

THE MILWAUKEE ROAD

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OF THE NORTHERN DIVISION
Labor Management Action Group



INTERVIEW WITH TRUSTEE RICHARD B. OGILVIE
TUESDAY, SEPTEMBER 11, 1984

Just prior to the September 10 date set by the Interstate Commerce Commission for an announcement on the acquisition of the Milwaukee Road, your editor requested an interview with Trustee R. B. Ogilvie. He consented to an interview to be held on Tuesday, September 11.

Included here are some of my opening comments to him as a prelude to the interview and Governor Ogilvie's responses to your questions.

Mr. Ogilvie, on behalf of Mr. Bickley of Corporate Relations, myself as editor of the newsletter under the Labor-Management Action Group (LMAG), and the persons who have submitted questions which are of concern to them, I do thank you for so graciously responding to my request for an interview.

Again, as I expressed to you in my request for this interview, I want to say "thank you" for always being so aware of employee concerns and for expressing and protecting those concerns. I believe I stand among the many in this regard.

You must feel a great deal of satisfaction in the many accomplishments during re-organization - the slimming down from 10,000 miles to a 3,100-mile railroad; the wage reduction and wage deferral programs, which you credit to employees as being the means of continuing to reorganize; the negotiations with trainmen to operate with a two-man crew; the tender offer to creditors and retirement of those obligations; the sale of property and loans from those funds to keep us operative; the alliance with Grand Trunk; then March 1982 - the first time in the existence of Milwaukee II when we turned a profit, and again in May - ALL THESE ACCOMPLISHMENTS - and finally the romancing by Soo Line and Chicago and North Western (CNW), and the additional offers of cash, which so enhanced the lustre of their appeal, right up to the point where we now find ourselves with the Soo seemingly having the edge, but the CNW still contending. The question, of course, is, "What now?" What will happen to my stake in the company? How will I fit into the scheme of things? Will there be a place for me at all? How will I deal with relocation? Will those expenses and losses be covered?

Many similar questions were posed at the Soo Line open houses. Even so, it appears there are many areas still being explored or maybe not brought to light as yet, which will be handled under an Implementing Agreement with the Soo, as indicated at the open house meetings.

In light of this, may I ask your comments on some of the concerns which have come to me for your reply.

Q.1. At what point in time can we expect anything (information) concrete?

A.1. About the final resolution? A resolution will probably be determined sometime in early November. Yesterday in court the Judge set a briefing schedule. As I understand it now, the first date would be the 9th of October (filing date), and, on the 16th, assuming that I have everything that I think I need before me, I will make a recommendation to the Judge as to how I think he ought to rule. Shortly thereafter, on the 22nd, there will be additional opportunities for people to file papers with the court, and, then on the, it's not clear yet, on the 29th there may or may not be a hearing conducted by the Judge.

Q.2. Can any legal review of any other legal hassle push the reorganization date beyond December 1984?

A.2. There is no question that that could happen. However, if we are careful and get good cooperation, I think we may be able to preclude that from happening. But there are several parties that might consider appeal. I was earlier concerned that the Grand Trunk might do something to slow things down, but in light of the agreement that they have entered into with the Burlington, I think that's out of the picture. The North Western and the Soo, if either one of them were to lose, there's a possibility they might take an appeal; and the holding company, CMC, if they are not satisfied with the consideration that is being paid for the rail assets, they could conceivably appeal. I am not predicting any of these. I am just saying these are all possibilities.

Q.2b. If not, how soon after reorganization would our railroad be acquired?

A.2b. The Judge has been quite insistent that we try to conclude this, that is, the railroad part of this reorganization, before the first of the year, so, hopefully, before the first of the year - I would assume.

There is going to be considerable paperwork that has to take place, and I am going to have to sign a lot of papers and deeds and things like that in connection with the conveyance; so it is going to take some time.

Q.3. We have heard a lot about protection for union employees. What protection will you try to achieve for exempt employees?

A.3. We have already accomplished that in the agreements that we have - irrevocable agreements with both the Soo and the North Western, and protection of exempt employees is provided for.

Q.4. What are Milwaukee Road's chances of acquiring the Iowa City line and why?

A.4. I would hope they are good. We've got a full court press on to try to accomplish that. We are associated with a law suit that the Iowa Railway Association has filed, and we may file another law suit. We are also contesting before a Rail Transportation Commission in Iowa, as well as the Iowa Railway Finance Authority. Depending on what they do, we may well take an appeal from it. If they move the wrong way, and we don't get it, we may appeal their recommendation. So we are trying very hard. When is a decision expected? - I can't predict that.

Q.5. How attractive as an acquisition partner is the Milwaukee Road without the Grand Trunk agreement and without the Iowa City line?

A.5. The Milwaukee Road has an innate and underlying beauty which just has great appeal. Again, I talked with the presidents of both the CNW and the Soo, Messrs. Wolfe and Cavanaugh, neither of them were overly concerned about the loss of the Voluntary Coordination Agreement which the Burlington Northern has now taken over. I don't think the Iowa City line is a major factor. It's just, we've been there; we're going to try to stay there; and we're going to fight to stay there.

- Q.6. Do you know of any specific factors (and what are they) under which the CNW or the Soo have said they would not be interested in the Milwaukee Road?
- A.6. It's conceivable. I can't think of any at the moment that might occur. This would have to be an enormous change in circumstances that is unforeseen.
- Q.7. Under the Soo proposal, employees are to receive 100% of their wages in 1985. Under what conditions would they be asked to continue the 7% reduction?
- A.7. I can't answer that. Both Soo and CNW pay 100% wages. If for some reason their economic situation were to deteriorate, something we're not anticipating, it would be up to them to propose any employee concessions.
- Q.8. What would be the date of acquisition?
- A.8. Well, I have answered that as best I can. Hopefully, before the first of the year - sometime in December, probably.
- Q.9. What would you expect to be the procedure on reducing personnel?
- A.9. That will be on the basis of retirements, people leaving for personal reasons, not as a result of any action from the operation. Now, there is a probability that some people are going to have to be reassigned, as I understand it, and the Soo and the North Western, whichever one, would do so on a basis that is as attractive as any I have ever heard of, including helping people out with relocation expenses. That's all spelled out.
- Q.9b. How and when would it begin - right at the beginning of the year?
- A.9b. I don't think it would begin right away, but I would think shortly after the two operations are dovetailed and new management would be coming to some decisions. I might tell you that we have for some months now been working with both these companies to provide necessary information so that on the date of the sale of the rail assets, whoever is the successful bidder is going to be in the position to effectively start to run this company as part of its operation.
- Q.10. There is a question here on vacation accrual - or do you want to get into that. I think it continues - as it was answered at the Soo Line meeting.
- A.10. I think that's correct. It does continue just as if you had been working with the Soo (or CNW) all the years you have been with the Milwaukee.
- Q.11. How much more money is needed so that the Trustee can pay us the remaining 16% of our given-up reduced wages?
- A.11. I am going to guess it's \$10 million, or so, more.

- Q.12. From the train and enginemen I have a very definite response and feelings. Number one, they're asking, Governor, are you aware that Milwaukee Road employees are quite concerned about the possibility of the North Western taking over?
- A.12. It is interesting that the letters from our employees almost unanimously support the Soo, and also from outside interests - these are from state governors, a large number of shippers - they are all communicating in support of the Soo application.
- Q.13. Is the major consideration in your decision-making on the Milwaukee acquisition the highest cash bid, or in the interest of employees, shippers and general public?
- A.13. It has to be a balanced decision. We can't pick out one and say that one is going to be the overriding criteria. Let me give you an example. Obviously, cash is a consideration because the thing that took the Grand Trunk out of it was that they were just not willing to compete in the mode that the other two railroads were willing to do. The Interstate Commerce Commission just knocked them out.
- Q.14. The train and enginemen had mentioned the possibility of a referendum ballot on the issue.
- A.14. That's impossible. The reason for it is that I will communicate to the Judge, at an appropriate time, the feelings of the employees, but that's just one of the factors that he is going to have to consider, and I have to consider. The other being the shipping public and the interests of the shareholders and the creditors of the corporation.
- Q.15. I guess this next question you have answered too. When is your decision expected on the acquisition?
- A.15. It will be out, bare-faced, before the world on the 16th of October.
- Q.16. From one of our engineers I have a question, "Why did the Judge extend the deadline for submitting bids?"
- A.16. This would probably be back when he let the Soo come in. One reason is that if he hadn't, the holding company could well have taken an appeal and said that he was not correct. It is difficult for the employees to understand that there is somebody over here that owns what's left over. They are an important factor that we have to be considerate of; and, the Soo said, in effect, we want to be a part of the game, and we are willing to make a substantial offer; and the Judge had to let them - at that time. Now it would be impossible.

- Q.17. I would like to ask you a question. As you look over the last five years, since August 22 of 1979 when you became Trustee, succeeding Stanley E. G. Hillman, do you see areas where you might have acted differently, or gone in a different direction, or felt some gain in another alternative?
- A.17. I really haven't given it a lot of thought, but my quick reaction is that we have been so much the object of forces that were totally beyond the control of the Trustee, or even of the whole Milwaukee Road institution, to affect. We have the enormous impact of the economy; the downturn and recession that we went through was a very difficult time. Nate Smith told me - this was some months after it happened - that there was one point in that bad winter we had that he wasn't sure he could keep the main line open between here and St. Paul. If he had broken that, we would have been out of business. We were really right up to the brink of the cliff.
- Q.18. I remember that when we were in Minneapolis. I remember at least a time or two when people were wondering if we would make it. Maybe this is personal and you would not like to answer, but during those times, when we didn't know if we could continue operation - those dark hours - what were your personal feelings?
- A.18. You're not out until you're dead, and we weren't dead - we were still breathing. I also wanted to mention, in addition to the economy, we had forces of political interests involved. Congress took a very active interest, as you know, and ultimately produced the Milwaukee Railroad Restructuring Act. When that became apparent that we were going to get an Act, whether we wanted it or not, we set about - myself and John Rowe, at the time, together with Mike Murray, whom most of you do not know, but who is our representative in Washington, our consultant there, and wrote the Milwaukee Railroad Restructuring Act, in large part, so that it would produce the results that would permit us to reorganize. We had great help from some of the Senators down there - the Senator from Minnesota, David Durenberger; his assistant then was John Riley, who is now the Administrator of the Federal Rail Administration. He had a great interest in what we were trying to do. Congressman Madigan, a republican, who is an Illinois Congressman, and a longtime friend of mine, was a key member of one of the important subcommittees of the House Commerce Committee; he put his shoulder to it. We had help from Congressman Jim Florio; he's a democrat, but he understood what we were trying to accomplish; and so we had Congressmen and Senators on both sides of the aisle, and they all helped us.
- Q.19. Will you continue in your role upon acquisition by another railroad, and what, then, would be your capacity and involvement for the Milwaukee Road?
- A.19. Once I sell the rail assets, I am out of it. I have some continuing responsibility, probably a few months, maybe up to six months, to dispose of the rest of the assets and turn over the title to real estate and to pay out the funds that we have in the bank to the holding company to pay off its obligation to the debtors. When that's done, then I'll be all through.

Q.20. Management people of the Milwaukee Road have been given a great deal of credit for their efforts in turning the Milwaukee back into a profitable, desirable railroad. Do you have comments on this?

A.20. I think that that is true and that they deserve that credit. I remember when I first came here, I couldn't believe the animus and angularity between certain people to the leadership of this company. That's turned around. I remember going to one meeting when somebody was accusing Paul Cruikshank and Worth Smith of being agents of the Burlington Northern in here to destroy this company. That was just asinine and nonsense. They have been totally dedicated and saved the railroad in getting it reorganized. One thing that many people don't realize is that some of these fellows could have left here and gone off for other jobs, because they are highly qualified. Headhunters are looking for talented people all the time. Two instances, at least, that came to my attention were two of our vice presidents were offered jobs, but they turned them down to stay here because they wanted to see this thing through. We have a very thin management team - there's not a lot of backup. Again, if some people think we are top heavy up here, I can tell you on the basis of my involvement with other companies and industrial concerns, that we are just borderline. If something should happen to any one of them, we would really be in serious trouble. Now we are through with that problem. They have stuck it out, and they won.

Q.21. September 10 - the long awaited date on which the Interstate Commerce Commission specified they would make an announcement on the decision of the bidding for the Milwaukee Road, the Soo Line and the North Western having been found acceptable, and with the headlines in the paper today - the Soo Line seemingly in the lead. Do you have any comments now - something that you would like to say to the employees?

A.21. Unfortunately, I cannot say what most of them want to hear yet. I can't because all the cards are not up on the table, but they will be within thirty days, so we won't have much longer to wait.

I'll reiterate what I said yesterday. When the Soo and North Western first made their bids, I said Soo is marginally ahead, as I said, the hundred thousand dollar figure; and yesterday, I said here the Commission has determined they have increased their lead; and if you're a horse race fan, you know what I mean. They're in the home stretch - the Soo's got the lead!

Q.22. Again, I would like to express my thanks for your employee concern.

A.22. It's very gracious of you to say that. I really enjoy this - this is a great team of people around here. I didn't have any substantial railroad involvement before I became the Trustee, but I did have a grandfather and a great grandfather who were railroaders, so I have some idea of how people feel about this business. It's sort of fantastic.

Q.23. Governor Ogilvie, I want to say that everyone I have talked with has expressed this. I think it is a very general and a very genuine feeling.

A.23. I just hope that we can maintain that level of morale, of dedication and love of the company. One final thing I will say, it's going to be absolutely essential for whomever acquires the Milwaukee to continue to have the kind of dedicated support that I have had, and been given, in order to make this thing work. It would be the worst thing in the world to get this all off track some way and be back in reorganization. I hope this will never happen again to the Milwaukee, and I predict it won't if everybody understands, as I said in a speech not so long ago, "The enemy is not management, the enemy is not labor, the common enemy is our competition."

We should think in terms of being in the transportation business, not just the railroad industry. We recognize that trucks and barges are competitors. But there's an old saying, "If you can't lick them, join them."

If you can't serve a shipper with rail, structure the company to serve him with rubber, and, yes, even barges. I believe that the companies that will be strong survivors will have diversified their transportation capacities.

Thank you, sir, for all of this today - for all of the leadership all along the path which has lead us to today, and for your continuing interest, concern and involvement for the Milwaukee Road people, for the broader interest of the public.

From the heart, thank you to a very fine gentleman.

Kemma Johnson
Newsletter Editor



MILWAUKEE ROAD RUNNING TEAM - IN COMPETITION

Congratulations are in order for the Milwaukee Road Running Team. The past two years the team motto has been "We're not fast, but we're funny". That motto is gradually changing to "We're fast and funny".

Due to a few last minute injuries and illnesses, the original contingent of 25 runners was reduced to 20. Three of these five, however, along with Joan Zembron (official scorekeeper) and many of the runners' spouses, came to cheer the team to its best performance to date.

This year's Manufacturers Hanover Corporate Challenge 3.5 mile event drew 400 companies and a total of nearly 5,300 runners. The Official results won't be posted for a few weeks yet, however, a little detective work by Larry Bryant indicates that the first men's team of Fronczak, Angarone, Bryant, Mays and Taglia defeated the Chicago & Northwestern Team by 5:25 (Milwaukee 107:05, C&NW 112:30). This team placed 25th out of 277, a vast improvement from the 47th place out of 159 teams last year. This team reduced its total time from last year by 11:40.

The second men's team of Stroik, Serksnas, Kwasnik, Phillips and Cook had a time of 120:22. This is only 1:37 slower than last year's first team. This team finished 117 over all.

The men's third team of Dapaah, Feeney, Bolwahn, Williams and Crisci combined for a time of 134:00 beating last year's second team by 4:09.

Attached is a list of the Milwaukee Runners in order of finish.

As a comparison, the top male runner overall was Van Skarda representing the Athlete's Foot finishing in a time of 16:47 (4:48/mi). The top female runner representing Wilson and McIlvaine Law Firm was Farrah Linsley finishing in a time of 19:15 (5:30/mi). This indicates that the team will be working hard for next year.

Good preparation would include running in America's Marathon. There are at least two runners on the team presently preparing for this 26.2 mile event to be held on October 21, 1984. If there is enough interest, the Railroad could enter a team in this race. If you are interested, contact Bob Fronczak (Chicago extension 3460).

Chicago and Northwestern Railroad has challenged the Milwaukee Road and Union Pacific Railroad to compete against them in a 10K run (6.2 miles) on November 18, 1984, at 11:00 a.m., downtown Chicago. To enter a team we must have 20 people minimum. Five team members have to be over 40 or female. Anyone interested contact Bob Fronczak on extension 3460 in Chicago.

The Team would like to thank Messrs. W. L. Smith, L. W. Harrington, Joe Nagle, Tom Powers and Pete White for their contributions.



MANUFACTURERS HANOVER CORPORATE CHALLENGE® 1984

Company Roster Form

Milwaukee Road

Railroad

Corporation Name

516 West Jackson Blvd.

Chicago, IL 60606

Type of Corporation

Corporation Address

Robert Fronczak

Company Captain Name

648-3460

Company Captain Business Phone

MEN	NAME	DEPARTMENT	TIME	TIME MILE	POSITION
	Robert Fronczak	Engineering	20:02	5:43	1
	Paul Angarone	Operating	20:11	5:46	2
	Lawrence Bryant	Engineering	21:04	6:01	3
	Claude Mays III	Engineering	22:51	6:32	4
	Carmen Taglia	Marketing	22:57	6:33	5
	Larry Stroik	Law	23:22	6:41	6
	Arthur Serksnas	Corporate Audit	23:25	6:41	7
	Kenneth Kwasnik	Non Core	23:36	6:45	8
	Robert Phillips	Finance & Accounting	24:54	7:07	9
	David Cook	Engineering	25:05	7:10	10
	Stephen Dapaah	Corporate Audit	25:21	7:15	11
	Patrick Feeney	Accounting	26:35	7:40	12
	Louis Bolwahn	Engineering	26:53	7:41	13
	Charles Williams III	Information Systems	27:14	7:47	14
	Bob Crisci	Marketing	27:57	7:59	15
	Eddie Chu	Non Core	28:35	8:10	16
	Gregory Williams	Marketing	28:36	8:10	17
	Robert Gregori	Marketing	29:55	8:33	18
	Tom Byers	Engineering	33:29	9:34	19
WOMEN	Kathy Lussie	Marketing	35:04	10:01	1

1. PLEASE TYPE

2. Mail original Release Forms and check to
Manufacturers Hanover Corporate Challenge
c/o CARA
704 North Dearborn
Chicago, IL 60610

3. Keep a photocopy for your record.

4. If additional copies are needed, this can be duplicated.

5. A copy of this Roster Form will be included in your
company packet. It will indicate the running number
assigned to each runner from your company.



Joan Zembron
Official Scorekeeper



THE TEAM, LEFT TO RIGHT

Back row- Janice Biddle, Pat Fenney, Susan Bosley, Larry Stroik, Kathy Lussie,
Stephen Depaah, Bob Phillips, Tom Byers, Arthur Serksnas, Bob Crisci.

Middle row- Carmen Taglia, Ken Kwasnik, Ed Chu, Greg Williams, Bob Gregori,
Charles William III

Front row- Bob Fronczak, Larry Bryant, Claude Mays III, Louis Bolwahnn,
Ed Jurjonas.

Not shown- Paul Angarone, David Cook.



Children, Sports and Eye Protection

Children who play hockey, racquetball, soccer, etc., should wear eye protection, according to the American Academy of Pediatrics. Nearly one-third of sports-related eye injuries happen to children between 5 and 14 years of age. These young people are especially susceptible because the bony structure surrounding the eyes is not yet fully developed, making the eyeball more prominent and more liable to receive blows. Eye guards with impact-resistance lenses can eliminate almost 99% of racquet sport injuries.

Don't Follow The Fad

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!

100 Calorie Mile

For caloric benefits, walking a mile is said to allow you a 100-calorie leeway in your total daily energy intake. The extra 100 calories can be consumed in added food of your choice, or can be foregone for a weight control program.

The Biomechanics Of Lifting

Most back injuries result from improper lifting. According to the principles of biomechanics, the worst lifting situation occurs when the body is extended over the load: the lower back becomes a fulcrum supporting the weight of the body plus the load.

Remember these pointers:

- 1) Get a firm footing
- 2) Bend your knees
- 3) Tighten stomach muscles
- 4) Lift with your legs
- 5) Keep the load close to your body
- 6) Keep your back upright.

SUMMER VACATION

From St. Paul -

This summer I had a dream come true.

As everyone knows that have children, the first thing they want to do is go fishing. On my last vacation I was nagged every day, starting the first Friday night I came home. I finally gave in on the next Thursday and told the youngest boys we would go early Friday morning.

We arose early Friday and headed north to a lake I had found four years before while grouse hunting. Due to time and not being able to remember the exact gravel roads to take, we finally hit the shore four hours later.

No one was on the lake, and it was true peace. It was so quiet that after launching the boat I wouldn't start the motor. I knelt on the bow of the boat and paddled out to the location.

I wanted to fish.

When I was close, I told the four boys to start fishing, as I was going to anchor here. While I anchored and tied the rope off, three boys already had fish in the boat. This kept up for 3 1/2 hours until they ran out of worms.

My dream was fulfilled, as I always wanted to find a lake without motor boats running around. Even though this is a public lake, it is so far off the beaten path few people know where it's at.

Yes, I will let you know where to find it. It's north of the Twin Cities in Minnesota!!

H. E. Pottinger
Division Supervisor-B&B





OFFICE OF SOCIAL COUNSELING
BOB HICKLE, DIRECTOR

1307 SECOND AVENUE
SOUTHWEST

WAVERLY, IOWA 50677
PHONE 319-352-5272

This is the third and last article in a series describing some clues to the illness we call alcoholism. The first was the question: Does alcohol cause problems in any major area of your life? The second: Do you undergo a personality change when you drink?

This is the third: Do you drink more than you intend to? If I could ask only one question, this would be it. In the beginning, this happens on rare occasions, and one writes it off as an accident. However, it begins to happen more frequently, and in the final stages, the alcoholic gets drunk every time, provided the booze is available.

I must admit that there are many who do not agree with me. They argue that most everyone has problems sometimes when they drink, undergoes some personality changes when they drink, and sometimes drink more than they intend to. Let's look at it from a different way.

You will note that I have said nothing about when one drinks, early or late, how often one drinks, what one drinks, whether one drinks alone or in a crowd, and how long one goes between drinks. The focus must be on what happens when one drinks. If nothing bad happens, no problem. If bad things do happen, the time has come to seek help.

Alcoholism is a strange and wonderful illness. It seems to be physical, but the only way we can diagnose it is through behavior. But treating the behavior of the alcoholic does not do anything for the illness. We must treat the physical part by taking away the alcohol. But taking away the alcohol does not cure the illness, it makes possible only the treatment of the mental, social and spiritual problems of the alcoholic. But if the alcoholic returns to drinking, no matter how deeply he has been in the recovery program, all the old woes return, worse than before. I have been studying the illness for 35 years, and sometimes feel I know less than when I started!



FROM NORTHFIELD, MINNESOTA.....for tree lovers everywhere

Since Minnesota has two colleges located at Northfield, both steeped in tradition and the alma mater for second and third generations, the article which appeared in The Carleton Comments some time ago may be of interest to Milwaukee Road families of that area.



-15-

In Memoriam:

A Tree as Lovely as a Poem

Carleton lost one of its oldest and loveliest friends in June when *Ulmus Americana* succumbed, after years of valiant struggle, to the ravages of Dutch elm disease.

Americana, who was 115 years old at the time of her death, came to Carleton in 1868, when she joined the household of the Rev. Charles Secombe, a member of the College's first board of trustees, its first senior professor (of Greek and Latin), and, as its first financial agent, the unofficial "acting president" until the arrival of President James W. Strong.

When Strong took over the reins of the College in 1870, he also inherited the Secombe House — and *Americana*. She provided shade to the presidential family until 1875, when the Strong's moved from the corner of First and College Streets to more commodious accommodations at Second and College.

The ensuing years saw great changes at Carleton and in the country at large. Secombe House served as a music hall and then, on a new site, as a faculty residence. The plot it occupied across from Scoville Hall was taken over in 1916 by Skinner Memorial Chapel. Through world wars, depressions, and recessions, *Americana* stood her ground, a comforting presence to generation after generation of students and faculty.

She began to show her age in the 1970s. Surgery, required to remove ailing limbs, was followed by a program of chemical treatments to fight

off Dutch elm disease, which had already felled less hardy of her kin.

"We had hoped for a miracle," said Dennis Easley, Carleton's Superintendent of Grounds and the man in charge of *Americana's* care. "We succeeded only in buying her — and ourselves — a little more time."

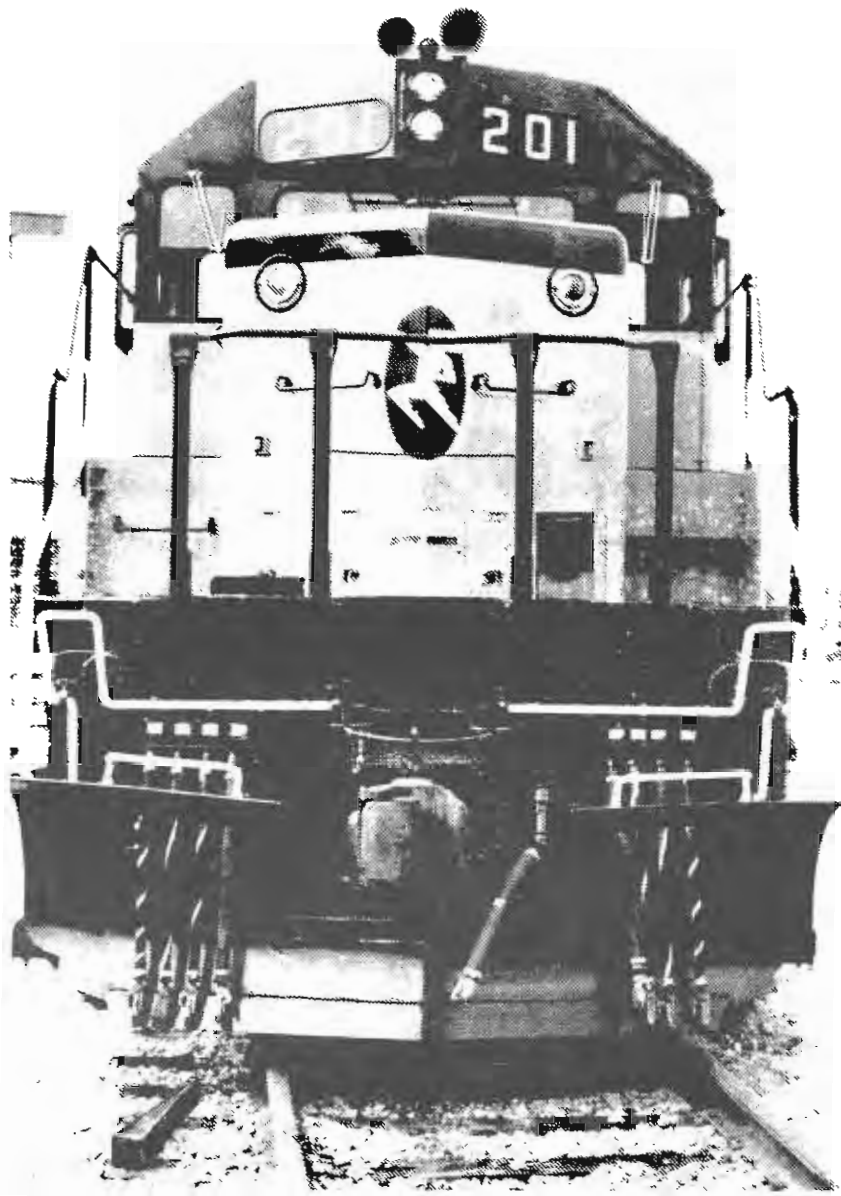
When it became evident in 1982 that their efforts had failed, Easley and his staff decided to let the grand old lady have a final year in the sun before calling in the men with the chain saws. Shortly after commencement and Reunion '83, she was laid to rest.

Americana's presence on campus — and her place in Carleton history — cannot be underestimated. Although not mentioned by name, she figures significantly in *Carleton: The First Century*, the College history compiled by Leal Headley and Merrill Jarchow:

"As late as 1878," it notes, "the campus was treeless, except for a few elms encircling the Secombe House."

"She will be sorely missed," said a Carleton administrator. "The corner seems empty without her."

Americana is survived by a number of venerable, but vulnerable relations. Efforts continue to keep them healthy. In the meantime, the College is planting less susceptible saplings such as oak, maple, ash, and hackberry to inherit the mission of *Americana* and her family. She would have wanted it that way.



ENGINEERING DEPARTMENT - BABY NEWS

Janet Banwart, Secretary in the B&B Department to D. A. Bessey and A. Youhanaie gave birth to a baby boy on September 4. The Banwarts have one other child, Benjamin. Congratulations!

Kemma Johnson
Newsletter Editor
Room 898, Chicago