



# NORTHERN NEWS

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

FEBRUARY 1985

## exciting year ahead

The new year should be an exciting one for the Milwaukee Road. The long awaited completion of our reorganization and conveyance of the core assets of our railroad to the acquiring carrier will no doubt occur during 1985.

We view the economy as being less robust than it was a year ago, but we're hopeful the grain market will improve since the movement of grain is so vital to our line.

The condition of our plant is better than it has ever been at any time since we entered reorganization proceedings.

W. L. Smith, President  
Milwaukee Road

(Progressive Railroading-Jan.1985)

## strong grain movements

We're not looking for 1985 to be a "barnburner" so far as general economic conditions are concerned and railroads, generally, reflect prevailing economic conditions in their freight revenues.

So far as the North Western is concerned, we had a very good harvest in our territory in 1984, particularly corn and soybeans. Only a very minor portion of that harvest has moved out of storage and we hope we'll see a strong grain movement in 1985. Early in 1985 we expect to complete our acquisition of the Milwaukee Road and to begin realizing many of the operating economies inherent in such a consolidation. We're also optimistic about the prospects for our new coal line serving Wyoming's Southern Powder River Basin.

James R. Wolfe, President  
Chicago and Northwestern  
(Progressive Railroading-Jan.1985)

## how well do you know your railroad?

The Milwaukee Road serves how many states: 7, 8, 9 or 10? For the answer, please turn to page 2.

## 1985 company identification cards

From L. W. Harrington, Vice President-Administration: Employee identification

1985 company identification cards (cont'd)

cards for 1985 will not be issued at this time, and 1984 identification cards will be honored until further notice.

Names of any new employees who have not been issued a 1985 identification card should be forwarded in writing to Mr. M. P. DeSantis, Manager-Human Resource System, Room 352, Milwaukee Road, 516 West Jackson Boulevard, Chicago, IL 60606.

answer for railroad quiz

The Milwaukee Road serves 9 states: Kentucky, Indiana, Illinois, Iowa, Missouri, Wisconsin, Minnesota, Michigan, and South Dakota.

quote of the month

"(Railways) must change to be competitive.....We must be able to do much more work with fewer people. And young people coming into the railways must be.... open-minded and want to change!" Jack Carr, CN Rail's operating vice president and Modern Railroads magazine Man of the Year.

(from Modern Railroads-January 1985)

'88 olympics goal of local speed skater

Becky Mane, 19, daughter of Milwaukee Terminal yardmaster Louis P. Mane, is planning on trying for the 1988 winter Olympics to be held in Calgary, Alberta, Canada. Becky started skating at age 2½, her interest nurtured by a skating family which included her parents and other members. Her first trophy was won at age 4: the "Romper" division championship of the Great Lakes Meet. At the urging of her family and with the Olympic Rink at West Allis, Wisconsin near by, she continued skating. Her efforts paid off and she won the Junior Girls National Indoor Championship in 1981. That year she joined the National Short Track Team and competed in the Sports Festival at Syracuse, New York winning a silver and a bronze medal. In 1982 and 1983, she competed in the National Short Track teams competition in Indianapolis and Colorado Springs. She made the Short Track world team in 1984 and competed in Peterborough, England and Aviemore, Scotland, finishing 13th. Becky is on the 1985 World University Games Short Track Team and will be competing in Belluno, Italy the last two weeks in February. If she makes the 1985 World Short Track Team, she will be competing in Holland in March. To quote Becky, "I've put my training and all my skating into the Lord's hands for His glory and He has given me success. I would like to continue skating and try out for the 1988 Olympics. As long as I keep my training, and it is blessed by the Lord, I'd really like to try out." Becky is currently a Junior at Marquette University in Milwaukee.

where's the beef?

Car OFCX 303001 owned by Ortner Freight Car carries this notation in the

where's the beef? (cont'd)

Official Railway Equipment Register: "for demonstration purposes only." This is a "one of a kind" 85' double-deck stock car that Petersen Cattle of Spencer, Iowa test loaded November 26 with 40 steers to Moyer Packing at Harrisburg, Pennsylvania via Milwaukee Road - Conrail. This represents a new development in the handling of live stock because feed and water are carried aboard the car relieving the rail carriers of the liability and expense of stopping the shipment enroute for feed, water and rest. Comparisons as to transit time and condition of the stock at destination were made with a truck shipment at the same time. The results: the steers held their yield and grade very well. Perhaps we will see live stock shipments returning to the rails in the future.

answers to last month's trivia

Where is the Yucatan Peninsula?

"Mexico"

What is Katmandu the capital of?

"Nepal"

What playwright's works include "The Collection" and "The Caretaker?"

"Harold Pinter's"

buckle-up laws gaining support

Laws requiring people to buckle up are gaining acceptance, according to the results of a survey reported in the "American Medical News".

The survey showed that people across the nation--and in New York state, where the nation's first belt-use law will soon take effect--actually favor the idea of mandatory use laws. In New York, 77 per cent of those surveyed said people should be required to buckle up; across the nation, the figure was 69 per cent. Both groups also overwhelmingly supported mandatory child-restraint laws: 93 per cent across the nation and 95 per cent in New York.

Despite these encouraging figures, only 26 per cent of those surveyed nationwide said they regularly wear belts, and this figure is probably exaggerated; belt-use figures are usually around 14 per cent.

Asked why they don't wear belts, the most common reason offered was "too lazy or careless". About a third of the respondents contended that belts are a nuisance.

The strong support for mandatory use laws may help sway state legislators who are afraid of a public backlash if they enact them.

(National Safety News - January 1985)

from the desk of bob hickle  
director of social counseling

The Holidays are over, and I hope yours were the greatest. I hope that you

from the desk of bob hickle (cont'd)

were able to be with your family and friends, and to experience real joy.

There were some of you, however, that have some real unpleasant memories. In some families, everyone wasn't there to decorate the tree. Your family alcoholic got waylaid on the way home from work, and spent Christmas Eve in a bar. Some of you laid awake New Year's Eve, wondering where a loved one was, and if that loved one would get home safely. Unfortunately, some of those loved ones didn't get home safely. I hope it wasn't one of yours.

Of course, this has been going on all year, but it somehow seems more painful when we should all be filled with love, not with booze. Of course, there were the resolutions after New Year's---never again!! Maybe you made those resolutions yourself. They haven't worked too well, have they? Somehow, resolutions seem to get unresolved, and no matter how hard one tries, the old patterns reassert themselves, only worse than before.

If you have had enough, give Gary or me a call. We'll talk about it. Maybe the person with the problem is not you, but someone you care very much about. They deny that there is a problem, and are absolutely unwilling to do anything about it. What do you do then?

Give us a call. We know some things you can do. Call Gary at 312-228-0606 or me at 319-352-5272. We can help.

more trivia

Who declared: "The White House has had no involvement whatever in this particular incident"?

How many umpires handle a regular-season major league baseball game?

What inventor was known as "The Wizard of Menlo Park"?

(answers next month)

safety clips

When there's snow or ice on the ground, take smaller steps. This will make you less likely to lose your balance and fall.

You will suffer from fewer colds if you wash your hands frequently and keep them away from your eyes and nose, the usual places for cold germs to enter.

If snow-covered shoes leave water on tiled floors, wipe up the liquid right away. Don't wait for someone to slip and fall.

When you are driving in cold weather, remember that roads on bridges tend to freeze up faster than those on the ground. Approach bridges carefully.

(National Safety News - January 1985)

never forget the importance of customers

The statement that satisfaction of customer needs is key to a company's success is one of the most widely accepted principles of business thinking. It is also one of the most widely disregarded, according to planning expert William E. Rothchild.

If business people really believed what they say they do about customers, they'd base all strategic planning on a thorough analysis of customers---who they are, what they need, why they buy and how their habits may change. Instead, most planning efforts start with a product innovation and proceed with attempts to "sell" it to the market.

The difficulties and disadvantages of this approach are obvious. If the customer doesn't have a recognized need for what you are selling, you're facing an uphill battle.

There's a message here for every employee, whether or not you think of yourself as being in the "sales" department. No matter what your job, you are selling something. Your customer may be your boss. Make sure that what you are providing is what he wants. Your job security and financial rewards are bound to improve as a result.

(from Industrial Review, January 1985)

staggers act under seige

Is reregulation a serious threat? Very....For years, the carriers have been seeking the right to earn a competitive return unencumbered by federal requirements to provide service where little or none was warranted....the railroads have sought to shuck their quasi-utility status and assume, as other businesses do, the right to cut back on plants, to determine how they will provide their services, to charge what the market will bear, and to invest in other fields. Money and investment markets are no respectors of businesses that have revenue-draining obligations to the public at large. Such concerns must compete with other businesses (such as utilities who nevertheless have guaranteed returns on investments) for the investor's dollar at a significant disadvantage. Railroad stockholders....cannot be expected to stand for further investments in assets paying 5% when up to 12% return is possible at little additional risk.

....before passage of Staggers Act....(railroads) deferred maintenance, equipment shortages, and service problems. Capital improvement programs were very short of the dollars needed....nationalization was quite seriously discussed. With the coming of deregulation in 1980 changed picture quickly. Railroads could now respond to market changes overnight, altering rates whether up or down to gain the needed volume and/or balance of service. "Tailoring" became the by-word as carriers treated shippers individually with contracts. The price for this progress has been rather stiff, say the regulators. Rates are sky high. Not if past inflation is figured in, says the A.A.R. ....three years before passage of Staggers Act rates increased an average of 15%--some two percentage points above inflation. After it became law, however, rates have gone up by only 6.2%, one percent less than inflation. Similarly, for coal, shipping

stagers act under seige (cont'd)

rates between October 1980 and the end of last year (1983) were up 23% vs 30% for electric rates. Also, rail coal rates have increased less rapidly since Staggers than before (7.4% vs 14.2% for comparable four year periods before and after passage.)

Be fair, say the railroads, nothing has been done in pricing for services that the railroads' own customers are not doing to manage assets, reduce costs, and increase volume--steps that were not possible before deregulation. The utilities, for example, have termed their own 13.8% return on equity as "lagging behind the average authorized return, which in turn hardly matches the true cost of capital." No indeed say the railroads, still struggling at a 5% to 7% return. And if repeal of important provisions of the Staggers Act is successful, perhaps a way can also be found to repeal the laws of economics.

(excerpted from article by Carl H. Wessellmann  
Progressive Railroading, December, 1984)

keeping track

J. M. O'Callaghan, train service at St. Paul, retired December 29, 1984 with 42 years of service.

C. K. Haugo, train service at St. Paul, retired January 3 with 31 years of service.

L. P. Gustafson, train service at St. Paul, retired November 1, 1984 with 38 years of service.

Congratulations to St. Paul Yard Clerk, Sue Rechtzigel and husband Russell on the arrival of a 6 pound, 12½ ounce baby girl Shayla Rae on October 27, 1984. Sue returned to work January 15. Welcome back!!

Best wishes to Richard "P.P." Mishefske, assistant captain of police at Milwaukee, on his transfer to Davenport, Iowa effective January 16.

Bruce Marsh, conductor at St. Paul, has undergone surgery at the University of Minnesota and is expecting a speedy recovery. We hope to see you soon, Bruce!!

Pat Rooney, senior trainmaster at St. Paul has been having a rough time trying to recover from his last illness when he had a heart attack. He has been in the hospital recently and is still undergoing more tests. Hope everything turns out fine, Pat!!

Our condolences to special agent Ed Nelson on the passing of his father, January 19, in Chicago.

On January 4, 1985, Donald F. Sutfin, Switchman, Portage, Wisconsin, retired after 38 years of service. We wish him many happy years ahead.

Congratulations to Mason City chief clerk Walt Brounko on becoming a grandfather again, the sixth time, on January 23.

keeping track (cont'd)

Congratulations to John Angerman, 67, on his retirement January 7 with 12 years of service. He was labeled "The Captain of the River" for his work as bridge tender on the Hastings, Minnesota drawbridge. John will now have more time to grow his tomato crop.

Congratulations to Milwaukee sales representative Norbert J. Kohn, 56, on his assuming first vice presidency of the Milwaukee Traffic Club as of February 5.

R. W. Klemp, 61, LaCrosse trainman, retired January 11 completing 42 years of service with the Milwaukee.

W. C. Polzin, 61, Muskego Yard train clerk, retired January 7 with more than 36 years of service. Bill served as agent-operator on the "Old Line" transferring to Milwaukee in 1980 when the Wisconsin & Southern assumed operation of the line. Good luck, Bill!!

After 16 years of trying, St. Paul car foreman Jack Schumansky bowled his first 700 series December 5 rolling a 245, 222 and 249. Congratulations, Jack!!

Welcome back Bob Porter!! Bob has worked the past 8½ years on the Milwaukee system board (BRAC) and now has returned to work at St. Paul.

Engineering department clerk Guy Hugo and wife Barb visited relatives in Mount Claire, California recently, where Guy learned to juggle oranges. If anyone needs orange juice, give him a call!!

St. Paul storekeeper Dick Miller and wife Roberta just spent their second honeymoon in Jamaica! They visited Runaway Bay, danced at the Coconut Grove night club and really enjoyed Oachario (they even saw the "Love Boat").

St. Paul patrol officer Jim Heath and wife Linda recently spent a nice vacation in Jamaica, too!!

Pat McDermott, assistant captain of police at St. Paul, and his family spent a beautiful week in Hawaii. Time was spent swimming, snorkeling, surfing and lying in the sun with 89° temperatures. Pat returned just in time for the opening of deer hunting season and 15° temperatures. Welcome back to reality, Pat!!

General locomotive foreman Art McCarthy and wife Dee spent a nice eight day cruise aboard the Nordic Prince visiting Puerto Rico, Nassau, St. John and St. Thomas.

Don Rehm, stockman at Tomah Shops, is home recuperating from open heart surgery. His friends and co-workers wish him a speedy recovery.

R. P. Drew, 57, retired superintendent of work equipment and shops at Tomah, passed away January 6 at Milwaukee. Mr. Drew began his career as a machinists helper at Milwaukee July 1, 1945. He served in a number of capacities in the Mechanical Department that included roundhouse foreman, diesel supervisor, district master mechanic and shop superintendent. Mr. Drew was appointed

keeping track (cont'd)

superintendent of work equipment in Chicago, October 15, 1970 and superintendent of work equipment and shops at Tomah, July 1, 1981. He retired May 31, 1984 with a disability pension.

Rudolph C. Forsman, 86, retired Superior division trainman and former local chairman of the Brotherhood of Railroad Trainmen, passed away January 1 at Menominee, Michigan. Mr. Forsman began his railroad career in 1920 and worked out of Ontonagon, Channing, Escanaba and Green Bay, retiring in 1959

Warren P. Burke, 61, invoice clerk - Material Division at Milwaukee, died January 8. Mr. Burke began working for the railroad July 7, 1964.

games - can you figure it out?

1. Scintillate, scintillate, asteroid minific.
2. Members of an avian species of identical plumage congregate.
3. Surveillance should precede saltation.
4. Pulchritude possesses solely cut aneous profundity.
5. It is fruitless to become lacrymose over precipitately departed lacteal fluid.

(answers will be in the next issue)

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  
Mike Leonard - Muskego Yard

Marilyn Carlson - Milw. Regional Data  
Bev Radtke - Milwaukee Depot  
Bob Voigt - Milwaukee Car Shops  
Nancy Bidlingmeyer - Locomotive Shops  
Dolores Gavin - Material Division  
Trudy Hauge - St. Paul  
Jack True - Mason City

Editor: R. Milton Clark

Muskego Yard, Milwaukee, WI - Telephone Ext. 315. 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.