



# NORTHERN NEWS

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

JULY and AUGUST 1985

## operating divisions realigned

As of July 1, the Northern Division was divided between the Soo Line's Eastern Division headquartered at Stevens Point, Wisconsin and the Western Division at Shoreham (Minneapolis). The Eastern Division superintendent is B. J. Wilkes. Assistant superintendent T. M. Kelly of Stevens Point is in charge of all of the former Soo Line territory of the Eastern Division. As of July 15, Conrad M. Wencka was appointed assistant superintendent at Milwaukee with responsibility for all of the former Milwaukee Road territory now encompassed in the Eastern Division.

## introducing b. j. "bud" wilkes

Bernard J. "Bud" Wilkes, 59, began his career with the Soo Line as a telegrapher in North Dakota in 1949. He was appointed official agent at Harvey, North Dakota in 1964. In the succeeding years he has held positions of assistant trainmaster at Neenah, Wisconsin; trainmaster at Gladstone, Michigan and Stevens Point; assistant division superintendent of the Central Division at Minneapolis. He was promoted to Eastern Division superintendent in 1982. Bud is married, has two children and four grandchildren. He enjoys lawn and garden work and refinishing antique furniture.

## meet conrad m. wencka

Conrad M. "Connie" Wencka, 40, began his career with the Milwaukee Road as a clerk at the Fowler Street Freight House in Milwaukee in 1963. In 1971, he was appointed assistant regional data office manager at Galewood, Illinois. He subsequently served as assistant agent at Cedar Rapids, Iowa and Galewood, agent at Milwaukee, supervisor of stations for the Wisconsin Division, trainmaster, assistant division manager-administration, terminal manager at Milwaukee and Bensenville. He was also part of the team working on the coordination of the Soo Line and Milwaukee Road systems.

## action due on railroad real estate

Reorganization of the CMStP&P, a subsidiary of the Chicago Milwaukee Corp. is expected to be complete by Labor Day, Richard B. Ogilvie, trustee, said Monday.

Chicago Milwaukee will then decide what to do with the 63,000 acres of real estate and timber property not included in the sale of the Milwaukee Road to the Soo Line in February 1985.

action due on railroad real estate (cont'd)

According to Ogilvie, claims against the Milwaukee Road total \$170 million, while the company has \$365 million in cash or equivalents in the bank.

The value of the 63,000 acres of real estate is not included in the above figure.

Once the reorganization is complete, everything left over will be returned to the Chicago Milwaukee Corp.

(excerpted from Milw.Sentinel 7-9-85)

new waterway threat to divert rail traffic

THE MOST RECENT creation of the pork-barrel polka is the 234-mile long Tennessee-Tombigbee Waterway, which links the Tennessee River with the Gulf of Mexico at Mobile. Built at a cost to general taxpayers of some \$2 billion, Tenn-Tom is now open to provide subsidized competition to railroads.....and Congress still has not imposed user charges on the Tenn-Tom which are in effect on all other inland waterways.....though such a provision is expected to be voted upon by Congress this year.....

ONCE PROJECTED to carry 28 million tons of commerce in its first year of operation, predictions have been scaled down.....to eight million tons, with the New York Journal of Commerce reporting that two million tons is more realistic, and American Shipper magazine putting the more likely figure at under one million tons.....with sand and gravel by far being the commodity most transported since Tenn-Tom's opening.....

SOME PRAGMATISM HAS SURFACED, with Mobile Mayor Lambert C. Mims admitting that the early optimistic cargo projections were overly optimistic, and that Tenn-Tom spending would not today be approved in Congress.....but "thank the Lord it was done when it was done," said the Mayor.

(from Association of American Railroads  
InfoGram - July 5, 1985)

safety clips

Driving in a heated car for a long stretch can make you drowsy. Turn on a radio and roll down the window occasionally to keep alert.

Old playpens may not meet today's safety requirements. You will probably get a safer playpen for your baby if you buy one new instead of second-hand.

A low-level drawer left open can trip someone who doesn't notice it. Don't walk away from an open drawer, even for a minute. Close it.

A leading cause of fire death is the "deadly triangle": smoking, drinking and watching TV in an upholstered chair. Don't risk nodding off with a cigarette in your hand.

(Reprinted from Progressive Railroading magazine, June, 1985)

**The disparity between rail labor costs and those of competitors could offset advances achieved via new technology**

# The Productivity Dilemma

It's defined as the physical output per unit of labor input. Or more broadly, the effectiveness with which all resources—workers, machines, supplies—are used.

That's productivity. More than just the current buzzword, the issue of how the railroads are faring in offering their services at a price comparable to that of their competitors has never been more critical. According to Frank N. Wilner, assistant vice president-information services, Association of American Railroads, the industry is falling back on labor costs vis a vis the motor carriers. Meanwhile, the latter have reinforced that advantage by exploiting the new higher limits on weights and truck sizes to reduce unit costs still further.

## Traditional Commodities Fall

Not that the railroads haven't made any progress. Since 1967, output per industry employee is up 26.5%. True, most of this gain has been through capital investment—some \$60-billion—for bigger freight cars, more fuel-efficient locomotives, and stepped up computerization (see story on page 47). The effort was to gain control of unit costs so that such innovations as the coal unit train, powered by four 3,000-hp diesels and only a four-man crew to deliver 10,000 tons, could have their salutary effect on ROI.

But this has largely been offset by the fast climbing costs of labor, reports Mr. Wilner. Since 1967, in fact, in constant dollars, rail unit costs have risen by 8.3% while those for the truckers decreased by 13.7%. Clearly, continued labor reductions and capital infusions cannot continue; a more effective long-range solution must be adopted for an industry that confronts continued and more intense competition in the face of an environment of lower economic growth.

The need is urgent because the railroads cannot count on continued expansion in the movements of traditional rail-hauled commodities. The reasons are that competition is worldwide and conservation has been quite effective in curbing demand. Electricity growth-rates, for example, have, for the first time (1982), fallen below those of the previous year. The high strength of the dollar, for another, has been behind the fall of export coal from 105-million tons in 1982 to under 77-million tons today.

The story is largely the same for steel, iron ore, coking coal, grain, lumber, and motor vehicles. The railroads, to survive, must appeal to other markets. But this realistically can only be accomplished if unit costs—specifically labor costs—are more competitive.

## Juggled Figures

Railroads are certainly competitive when it comes to compensation, at least from the employee's point of view. At better than 97.4% of the wages paid to the work force at large, however, rail workers may unwillingly be pricing their companies out of the business. Since 1972, in fact, railroad pay scales have risen over 204% vs. 137% for the consumer price index. In actual figures, the average annual pay of \$40,972 (including over \$9,000 in fringes) was 53% greater than that earned by the average trucker (see chart).

The figures can be juggled in many ways. For example, a railroad must average 62 loaded piggyback trailers or 48 loaded box cars to match the labor-dollar productivity of a nonunion motor carrier. The outdated 100-mile day basis of pay together with "arbitrariness" paid for obsoleted duties are key factors in this disparity.

According to Eric O. Baker, director-special projects and economic studies, Chicago & North Western, such painful practices persist in the face of disconcerting economic realities. For the fact is, even railroading's most traditional customers are turning more and more to other transportation alternatives as the latter, in one way or another, are offering better prices and more versatile service.

They simply must, says Mr. Baker. Farm equipment, for instance, in the past has been shipped in quantity economically by rail. But dealers must now pay 13%—18% interest to buy these machines; the need therefore of a minimum inventory overrides other considerations and the truckers—not the inflexible railroads—are clearly more able to deliver such service. Moreover, indications are that regardless of interest rate charges, the farm machine dealer probably will consider inventory requirements as imperative, adjust accordingly, and probably never return to the railroads for transportation.

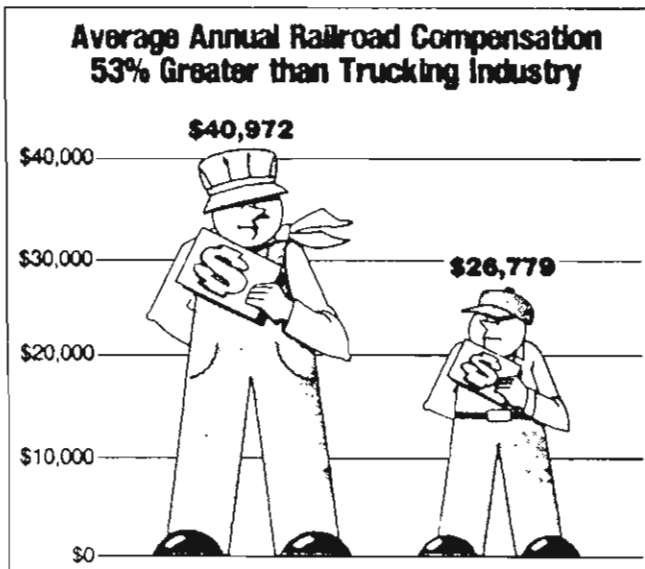
## Vicious Competition

An ironic remark currently making the rounds seems to summarize a generally harsh outlook for railroad business: "They can't haul computer chips!"

The shift in recent years toward high tech industries has indeed reduced the call for rail transportation. Economists agree that this trend is largely responsible for the reduction in rail movements in the northeast and the consequent wariness with which Conrail's long-range business prospects are viewed. Coal and grain remain steadfast, but here again, growing and aggressive competition no longer means a ready export market.

The rivalry between trucks and the railroads, held somewhat in check by ICC regulation, has exploded since 1980, the year when motor carriers were deregulated. Because of easier entry, the number of new and aggressive trucking companies in the business expanded from 17,500 in 1979 to 21,887 in 1981 and 25,700 in 1982, an increase of 47% since deregulation. For

Since 1972, rail pay scales have risen over 204% vs. 137% for the consumer price index. The 63% greater pay of railroader over the trucker can be interpreted in other ways, e.g., it takes 48 loaded box cars to match labor-dollar productivity of nonunion trucker



## the productivity dilemma (cont'd)

### Future railroaders face new work opportunities if changes do not occur

the motor carrier industry itself, the result has been rampant overcapacity, high unemployment of union truckers, and vicious price competition.

By contrast, even with Staggers Act flexibility, railroads must still contend with such anticompetitive requirements as seven to 10 crews utilized to man a train on a 1,000-mile trip.

Ever since truck competition became a factor in intercity freight transportation, the one response by the railroads to stay close has been to reduce employment. From 1973, that trend has accentuated, going from about 520,000 to 410,000 in 1982, a decline that has been matched by carloadings which have dropped by eight million in that time (see chart). It is also a trend that matches the growth in importance to the railroads of bulk commodities.

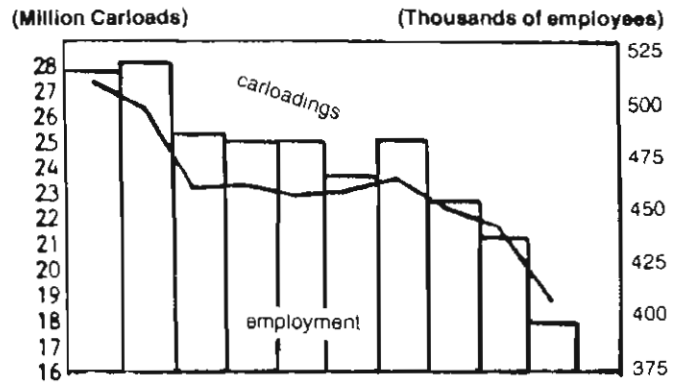
"Even when the loading or unloading is handled on the railroad it is generally a highly mechanized activity," says Mr. Baker. "If the industry evolves to a bulk carrier, labor will continue to decline in significance."

#### A Reasonable Solution

What can railroads do to retard the trend toward motor carriers as the low cost transportation mode? A closer look at each mode's operating expenses reveals some possibilities (source: Annual Reports of Railroads to the ICC):

	% of Operating Expenses	
	Rail	Truck
Labor	49%	28%
Fuel	11	25
Materials/Supplies	10	13
Interest	3	1
Miscellaneous	27	33

In this comparison, railroading's labor "cost" intensiveness is exposed. In fact, according to the Department of Com-



merce, in a total labor market of 84.7-million, only 1.8-million earn more than railroaders; 82.9-million earn less. This disparity suggests, however, that improvements in productivity could tend to place the railroads in better competitive position, since their operating costs in other vital areas are more favorably compared to those of the truckers.

Accordingly, the railroads are advised to pursue a two-part course to secure such improvements. They involve continued promotion of technology and consolidations and to stress the importance to labor of reduced unit labor costs through collective bargaining. One chip would be the obviously low work opportunities that would be available to future generations if changes do not occur. More immediately, however, labor and management could agree to take advantage of the five percent annual attrition by stepping up productivity to match.

"If the carriers are able to arrange operations in a fashion necessary to accomplish this result while protecting the earnings of all employees still in service," states Mr. Baker, "the work opportunities for employees already in the industry will be enhanced and the trend toward a declining industry will be restrained."

## third annual retirement party

On Saturday, September 21, 1985, we will honor all those who retired in 1984. Notices have been sent out giving full details about the party. In order to make this party a success, we need your help by buying and selling raffle tickets. The big item being raffled off this year is a 19" Mitsubishi color TV. If you don't receive a copy of the notice or have any questions, please contact the Superintendent's office in Milwaukee at extension 302.

## the end of an era

When MIIW 4713 was pulled from the north end of Building CD-50 at the Milwaukee Shops about 2 PM on July 16, it was a significant event: it signalled completion of work on the last car to be repaired in the shops. As has been publicized elsewhere, all heavy repairs to freight cars for the Soo/Milwaukee System will be done at the shops in Fond du Lac, Wisconsin.

the picnic report

Over 1600 employees and their families converged on Brown Deer Park in Milwaukee on Sunday, July 7 for the 1st annual Soo/Milwaukee System Milwaukee Area picnic. Sponsored by the railroad, the picnic provided an opportunity for fun, fellowship, good food and refreshments. A variety of prizes including mugs, railroad hats and other items were awarded in a drawing. Games for children were also held with prizes for the winners. A total of \$172 was raised with a raffle, the proceeds of which were donated to the United Way.

The First Annual Soo/Milwaukee Employees' picnic was held on June 2 at Rock Falls, Iowa with about 200 attending. Local Chairman Dennis Wilson of the UTU acted as Master of Ceremonies, and, along with Soo Line Vice President Wayne Serkland, made short presentations expressing their confidence that, with the cooperation of all employees, the Soo/Milwaukee System will become a strong and reliable transportation system in the Midwest. An excellent picnic lunch was catered by the Hy Vee Stores. Trainmaster Gerry Koath and wife were the greeters and furnished tickets to everyone for drawings for prizes which were held twice during the afternoon for both adults and children with Signal Maintainer Jim Ewaldt presenting the prizes. The afternoon was spent visiting and playing games, and Agent Herb Masching and wife served cake and ice cream for dessert.

notice to portage area employees

This is a reminder to all, that the Soo/Milwaukee employee picnic for the Portage area will be held Saturday, August 24, beginning at noon. (Please note the location of the picnic has been moved to the Fairgrounds on account of the excellent response we've had.) All employees of all departments and their families are invited. Retired employees are also invited to attend. There will be food, refreshments and plenty of activities. Sign up with the Trainmaster's office at Portage.

many management employees retire

An early retirement program was offered management employees of the Soo/Milwaukee System. The following 117 Milwaukee people retired as of June 30.

K. E. Akert	Signal Designer, Chicago
R. W. Alberts	Manager-MOW Budgets, Chicago
C. D. Anderson	Director-Information Systems, Chicago
R. G. Arntz	Agent, Dubuque, Iowa
C. R. Awe	Roadmaster, Winona, Minnesota
L. R. Banker	Purchasing Officer, Milwaukee
W. F. Bannon	GM/Treasurer - Des Moines Union Ry., Des Moines
H. F. Barrett	Roadmaster, Watertown, Wisconsin
G. J. Barry	Director-Safety, Chicago
S. J. Barry	Asst. to General Manager, Chicago
W. E. Behnke	Roadmaster, Ottumwa, Iowa

many management employees retire (cont'd)

F. G. Benner	Engineering Design & Planning, Chicago
D. A. Bessey	Asst. Chief Engineer-Structures, Chicago
T. E. Bigley	Chief Train Dispatcher, Milwaukee
L. J. Bigott	Manager-Billing, Chicago
L. H. Botzon	Manager-Labor Relations, Chicago
A. E. Bourgeault	Director-Customer Service, St. Paul
F. A. Braughton	Asst. Director-Operations Control Center, Chicago
J. R. Brizzolari	Manager-Material, Milwaukee
H. A. Budnick	Regional Claims Manager, Minneapolis
F. B. Cederholm	AVP-Car Management, Chicago
A. J. Cini	Manager-Amtrak Operations, Chicago
R. J. Coleman, Jr.	Agent, Bedford, Indiana
D. W. Cooksy	Area Manager Sales, Chicago
P. F. Cruikshank	VP Operations, Chicago
W. Cruickshank	Asst. Chief Mechanical Officer, Milwaukee
M. G. Denney	Director-Customer Service, Milwaukee
G. D. Doherty	Superintendent-Building Maintenance, Chicago
K. C. Donisch	Manager-Development/Information Systems
R. J. Donovan	Supervisor-Diesel Maintenance, Milwaukee
L. K. Drew	Diesel House Manager, St. Paul
W. T. Egan	Asst. Solicitor, Minneapolis
A. A. Elwart	Manager-Engineering Administration, Chicago
C. J. Engaldo	Mechanical Supervisor, Savanna, Illinois
J. A. Epstein	Asst. Engineer-Signals, Chicago
L. A. Fiorello	Agent, Portage, Wisconsin
D. D. Fisher	General Superintendent-Car Department, Milwaukee
R. T. Fleming	Manager-Marketing & Pricing, Chicago
L. M. Fowler	Traveling Engineer, Savanna, Illinois
R. L. Gast	Freight Service Inspector, Milwaukee
J. C. Gawronski	Administrative Assistant-Operating Department, Chicago
G. G. Grudnowski	Secretary/Director of Insurance, Chicago
G. W. Gunder	Director-Marketing & Pricing, Chicago
L. R. Guthrie	Supervisor Perishable Service, Chicago
M. A. Haight	Asst. Engineer-DOT Testing, Chicago
H. T. Hansen	Manager-Systems & Procedures, Milwaukee
R. B. Hegge	Trainmaster, Kansas City
M. H. Heiser	Yard Office Supervisor, St. Paul
K. E. Hirst	District Manager-Sales, Winnipeg, MB
R. D. Hoffman	Manager-Mechanical Administration, Milwaukee
M. B. Hudson	Division Supervisor Customer Service, Nahant, Iowa
P. Jangula, Jr.	General Field Supervisor, Lansing, Iowa
C. E. Jones	Director-Contracts, Chicago
A. C. Kasulke	Asst. Engineer Planning, Chicago
D. H. Kenny	Asst. Supt. Work Equipment, Chicago
E. A. Kerber	Radio Engineer, Chicago
W. W. Kirscher	Asst. Manager-Interline Freight, Chicago
G. G. Kitzmiller	Supervisor-Requisitions, Milwaukee
R. G. Klein	Roadmaster, Milwaukee
E. R. Knapkiewicz	District Manager Freight Adjustment, Milwaukee
J. N. Kost	Principal Correspondent-Operating, Chicago
R. P. Krol	Asst. District Material Manager, Milwaukee

many management employees retire (cont'd)

C. J. Lapinski	Field Engineer, Milwaukee
R. L. Laskiewicz	Asst. Shop Superintendent-Cars, Milwaukee
J. D. Lemont	District Claims Manager, Milwaukee
R. M. Levey, Jr.	General Manager Freight Adjustment, Chicago
T. J. Lloyd	Trainmaster, Milwaukee
J. Lucchesi	Sales Representative, Minneapolis
L. A. Luszc	Field Instructor, Chicago
R. H. Maas	Director-Mechanical Engineering, Milwaukee
J. Martin	District Claims Manager, Milwaukee
R. L. Martin	Director-Facilities, Chicago
B. J. McCanna	Director-IMAG projects, Chicago
L. R. McDonough	Accounting Analyst, Chicago
N. H. McKegney	Superintendent - Northern Division, Milwaukee
R. H. Michaels	Asst. Chief Engineer, Chicago
R. M. Mortenson	Customer Contact Representative, Minneapolis
D. R. Mueller	Production Engineer, Milwaukee
W. R. Newhauser	Project Engineer, Milwaukee
M. E. Nimbar	System Supervisor Data Operations, Chicago
C. D. Nunley	Superintendent, Kansas City
A. J. O'Rourke	Supervisor-Stations & Yards, Chicago
A. V. O'Hara, Sr.	Trainmaster, Bensenville
R. J. O'Mara	Manager-Pricing, Chicago
R. L. Pace	Senior Manager-Tariffs, Chicago
F. P. Pawlak, Jr.	Staff Engineer, Chicago
M. G. Peterson	Accounting Analyst, Chicago
J. L. Phleger	District Manager-Sales, Louisville, Kentucky
J. A. Piesche, Jr.	Senior District Claims Manager, Chicago
G. L. Porter	District Manager-Sales, Wausau, Wisconsin
B. F. Powers	Senior Communications Supervisor, Bensenville
N. C. Pugh	General Supervisor-Signals & Communications, Chicago
D. E. Ringlbauer	General Roadmaster, Chicago
P. J. Rooney	Senior Trainmaster, St. Paul
L. I. Roundy	Communications Foreman, Chicago
G. A. Sansverie	District Manager-Sales, New York, NY
R. D. Schlegel	Asst. Manager-Marketing & Pricing, Chicago
R. D. Scott	Signal Supervisor, Chicago
J. M. Sherpe	Asst. Superintendent-Track Welding, Chicago
L. H. Shisler	Superintendent Track Welding, Chicago
K. C. Skidmore	Agent, Wausau, Wisconsin
N. E. Smith	AVP-Chief Engineer, Chicago
W. L. Smith	President, Chicago
J. W. Stuckey	Superintendent - Southern Division, Chicago
P. A. Techel	Agent, Ottumwa, Iowa
A. F. Teisl	Draftsman, Milwaukee
R. L. Tewell	Assistant Superintendent, Chicago
R. C. Thomas	Stationmaster, Milwaukee
D. P. Trenning	Asst. to Supervisor Bridge Maintenance, Chicago
E. F. Vilella	Senior Accounting Analyst, Chicago
H. R. Von Haden	Superintendent Rail Welding Plant, Savanna, Illinois
J. R. Werner	AVP-Labor Relations, Chicago
J. E. Williams	Sales Representative, Davenport, Iowa

many management employees retire (cont'd)

C. F. Wilson	Manager-Marketing & Pricing, Chicago
D. M. Wiseman	VP-Sales & Service, Chicago
D. L. Wylie	Asst. Chief Engineer-Signals & Communications, Chicago
R. J. Young	Sales Representative, Chicago
U. J. Zachaty	Report Analyst, Chicago

trivia teaser answers

What is the closest State Capitol to the nation's capitol in Washington, D.C.?  
"Annapolis, Maryland"

By British Law, what is the only door closed to the Queen of England?  
"The House of Commons"

Who was the first actress to play Peter Pan on the Broadway stage?  
"Maude Adams"

from the desk of bob hickle  
director of social counseling

Let's talk about communications today. The people that I'd really like to talk to have already thrown this company newsletter away, and some others have skipped over this letter, because they really don't care a bit what I have to say. I have talked to employees who say they have never received a newsletter, never read one of my masterpieces, and have never even heard of our employee assistance program. Some of them have been with the company ten years or longer. Any suggestions?

We don't use bulletin boards, because I know from experience what usually happens to material on the bulletin boards. We send these to the home, because nearly all of the problems we see are problems that affect the whole family. We always hope that somebody who is hurting will make the initial contact, so we all can get on with solving the problem.

Do you have any suggestions? From time to time we have received letters from employees requesting that these letters address certain matters, and as far as I know, we have always honored them. At one time, I stopped writing these letters for awhile, and stirred up quite a storm. A whole lot of people wanted them to go on, so they were resumed.

I want to know what you want to hear. Any communication to me will be treated with the same degree of confidentiality as are all matters concerning the employee assistance program. I'll try to comply with any suggestion, unless it is to drop dead; and I expect to do that one day anyway. Let me hear from you.

Bob Hickle  
1307 2nd Ave. SW  
Waverly, IA 50677  
phone: (319) 352-5272

Gary Bloker  
600 East Higgins Road  
Elk Grove Village, IL 60007  
phone: (312) 228-0606  
(312) 648-3860

Gary Bloker  
8626A W. Greenfield Avenue  
Milwaukee, WI 53214  
phone (414) 475-6757

the bald facts  
a health tip from medical services

Minoxidil is a new drug currently being studied as an anti-balding agent. The effect on hair growth was first suspected because patients taking the drug to treat high blood pressure began to notice that their bodies were becoming hairier. It was then discovered that minoxidil would stimulate hair growth when rubbed on the skin. Since absorption into the system is minimal when it is applied this way, side effects (such as low blood pressure) do not appear to be a problem. The striking fact about minoxidil has been its ability to reverse the balding process and not just arrest it. As soon as that is said, however, a number of qualifications are needed. Minoxidil is not a wonder drug. It works best for people who need it least: those who have been balding for less than 10 years and whose bald area is less than 4 inches in diameter. It is only effective if it is applied regularly, usually twice a day. Currently, the treatment can be expected to cost \$20 to \$25 a week for an indefinite period, as long as the individual wants to keep his or her crop of re-grown hair!!!

step smartly

Ever thought about applying the rules of the road to your department?

Walk to the right in aisles and hallways.

Always look to the right and to the left before stepping into a passageway.

Look out for bottom drawers left open; wires, cords, and ropes that extend into aisles; wastebaskets, boxes and other items left in the middle of passageways; and any small items dropped on the floor.

Keep large items that could obstruct your view away from your face when you walk.

Stay out of traffic when you stop to talk. Don't stand in front of a closed door.

Always keep your eyes on the "road". Never try to walk and read at the same time.

Follow and obey all signs. They were put up for good reason---your safety.

Examine floors for objects that could trip you up. Keep in mind that even small objects can cause big falls.

Look for spills (oil, coffee) and clean them up at once.

Your safety and everyone else's depends on how carefully you follow these "rules of the road" on your job.

WALK SAFELY

railroad trivia

The railroad Y.M.C.A. began in a Cleveland, Ohio railroad station in 1873 when Henry Stager, a train dispatcher, organized a home where railroad men could find a place to live when away from home.

United States railroads had their origin in 1795 when a short inclined track was built to convey brick and other clay products for construction of the state house from kilns on Beacon Hill, Boston, to a street below.

Railway charters in the U.S.A. originated in 1815 when John Stevens of Hoboken obtained a charter from the state of New Jersey to build and operate a steam road between New Brunswick and Trenton, N. J. The charter expired before he could finance the road.

railroad trivia (cont'd)

First American railroad to cross a mountain range was opened between Holidaysburg and Johnstown, Penn., in 1834. Designed mainly to convey canal boats across the mountains, the road was equipped with ten incline planes.

(submitted by Wm. Wentela, Clerk, Marinette)

historical information available

Employees and their families interested in learning more about the history of the Soo/Milwaukee System will find that a great deal of material has been written on the subject. A compilation of published material about the Soo Line, The Milwaukee Road and the Canadian Pacific follows. Please note - most books listed are now out of print and available only through libraries or second hand. Books still in print are so designated.

Saga of the Soo-West From Shoreham - John A. Gjevre  
privately published 1973

The Soo Line - Patrick Dorin  
Superior Publishing Company, Seattle, WA 1979

The Little Jewel - Wallace W. Abbey  
Pinon Productions, Pueblo, CO 1984

Steam Trains of the Soo - Leslie Suprey  
privately published 1983

History of the Wisconsin Central-Bulletin 54 - Roy L. Martin  
Railway & Locomotive Historical Society January 1941

Duluth South Shore & Atlantic-Bulletin 111 - Aurele A. Durocher  
Railway & Locomotive Historical Society October 1964

Soo Line (Locomotives) - James Morrisette and Richard Sherrard  
Custom Design Services, Minneapolis 1965

Organization and History of the Chicago, Milwaukee & St. Paul Railway Co.  
John W. Cary

Cramer, Aikens & Cramer, Milwaukee 1893  
Reprinted: Arno Press/New York Times, New York 1981

History of Milwaukee Railroad 1892 - 1940 - H. H. Field  
privately published, late 1940 or 1941

Investigation of Chicago, Milwaukee & St. Paul Railway Company - 17021  
Interstate Commerce Commission 1927  
Reprinted, Milwaukee Road, Personnel Dept. 1980 ca.

The Milwaukee Road - Its First 100 Years - August Derleth  
Creative Age Press, New York 1948

historical information available (cont'd)

The Hiawatha Story - Jim Scribbins

Kalmbach Publishing Co., Milwaukee 1970

Milwaukee Road West - Charles R. and Dorothy M. Wood

Superior Publishing Co., Seattle, WA 1972

Milwaukee Road Locomotives (and Brief History) - Wm. H. Schmidt, Jr., W.D. Edson, et al

Railway & Locomotive Historical Society Bulletin 136 Spring 1977

A Brief History - The Milwaukee Road

Public Relations Department, CMStP&P, Chicago, IL 1968

The Milwaukee Road East - Patrick C. Dorin

Superior Publishing Co., Seattle, WA 1978

Wisconsin Valley Line - Ray Specht and John Cline

Antiquarian Press, Stevens Point, WI 1979

Grass Between the Rails (the Waukon, IA branch) - Denny Rehder with Cecil Cook

Waukon & Mississippi Press, Des Moines, IA 1972

Marquette the Biography of an Iowa Railroad Town - Cecil Cook

Waukon & Mississippi Press, Des Moines, IA 1975

Prairie Oasis (the MILW and the CRI&P in Spirit Lake, IA) - Donovan L. Hofsummer

Waukon & Mississippi Press, Des Moines, IA 1975

The Electric Way Across the Mountains - Richard Steinheimer

Carbarn Press, Tiburon, CA 1980

Milwaukee Rails - Robert P. Olmsted

McMillan Publications, Woodridge, IL 1980

The Milwaukee Electrification - A Proud Era Passes

Public Relations Dept., CMStP&P, Chicago, IL 1973

The Story of the Hiawatha - Charles H. Bilty

Milwaukee Road Railfans Association, Milwaukee, WI 1985\*

The Investor Pays - Max Lowenthal

Knopf Publishing, New York 1933

The Nation Pays Again - Thomas H. Ploss

privately published 1984\*

\*These two books are currently in print; all other titles have been sold out and would be available only at libraries or second-hand.

Milwaukee Road Bi-Polar Electrics - Noel T. Holley

N.J. International/Leeward Publications, Annapolis, MD 1980\*\*

historical information available (cont'd)

The Milwaukee Road Under Wire - Karl R. Zimmermann  
Quadrant Press, New York 1973\*\*

\*\*Both of these are small soft-cover books, but done well.

Life and Work of Sir William Van Horne - Walter Vaughn  
Century Co., New York 1920  
Van Horne served as general superintendent of the CMStP&P  
before going to Canada to complete the CPR

History of Canadian Pacific Railway - Harold A. Innis  
McClelland and Stewart, Toronto 1923

Romantic History of Canadian Pacific Railway - John M. Gibbon  
(the same book also published as Steel of Empire)  
Tudor Publishing, New York 1935

The Impossible Railway - Building the CPR - Pierre Berton  
A. A. Knopf, New York 1972  
(this was earlier published in Canada as two volumes)  
The National Dream 1970  
The Last Spike 1971  
the "American" edition is an abridgement of the Canadian volumes

Canadian Pacific Railway - Patrick Dorin  
Superior Publishing Co., Seattle 1974

History of Canadian Pacific Railway - William K. Lamb  
Macmillan Publishing Co., New York 1977

Canadian Pacific Diesel Locomotives - Murray W. Dean and David B. Hanna  
\*Railfare Enterprises, Hanover, NH 1983

Van Horne's Road (construction and early operation - CPR) - Omer Lavallee  
\*Railfare Enterprises, Hanover, NH 1983

Abbey to Zorra via Bagdad (passenger trains) - Dale Wilson  
Nickel Belt Rails, Sudbury, Ontario 1980

The Selling of Canada - CPR and Canadian Tourism - E. J. Hart  
\*Railfare Enterprises, Hanover, NH 1984

Canadian Pacific Steam Locomotives - Omer Lavallee  
\*Railfare Enterprises, Hanover, NH 1985

Trail of Iron - William McKee  
CPR and Canada's West, social and technological history  
\*Railfare Enterprises, Hanover, NH 1984

Kettle Valley Railway - Hal Riegger  
CPR's fascinating, alternate mountain route  
\*Railfare Enterprises, Hanover, NH 1984

historical information available (cont'd)

\*Railfare Enterprises is the US selling agent for the Canadian Railway Historical Association

British Rail Modelers of North America

5124 - 33 Street, NW

Calgary, Alberta, Canada T2L 1V4

publishes a continuing series of photo journalism softcover books about Canadian Pacific Rail featuring the lines through the Rockies; in Manitoba; and in eastern Canada.

trivia teasers

Which president lost two sons in World War II?

What famous confederate leader was Secretary of War under President Franklin Pierce?

Puddleburg was the home town to what famous cartoon character?

(answers next month)

automobile safety

You're creeping along in heavy traffic on a broiling summer day and your car's overheat light comes on. What should you do?

If you can't readily pull over and turn off the engine, try the following:

If your air conditioner is on, turn it off and open the windows.

Turn your heater on high. It may be uncomfortable, but it will give the engine's heat another outlet.

Back off from the vehicle in front of you in order to keep the hot exhaust away from your radiator.

If the "hot" light stays on, pull over at the first opportunity and shut off the engine.

A check of your car's cooling system may be in order. If no obvious leaks are evident, find out when you last drained or back-flushed your radiator and added new antifreeze. Over time, antifreeze loses its ability to dissipate heat and yours may be "worn out".

(Safety Talk - July 1985)

keeping track

Austin Chief Clerk, C. M. Olson and wife are grandparents again. A daughter was born on May 20 at North Memorial Hospital, Robbinsdale, Minn. to Robert and Denise Munson of Eden Prairie. Denise is the daughter of Chief Clerk Olson.

Bob Valiquette, 72, passed away May 28 at the Veterans Administration Medical Center in Tomah, Wisconsin, Bob was a retired switchman from LaCrosse.

Paul Sokolik, 78, passed away May 21. Paul was a retired clerk from LaCrosse.

Retired Section Laborer, LaCrosse Yard, D. L. Lewis and retired Company Police detective Ray Wilhelm recently passed away.

We extend our heart-felt sympathies to the families of our past fellow employees.

John Carlson, Electrician at Tomah Shops is home recovering from a serious illness. Our hopes go out for a speedy recovery.

Don Rehm, Stockman at Tomah Shops is back on the job after being off nearly six months due to illness.

George "Slabs" Daniels retired June 25, 1985 after 40+ years with the railroad as a Conductor. Slabs' last day worked was June 19 as Conductor on No. 444. Sounds like he and his wife plan to spend summers in Channing and winter months in Pompano Beach, Florida. Best of luck!!!

J. J. "Jake" Waldorf retired June 28, 1985 being with the company 43 years in the car department, Green Bay, including 2 years WW II military service. A party was held June 26 where Jake received gifts from his fellow employees. He also received a 40 year safety award. His service is greatly appreciated and his fellowship will be missed.

Vic Amburgy, former Green Bay resident, and one of the hostages being held recently in Beirut, was the mail carrier for the Green Bay depot before taking a similar position in California.

Carl Nelson, 73, Sobieski, former switchman in Green Bay, passed away May 30, 1985 following a long illness.

Don Carey, Conductor, retired July 8, 1985. He started his railroad career in Channing, Michigan in 1946 and worked that part of the old Superior Division until it was sold in 1980 to the E&LS, and then moved to Green Bay to work. Our best to Don and Jean on their retirement.

Warren Nelson, engineer with over 38 years of service, retired July 7, 1985. Warren's wife, Edythe, was our food caterer for the Green Bay annual picnics and her help in this area was greatly appreciated. We want to wish both Warren and Edythe a healthy, happy and prosperous retirement.

keeping track (cont'd)

Raymond G. Stordeur, 69, former carman on Superior Division for 30 years, passed away May 16, 1985 in Green Bay.

Emmet P. Cain, 83, former engineer on Superior Division, who retired in 1968 after 45 years, passed away May 24, 1985 in Green Bay.

Robert W. Cariveau, 63, former brakeman/conductor on Superior Division for 35 years, passed away June 8, 1985 in Green Bay.

Fred W. Becker, 61, 1st operator at Portage, WI retired July 6 with 43 years of service.

Portage, WI relief operator, J. W. Reidelbach, 61, retired July 7 with 42 years of service.

Donald C. Witz, age 75, died July 7 at the Stoughton hospital. Mr. Witz had retired in 1974 after 44 years of service as a Conductor out of Portage.

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	Bev Radtke - Milwaukee Depot
Margaret Lange - Portage	Bob Voigt - Milwaukee Car Shops
Chuck Kowalke - LaCrosse	Nancy Bidlingmeyer - Locomotive Shops
Ray Shisler - Tomah Shops	Dolores Gavin - Material Division
Mike Leonard - Muskego Yard	Trudy Hauge - St. Paul
Marilyn Carlson - Milw. Regional Data	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.