin - Material Division

Editor: R. Milton Clark

Muskego Yard, Milwaukee, WI - Telephone Ext. 351. Material for publication should be forwarded to the editor or contact one of the correspondents. Deadline for material is the 15th of the month preceding the issue date.