



NORTHERN NEWS

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

SEPTEMBER 1985

earnings down 30% on 4.6% traffic decline on U.S. class 1 railroads

A 4.6% drop in first-quarter ton-miles translated into a \$400 million decline in operating revenues, from \$7.4 billion in the 1984 period to \$7.0 billion this year. Meanwhile, operating expenses were down only around \$200 million, from slightly less than \$6.6 billion to nearly \$6.4 billion. As a result, ordinary income dropped 30%, from 1984's \$600 million to \$418 million for the 1985 quarter.

Dr. Harvey A. Levine, vice president of economics and finance for the Association of American Railroads, announced the first-quarter results.

"The economy as a whole was fairly slow for the first quarter of 1985," said Dr. Levine. "In addition, the high first-quarter figure for 1984 can be attributed to the fact that, at that time, the economy was emerging from a recessionary period. Typically, increases in income due to cost-cutting measures taken during such a downturn accompany such an emergence."

from Railway Age, July, 1985

norfolk southern, soo sign joint-marketing pact

Norfolk Southern Corp. and Soo Line Corp. said Tuesday they had signed a contract to jointly market rail services. As part of the agreement, Soo Line withdrew its opposition to Norfolk Southern's proposed purchase of Conrail.

The contract would allow Norfolk Southern-Conrail and Soo Line Railroad, which owns the Milwaukee Road, to offer joint rates and routes to shippers. The arrangement would become effective if and when the proposed Conrail-Norfolk Southern merger was completed.

Also under the contract, Soo Line and Milwaukee Road would retain effective rates and routes through Kansas City, Kan., and Louisville, though they would continue to compete. Soo-Milwaukee feared it would be shut out of those important rail gateways by Norfolk Southern.

Soo would be assured of continued use of Conrail lines to Terre Haute, Ind., and would have the right to lease or purchase the line if Norfolk Southern decided to abandon it.

Soo Line was one of several regional railroads opposing the Reagan administration's proposal to sell Conrail to the huge Norfolk Southern rail system. The regional lines say they would lose substantial volumes of traffic to a combined Conrail-Norfolk Southern.

Norfolk Southern, Soo sign joint-marketing pact (cont'd)

Soo-Milwaukee estimated it would lose an estimated \$45.5 million in revenues a year because of such traffic diversions.

"The agreement removes the anticompetitive factors that were the basis for Soo's staunch opposition to a Norfolk Southern purchase of Conrail," said Dennis Cavanaugh, Soo's president.

from Chicago Tribune, August 14, 1985

Many management employees retire

The July/August issue of Northern News carried the names of Soo/Milwaukee System management employees that accepted an early retirement program. The following 29 individuals also accepted the retirement but were retained for periods of 30 to 90 days from June 30:

R. D. Argue	Reg. Mgr. Prop. Mgt., Seattle
B. H. Bobbitt	AVP-NOP, Chicago
N. P. Bondi	Asst. Mgr. Int. Frt., Chicago
M. W. Bonnom	Treasurer, Chicago
C. Brink	Roadmaster, Perry, IA
J. Bryg	Tax Analyst, Chicago
C. E. Faber	Agent, Clinton, IA
D. G. Hanratty	Mgr. Gen. Acctg., Chicago
W. T. Jepson	Mgr. Cust. Acctg., Milwaukee, WI
R. H. Keegan	Real Est. Atty.-NOP, Chicago
J. B. Lewis	Dist. Mgr.-Sales, Vancouver, WA
C. N. Machande	Mgr.-Rules, Milwaukee, WI
H. J. Mahoney	Dir. Salvage Disp., Aberdeen, SD
J. C. Manders	Mgr.-Reg. Acctg., Chicago
G. F. Meintzer	Dir. Mktg., Chicago
J. P. Mischke	Project Mgr., Chicago
J. H. Mitcham	Dir.-Auto Sales, Chicago
S. Munford	Chauffeur, Chicago
A. L. Nance	Asst. Compt., Chicago
R. R. Passaglia	Mgr.-Tax Acctg., Chicago
W. F. Plattenberger	AVP-Op. & General Manager, Chicago
C. D. Rogers	Mgr. Develop., Chicago
M. L. Rosen	Sr. Trng. Offcr., Chicago
M. J. Schlee	Sr. Acctg. Analyst, Chicago
K. W. Trout	Asst. Gen. Foreman, Milwaukee, WI
F. H. Voss	Asst. Treasurer, Chicago
W. H. Waldman	Reg. Mgr. Prop. Mgmt., Chicago
E. A. Welu	Dir. Mktg. Admin., Chicago
D. J. Winterlin	Dir. Admin.-NOP, Chicago

S/M flexes its muscles

Low-bidder Soo was as surprised as anybody when it won the Milwaukee. Some see Soo/Milwaukee as being "adrift...still in shock." But that could be a costly misperception.

By GUS WELTY,
Senior Editor

For years, Soo Line has gone about its business quietly, doing its thing, making neither waves nor headlines, at least not very often.

Soo Line was known as a well-managed and profitable railroad. But its territory was the extreme upper Midwest, with just a line reaching down to the northwest side of Chicago. It neither sought nor was it sought after in the wave of mergers that reshaped the railroad industry. It was owned, in a majority way, by Canadian Pacific Limited. It had a certain conservative flavor to the way it operated. It got attention when, more than two decades ago, the old Soo and the related Wisconsin Central and Duluth, South Shore & Atlantic got together to form the New Soo. It got attention, more recently, when it acquired the Minneapolis, Northfield & Southern.

But mostly it just did what it did, doing it all rather well but not attracting much attention.

No more.

• **A big-league player.** Now, Soo Line has emerged as a major player in midwestern railroading. It won, where most observers thought it would lose, in the bidding for the core system of the bankrupt Milwaukee Road, and the resulting Soo/Milwaukee System is one of the 10 largest systems in the U.S. on a revenue basis. Going beyond that, it is now extending its direct reach into the East. And there are those who would not be surprised if, at some point, it headed that reach south, toward the Gulf of Mexico.

With the Milwaukee Road acquisition, Soo/Milwaukee stretches south to Kansas City and to Louisville.

With an operation that was to begin earlier this month, this railroad now has extended itself to Detroit and a direct connection with CP Rail. That came about through a trackage-rights agreement with Chessie System between Chicago and Detroit, under which the trains will be Soo/Milwaukee, the power will come from a Soo/CP pool and the crews will be Chessie, with east-end operations centered at Rougemere Yard in Detroit.

This arrangement will improve transit times for traffic that might otherwise have had to move via Soo's northeastern gateway to and from Canada. It will give Soo/Milwaukee much-improved access to the industrial areas of southern Ontario. It will open, as one Soo/Milwaukee spokesman puts it, "a whole new marketing opportunity."

There were certain ironies in Soo Line's

winning the auction for Milwaukee Road, but there is a special irony in the Chicago-Detroit agreement.

For a time, it had appeared that Canadian National's U.S. entry, Grand Trunk Corp. and Grand Trunk Western, stood a fair chance of getting Milwaukee. It was the early bidder, and it had a voluntary coordination agreement (VCA) with Milwaukee that seemed to be working well. But then Chicago & North Western and Soo came in and the price for Milwaukee Road started going up. Grand Trunk opted not to ride the escalator, turning instead to a VCA with much-larger Burlington Northern. Now, Soo Line not only has Milwaukee, it also has an arrangement that puts it parallel to Grand Trunk's major U.S. route, Chicago-Detroit.

As for Soo's acquisition of Milwaukee, that was one of those rare instances in which the low bidder wins.

available to contest the order.

Even though the 90-day waiting period ran out in May, the two railroads have remained separate companies, under Soo Line Corp., but it is anticipated that they will be merged, eventually and perhaps soon.

• **Restructuring.** In June, a new—and lean—management structure was put in place, and on July 1 the system was realigned from four to three divisions for operating purposes.

Working with Soo President and Chief Executive Officer Dennis M. Cavanaugh will be Clifford C. Leary, vice president-operations; Peter C. White, senior vice president-marketing and sales; and James F. Johnson, vice president-executive department, which includes labor relations, human resources, information systems and the controller's office. The law and government affairs, finance and real estate departments were put at the corpo-

Soo + Milwaukee =

	Soo	Milwaukee	Combined
Operating Revenues	\$315,524,000	\$417,067,000	\$732,591,000
Net Railway Operating Income	\$12,409,000	\$2,797,000	\$15,206,000
Revenue Ton-Miles	10 billion	12.5 billion	22.5 billion
Locomotives	243	323	566
Freight cars	12,048	9,801	21,847

In total dollars, Soo's bid was well under what Chicago & North Western was offering. The Interstate Commerce Commission reviewed the situation and indicated that either buyer, C&NW or Soo, would be acceptable, though one more commissioner preferred Soo than preferred C&NW. At the time, that did not seem particularly significant, just as it did not seem startling that the ICC also noted that the public interest should be taken into account when the decision was made.

But then U.S. District Judge Thomas R. McMillen found in favor of Soo Line, announcing his decision last Feb. 8 and following up with a written order Feb. 19. Soo Line completed the purchase that same day.

Still, however, Soo was restricted, required to keep assets of the two properties separable for 90 days in case there should be a successful appeal of the judge's ruling. Several appeals were in fact taken, but none would overturn the basic decision—especially since North Western's immediate withdrawal of its offer meant that there was no other bidder

rate level. And Kenneth R. Hoepner was named executive vice president of Milwaukee Motor Transport and Intermodal, which will function as a profit center group.

On the operating side, Soo/Milwaukee will be handling 7,600-plus miles of railroad from just three headquarters points, Minneapolis, Chicago and Stevens Point, Wis.

What are the major benefits Soo has now gained? Dennis Cavanaugh will cite first the gateways, Kansas City and Louisville, and the new opportunities they give the railroad. He'll cite the Milwaukee Road's Chicago-Minneapolis main line, "a good competitive corridor" where Soo/Milwaukee will be able to compete for time-sensitive traffic. He'll mention Milwaukee's strong on-line customer base, and a traffic mix that complements Soo's. And he'll praise Milwaukee for the rehabilitation work that has been done: "In the corridors that we wanted, the track's in good shape." (Soo/Milwaukee is also spending to get it in even better shape; this summer and fall about \$10.4 million will go for rail relay on 23 miles and ties and ballast on 120

miles of the Chicago-Kansas City main line in Illinois and Missouri.)

At the north end, operations will be concentrated at the Milwaukee's Pig's Eye Yard south of St. Paul. At the south end, however, decisions may be a bit more complicated. Both roads have classification yards northwest of Chicago. Soo at Schiller Park and Milwaukee at Bensenville. Each of those yards has an intermodal terminal. Soo's handling mostly containers and Milwaukee, trailers. If intermodal traffic grows as anticipated, the road may need a larger, integrated and more efficient facility, and a number of options are already under consideration, including the possibility of going into a large intermodal terminal recently opened by another road south of Chicago.

As for equipment, Soo Milwaukee has enough motive power and enough freight cars—actually, more than enough under 1985 traffic and economic conditions. It will be reviewing existing freight-car leases, it will be weeding poor performers out of the locomotive fleet, and it probably will not be in the equipment market for a while—although VPO Clifford Leary does not rule out the possibility of trading up for more efficient locomotives if the right deal should come along.

● **A clash of cultures?** Efficiency. That's long been a word to live by at Soo Line, and observers could be pardoned for wondering if Soo-plus-Milwaukee might produce a clash of cultures, of philosophies, since Soo has seemed to be an operations-oriented railroad while Milwaukee has tended to have the marketing function driving things.

Leary, for one, doesn't see a clash. Rather, he sees two railroads that were simply reacting to the situations that faced them. For example, he says, Milwaukee has a sizeable volume of automobile traffic in its mix. Soo has not. Milwaukee, with the short route between Chicago and the Twin Cities, went after intermodal traffic with its Sprint trains, a short-train, fast-turnaround type of operation; Soo, lacking the best route in the corridor, didn't run short, fast trains. As a result, Milwaukee had a certain go-go image. Soo, running long trains and shooting for maximum bottom-line efficiency, didn't.

But, Leary quickly adds, especially since deregulation Soo Line had been taking a harder look at the operating-marketing relationship and making changes. One example: "We've been operating, at the request of the marketing department, an extra train to improve the transit time on our container traffic between Chicago and Sault Ste. Marie. Strictly from an operating standpoint, it's been a failure. The cost is high in relation to what we're handling. But the train's sole purpose was to provide an excellent service to the port of Montreal for container traffic. We've run it because we felt the business would grow. And it has."

With Pete White in charge of marketing and sales for the combined railroads, it would

seem a safe bet that more of the old Milwaukee philosophy will take hold, which means greater development of traffic moving under contract and more aggressive marketing on a wide front. It may also mean more aggressive development of the Canadian connection. Recalling Milwaukee's VCA experience with Grand Trunk-CN, White says "We know how to do that—and it worked."

● **Costs up, revenues down.** Soo Milwaukee's marketing and sales people indeed face a challenge, because the economy has not been kind to the railroads thus far in 1985. In addition, expenses related to consolidation will have to be overcome. And, with the debt and new financing that Soo took on with the acquisition, interest costs have gone up sharply, from \$4.6 million in first half 1984 to \$17.6 million for January-June 1985.

On the revenue side, meanwhile, the combined roads saw carloadings drop by 8%, second quarter '84 to second quarter '85. On the down side: farm products, 22%; coal, 13%; pulp and paper, 12%; and food products, 7%. Among major commodity areas, only chemicals and motor vehicles and parts were up, by 13% and 5%, respectively.

But, Soo/Milwaukee points out, there are a few encouraging signs for the third quarter. Wheat and barley traffic has picked up, and coal traffic should be strong because of a new unit train movement.

At the start, Soo/Milwaukee marketing will function with commodity groups for motor vehicles and parts, coal, grain and grain products, food and manufactured products, raw materials and chemicals, and lumber and paper. Sales will be organized on a geographic, regional basis, with a customer service center in Minneapolis to handle routine inquiries and free the sales force to do more selling.

And with White in charge, Soo/Milwaukee can be counted on to explore every opportunity presented by deregulation. At Milwaukee, he recalls, "When deregulation came, we jumped. I would say that deregulation was a major factor in our survival."

● **Intermodal's niche.** Then, there is intermodal—intermodal and MMT which, on Milwaukee Road, handled terminal operations and cartage but which also has 48-state contract authority and 31-state all-commodities authority. Ken Hoepner, who came to Soo from BN's intermodal group last year, is looking at where MMT ought to be positioned. He's also looking at where Soo/Milwaukee should be, overall, in intermodal: "We're not a mega-railroad that goes all over the place, but we have niches in which we can be very competitive."

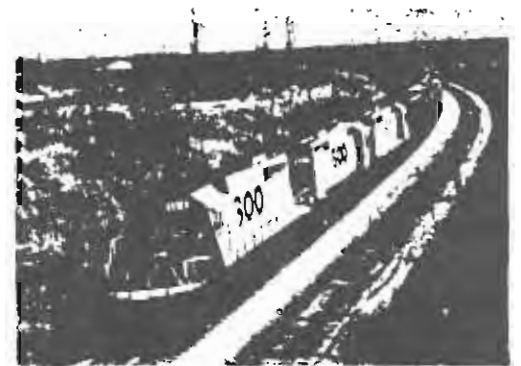
With the intermodal mix that Soo/Milwaukee inherited—weighted 80-20 toward containers on Soo and 80-20 toward trailers on Milwaukee—there are marketing problems, with two very different sets of customers who may have very different service and timing requirements, and so Soo/Milwaukee has structured intermodal marketing with a domestic group and an international group.

Currently, Hoepner is looking at a number of corridors anchored on Chicago—Chicago-eastern Canada, -western Canada, -Twin Cities, and -Kansas City—and at the possibilities in several other routes, including Twin Cities-Kansas City and Green Bay-Kansas City.

He's also looking at expanded operation of dedicated TOFC/COFC trains. "We're looking at Chicago-Kansas City, for example. We have to build the business on dedicated intermodal trains. Not everything will go that way, but as much as possible will. The Sprint concept really works, but it will be volume that drives it."

● **A feeling of wonderment.** In all of this, though, there still has to be a feeling of wonderment, that Soo Line actually won.

Dennis Cavanaugh looks back. "We never gave up. But when the last bidding was done and we opened the envelopes and found that the North Western had raised their bid by \$200 million, well, that did seem to be a pretty significant obstacle. Still, we went ahead feel-



Three Soo SD-40-2 units powered the first Soo/Milwaukee runthrough, an 11,000-ton trainload of potash which was delivered to Soo by CP Rail at Noyes, Minn., and moved to Byron, Ill., on the Milwaukee. David Franzen

ing that the public interest issues would prevail, because it was the first time that you had a region of the country where the issue of market dominance had come up."

Soo Line, he says, "had geared all our strategy to the public interest issue. We felt confident that it would carry the day. But we did stop doing operations planning. The trustee couldn't give time to us. We even went in to negotiate trackage rights over the North Western between Minneapolis and Kansas City."

Cavanaugh says he was and wasn't surprised by the judge's decision, figuring that the public interest case was strong but also figuring that \$200 million was a lot to overcome: "I had reconciled myself to how I was going to live, having lost. But I was sure happy when we won."

Now, Dennis Cavanaugh is looking ahead: "We've had some feedback that we're adrift, with no direction, still in shock. That's not true. We're not just wandering around, waiting for the economy to come back and solve all our problems. There's a sense of action here. Things are happening." ■

trivia teaser answers

Which president lost two sons in World War II?

"Teddy Roosevelt"

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

"Jefferson Davis"

Puddleburg was the home town to what famous cartoon character?

"Woody Woodpecker"

harlowton seeks help

Milwaukee Road electric locomotive E57B, built by General Electric in 1915, served for many years as the switch engine at Harlowton, Montana. It was retired in 1974, when the electrification was discontinued, and preserved. The citizens of Harlowton would like to move the locomotive to a new location of more prominence in the town. A committee has been organized to raise about \$10,000 for this project. If you are interested in assisting, please send your donation to "E57B Committee", Harlowton, Montana 59036. This is one of five electric locomotives that have been preserved as reminders of the famous Milwaukee Road electrification. In addition to the E57B at Harlowton, Little Joe E70 is at Deer Lodge, Montana; 10200 A&B is at the Duluth Transportation Museum in Duluth, Minnesota and bipolar E-2 is at the National Museum of Transport in St. Louis.

locomotive safety

A brakeman in Oklahoma was off for two weeks after suffering a twisted ankle. A Minnesota engineer had a bad fall resulting in cuts and bruises. A hostler in Illinois was taken off Company property in an ambulance when he broke his leg.

What do these employees have in common? They all had mishaps while trying to step down locomotive ladders with their backs to the locomotive.

Always move down vertical ladders facing the equipment. Take a second to check ground conditions where you will dismount. When equipment is in motion, keep a lookout in the direction of movement and step off with your trailing foot first.

not so trivial

1 - What city is most costly for heating, utilities, air conditioning for 2,400 sq. ft. home? Cheyenne, Milwaukee, Dallas

2 - What % of US domestic air travel is 1st class? 6%, 13%, 21%

3 - Which car is manufactured in US? Chevy Spring, Plymouth Colt, Ford Taurus

answers on page 7

police department employees take separation

Our best wishes go to the following members of the ex-Northern Division Police Department who have accepted a voluntary separation offer from the company which was effective September 1:

At Milwaukee: Lieutenants D. G. Crouse, F. R. Helt, Z. L. Nawrocik.
Special Agents J. D. Busalacchi, J. E. Haessly, G. A. Jones,
A. F. Klein, P. E. Mills, W. G. Schneider,
C. E. Smith, S. B. Storck
Patrol Officers R. L. Pinter and D. R. Wisniewski

At Tomah: District Special Agent M. D. Dingman

At Mason City: District Special Agent J. A. Etten

At St. Paul/Minneapolis: Assistant Captain P. W. McDermott
Lieutenants R. L. Davis, R. S. Lake, P. J. Riley,
C. H. Schuldt
Patrol Officers J. M. Miller and E. A. Spittle

quit smoking
a health tip from medical services

Heavy smoking cuts your life expectancy by more than 8 years. If you quit now, your life span will jump to normal within 10 or 15 years; your chances of getting lung and other cancers will be the same as a nonsmoker. You'll cut your risks of getting high blood pressure and of developing ulcers and allergies.

So you want to quit? Try. 35 million others have, successfully!!!

from the desk of bob hickle
director of social counseling

I'm sure that many of you wonder why the steady stream of articles from me in these newsletters. Surely most everything has been said that needs to be said, and perhaps even several times. Let me tell you why I keep carrying the message.

Most of us have problems that we have had for a long time. Some of the problems get better by themselves, and we somehow believe that if we wait long enough, our other problems will get well, too. Sometimes they do.

One of the problems that does not get well by itself is alcoholism---it always gets worse. We somehow believe that if we apply the same solutions to this problem that we apply to others that those solutions will work on this problem too. We try patience, logic, anger, estrangement, changing lifestyles, changing spouses, self-control, intellectualizing and all the rest, and they have one thing in common---they don't work.

Now this letter is not directed at all our employees or their families---it is

from the desk of bob hickle
director of social counseling (cont'd)

directed at one person or one family. I don't know who you are, but you know. You know you are still trying to solve the problem by yourself. You feel that if you were just stronger or smarter or tougher or in some way better, you could solve the problem. Those things won't solve it, and eventually, you will have to seek help or lose the ball game. I won't guarantee that we'll solve it together, but I'll guarantee that you won't solve it alone.

You don't have to suffer alone. There are many caring, understanding helping persons in this world who are ready to go. If we are not one of those persons for you, we know many others who are willing to give it a try. What have you got to lose?

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answers to not so trivial

- 1 - Dallas
- 2 - 6%
- 3 - Ford Taurus

the president's disease
more health tips from medical services

Colorectal cancer has received much publicity ever since President Reagan's case was diagnosed. The American Cancer Society's guidelines for checkups to detect colorectal cancer are:

- 1 - Everyone 40 years and older should have a digital rectal exam annually.
- 2 - Everyone 50 and older should have a guiac slide test (to check for blood) annually.
- 3 - Everyone 50 and older should have a sigmoidoscopic exam every 3 to 5 years after two initial negative exams one year apart.

People with a personal history of ulcerative colitis, polyps, colorectal cancer, or a family history of colorectal cancer are at increased risk and warrant even more intensive monitoring.

keeping track

E. J. Lemay, Manager of car repair at St. Paul, enjoyed a recent vacation at Lake Oaskis.

keeping track (cont'd)

St. Paul carman Bill Sigerseath and his wife went on a five-week vacation on a motorcycle. Sounds like fun, rain and all!!!

Cecil Slininger, machinist at St. Paul retired May 31. Cecil worked for the Rock Island from 1950 to 1978 at which time he joined the Milwaukee Road.

Richard Duckhorn, 61, locomotive department machinist at Milwaukee Shops, retired July 31 completing 44 years of service.

R. W. Lorenz, carman at St. Paul, retired June 4 with 38 years of service.

C. H. Baker, conductor at Montevideo, Minnesota retired May 30.

Bill Weidenhamer, district claims manager at St. Paul took two weeks vacation. He went fishing and just enjoyed relaxing.

R. J. Pfeifer, laborer at South Minneapolis, retired May 31 with 43 years of service.

Deborah Marie Anne Wuerl, RN, daughter of Milwaukee Regional Data Office assistant cashier Joe Wuerl, has been accepted into the order of Little Sisters of the Poor. She will enter the convent novitiate at Queens, New York January 2, 1986. Deborah received her R.N. degree from the Milwaukee County General Hospital School of Nursing in 1983.

Congratulations to Jack and Kathy Hintz on the birth of a daughter August 24. Kristi Marie weighed in at 5 pounds 10 ounces. Jack is a trainman at Milwaukee and also runs the "Jack In The Box", a well-known watering hole on the southside.

Harold J. Gromacki, 61, assistant cashier at Milwaukee Regional Accounting Office, retired August 30 with over 37 years of service. Good luck, Harold!!!

Congratulations to:

Robert L. Peters on his appointment to position of chief dispatcher at Milwaukee.

Bernard J. Farrell to agent at Wausau, Wisconsin

J. M. Gruber to agent at Portage, Wisconsin

Virginia L. Holseid to agent at Latta-Terre Haute, Indiana

All appointments effective September 1st.

Congratulations to Soo Line employee Dick Fry, Manager Rules and Training, Minneapolis and his wife, Roxie, who are the proud parents of three baby girls. The triplets - Megan Lee, Erin Lynn and Lori Ann were born between 4:37 and 4:39 P.M. on Wednesday, July 24, at Mercy Hospital, Coon Rapids, MN. "With four girls in the household now, I guess I'm sort of outnumbered," said Dick. At last report, all four girls and Dick were doing fine.

keeping track (cont'd)

Our sympathy is extended to June Stanlee, Milwaukee Regional Accounting, on the passing of her sister on August 8.

Wedding bells were announced for Nate and Debbie Scofield on August 10. Nate is a Cashier in Milwaukee Customer Accounting. Our congratulations to both of them.

Mechanic-in-charge Joe J. Raley retired from the Car Department at Mason City, IA. on July 31, after 39½ years of service at various locations on the Milwaukee Road. Joe and his wife plan to live in the Rapid City, South Dakota area.

Ron Darsie, carman at St. Paul repair track, retired July 5 completing 33 years of service. He began his railroad career February 11, 1952 at Minneapolis and worked at the repair track there; the Minneapolis Shops, St. Paul train yard, the Ford Plant and the roundhouse. Ron plans on spending his time supervising his wife in their family garden and taking on some jobs repairing radios and televisions. Lots of luck Ron!!! May you and your wife enjoy a long and healthy retirement.

Greg Jensen, car department at St. Paul, and wife Kathy were proud parents for the second time, June 15. Son Kevin weighed in at 7 lbs. 12½ ounces. That makes Skip Domier a grandpa for the third time!!!

Helge Johnson, carman at St. Paul, with wife Heidi and his brother and wife went on a Caribbean cruise. Helge reported that the weather was great and they went snorkeling in crystal-clear water at St. Thomas.

John Weiland, administrative assistant at St. Paul, and family went on a two-week vacation visiting Montana and the Jackson Hole area of Wyoming. The weather was only in the low 100's, so it was very comfortable!!!

Andrew Michalcik, 75, retired Milwaukee Shops carpenter passed away August 18th at Milwaukee. Mr. Michalcik began his career in 1945 and retired December 31, 1974.

Congratulations to Chuck and Corrine Tuyls on the birth of a son, Nathan Charles, July 29. Chuck is a counterman in the Material Division at Milwaukee Shops.

Our condolences to the families and friends of:

Wm. Duerwachter, 74, retired mechanical department machinist-laborer at LaCrosse, Wisconsin who passed away June 17.

Ernie Fowler, 85, retired signal maintainer at LaCrescent, Minnesota, who passed away July 15.

Darrell D. Fisher, 61, retired general superintendent of the car department, who passed away July 31.

Congratulations to Bill and Debbie DeGidio on the birth of a son, William John Jr. August 20. Bill Sr. is a trainmaster at St. Paul and Debbie is a clerk in the personnel office at St. Paul.

keeping track (cont'd)

Bob Rigdon, claims adjuster at St. Paul, and his wife spent a nice vacation taking in Mackinac Island, the locks at Sault Ste. Marie and also Fort William at Thunder Bay, Canada.

Kathy (Pirner) Rodgers, former employee of the Minneapolis engineering department, and her husband Ed are the proud parents of a lovely baby boy named Jason Eric born May 30. The Rodgers now reside in Pierre, South Dakota.

Edwin A. Bauman, 70, former bridge tender for 14 years on East River bridge at Green Bay passed away August 4, 1985. He retired in 1980.

Jean Cropsey, Engineer at Green Bay, is recuperating after suffering a heart attack early in August. We all want to wish Jean a speedy recovery.

railroad trivia

The first railway tunnel in the U.S.A. was completed in Pennsylvania in 1833. The bore was 901 feet in length. It was abandoned many years ago.

The first steam locomotive equipped with a cab for use by the engineer and fireman was the "Samuel D. Ingham", built by a Philadelphia firm in 1835-36.

Oldest of all railroad brotherhoods or unions is the Grand International Brotherhood of Locomotive Engineers, organized in Detroit as the Brotherhood of the Footboard in 1863.

The first successful air brakes for passenger train operations were patented by George Westinghouse in 1869 and 1872. An improved Westinghouse air brake was subsequently adopted as standard on freight cars.

First railway car illuminated by electricity was the sleeping car "Olga" in 1872. Ten years later the first standard passenger car was illuminated, and in 1887 the first passenger trains to be lighted entirely by electricity were placed in service.

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 on the next sheet 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
Chuck Kowalke - LaCrosse
Ray Shisler - Tomah Shops
Mike Leonard - Muskego Yard

Marilyn Carlson - Milw. Regional Data
Bev Radtke - Milwaukee Depot
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.