

SOUTHERN DIVISION
NEWSLETTER
LABOR MANAGEMENT ACTION GROUP

JANUARY 1982

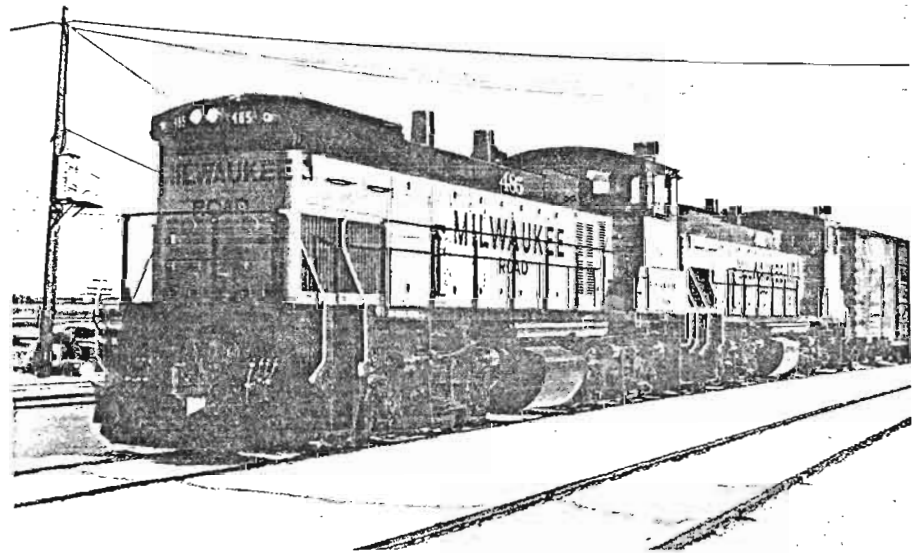


Locomotives used in
Hump Operation at
Bensenville, IL in
the early 1970's.

WERE REPLACED BY.....

Modern Locomotives
like these MP-15AC's

WE ARE MAKING
TRACKS FOR THE
FUTURE!!!!!!



Photos by JOHN O. GIESKE, Travelling
Engineer, Bensenville

LET'S HEAR FROM THE BOSS!

I hope all employees had a happy holiday season. The Southern Division had both good weather and good train operations during this slow down period. So far the winter weather has been reasonable and had minor effect on our train operation which is so critical to our Railroad. Let's hope spring is just around the corner.

Business is at a low level consistent with the general economy, and we have had to make a number of reduction which makes it that much more difficult to have all trains consistent with our schedules.

With the completion of the track program on the Conrail line our operation of train 200 and 201 is greatly improved between Duluth and Louisville.

With the closing of the Savanna Yard and the adjustments being made at Dubuque, Bensenville, Nahant and Ottumwa our operations in this area are running smooth, but we still are not making our schedule between Ottumwa and Kansas City but we are working on this problem in January and will find the answer.

Between the Wisconsin and Illinois points we expect to handle one million more this year than last year in business. Grain Traffic is still slow, automobile and home building supplies have had little improvement. With this traffic starting to improve we are maintaining service so that our sales department will be able to attract new business.

The Grand Trunk people were more than pleased with the trip on our line and our operations and also with our train performance which was near perfect.

Our up coming track work season is now off the drawing board and is waiting for final approval.

Our safety goal for the Southern Division in 1981 was 15% reduction which we showed a 12% reduction, certainly meant that our employee were spared unnecessary suffering. Our goal for 1982 will vary with each department and on the class of service, but over all we are striving for a 12.8% reduction.

Our final goals are all trains on time and no accidents or personal injuries.

J. W. Stuckey
Superintendent

TIME FREIGHT OPERATION:

We have on our Railroad a very fine schedule of time freights. The handling and movement of these important trains certainly involves a lot of employees.

In the Operation of these trains on the Southern Division I would like to call attention to all we must do at all times to move our trains in the yard and over the road handling in a safe and efficient manner.

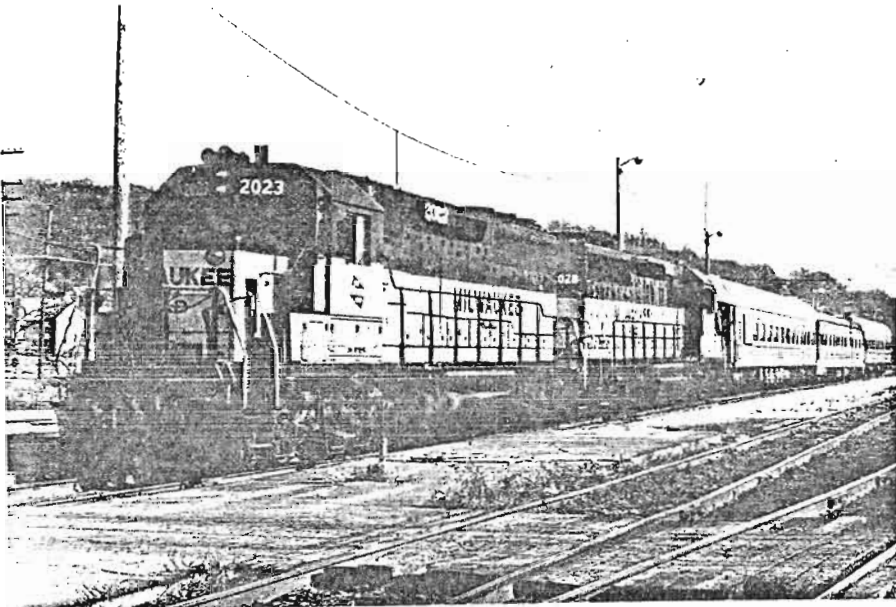
WORKING AS A TEAM FOR CONSTANT SHIPPER SATISFACTION

R. L. Tewell
Assistant Superintendent

* * * * *

GRAND TRUNK SPECIAL

Photo courtesy of Traveling
Engineer - JOHN GIESKE, Bensenville.



Milwaukee GT Special at
Savanna, Illinois November 21,
1981, 11:30 a.m. Station Stop

The GT People were checking the
Rail Mill facilities at Savanna.

Incoming Engineer Ralph Calvert
Outbound Engineer Vern Huston

GRS MICRO TRAFFIC MASTER SYSTEM

Our North Line CTC system was completed in August of 1980. It consists of five remote control points and traffic control of Rondout from Chicago Union Station. The Southern Division Dispatcher can control power switches and their signals with the GRS Micro Traffic Master System.

The heart of the Micro Traffic Master are two Data General Micro Nova processors. This is the first use of microprocessors (computers) by the Signal Department. One microprocessor controls the codes going to the field to operate equipment and decodes the messages coming back concerning the train location, switch position, and other important facts. Each location is checked every four seconds. The second microprocessor is controlled by a 44 key calculator type keyboard which allows the dispatcher to select routes, throw switches, and line signals. It has the important job of being the first of three levels of safety and preventing conflicting moves. If the dispatcher tries to line a conflicting move, a small screen in front of him displays "Unable to Execute" and he knows a computer does not like his next move!

Train locations, switch positions, and routes lined are shown on an 11 foot long display panel in front of the dispatcher. The panel is controlled by the computer and can control up to 980 lamps with only two wires.

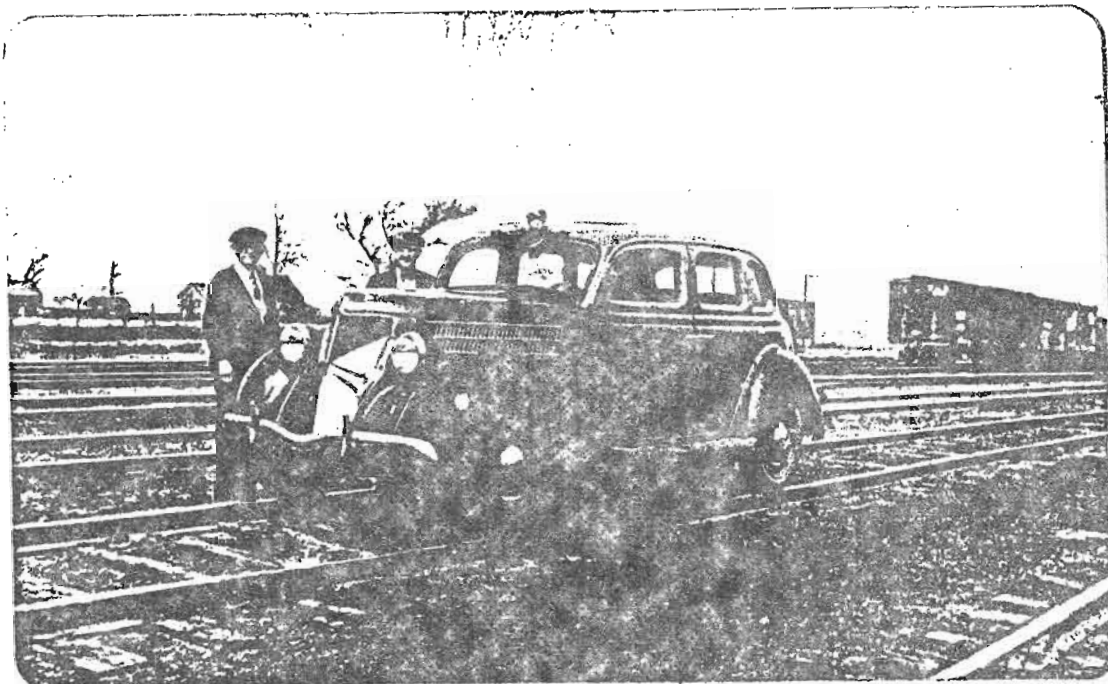
The control points in the field provide the direction of traffic to line signals. Between the control points are automatic block signals which can display up to five aspects (signals at the control points can display up to eight). The combination of signals displayed tell the engineer (in addition to stop and go) if he is "diverging" (changing tracks) or proceeding into a possibly occupied signal "block". The system also allows closer spacing of trains by means of a flashing indication.

The new CTC has given the Operating Department the ability to "bend" trains as conditions warrant. Trains may now pass or run side by side on the North Line without train orders or written instructions.

At some future date, the dispatcher will be able to operate trains between Chicago and Fox Lake with the same ease of control as between Chicago and Rondout presently. The display panel and hardware are presently designed to control trains to Fox Lake on the "J" line.

Terry D. Pelkola
Signal Supervisor

A LOOK AT YESTERYEAR!!!!!!!



This picture was sent in by Ray Williams, Clerk, Terre Haute, Indiana. The above was taken sometime in the late 1930's at the West Clinton Yard. On the left is Joe Wright-Operator, and on the right is Homer McCown-Bill Clerk.

Just a guess but we think this is a 1936 Ford Milwaukee Railroad Inspection Car.

SAVANNA AREA NEWS CORNER!!!

I would like to express a special thanks THANKS!!! to Charlie Ross, Operator at Savanna who has contributed most of our news that we print in our Newsletter from the Savanna Area. THANKS AGAIN FOR A GOOD JOB!!

BIRTH CONGRATULATIONS GO OUT TO:

Born December 1, 1981 Tyler D., Son of Mr. and Mrs. Richard Blair. Proud Grandparents are Mr. and Mrs. Gerald (Josephine - Trainmasters Office) Chamberlain, and Conductor and Mrs. Donald W. Adams.

Born December 14, 1981, Daughter to Connie and Jerry Hackenberger. Proud Grandparents are Nahant Machinist Helper Donald Zeeryp and wife.

Born November 24, 1981 a Son to Nahant Electrician Randy Hoy and Wife.

ANNIVERSARY CONGRATULATIONS TO:

Jo Chamberlain, Clerk Savanna, and Husband Jerry celebrated their 10th Wedding Anniversary with an Open House on November 29, 1981. CONGRATULATIONS!!!

WEDDING BELLS RING FOR:

Jackie Marken, Daughter of Iowa Conductor J. D. Marken and Mrs. Marken and Kurt Massie, son of Iowa Conductor and Mrs. Ed Massie were married in November.

Congratulations go out to John Burshiem, Roadmaster and Linda Coyle, Field Instructor on their recent announcement of their engagement. Congratulations and don't forget to let us know when the happy day will be.

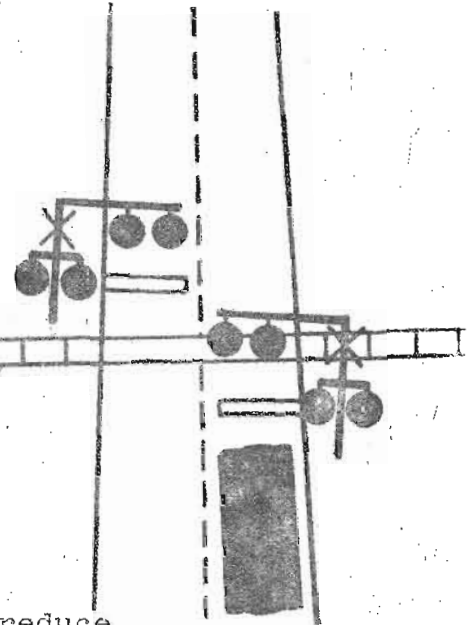
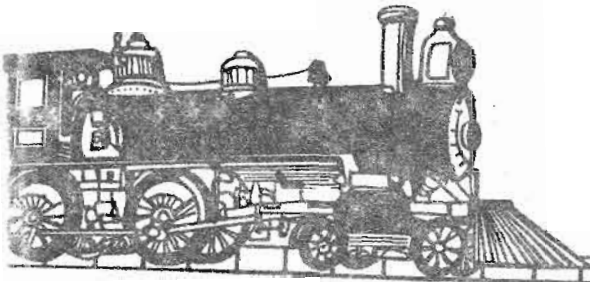
OUR CONDOLENCES AND SYMPATHY GO OUT TO THE FAMILIES OF:

Retired Signal Supervisor William H. "Bill" Stevens on November 20, at Age 81. Bill retired in 1964 after having been Supervisor for 42 years. He is survived by wife Beverly, Son Jay, Daughters Audrey and Judy - and 3 Grandchildren.

Winnifred Fields, Mother of Mrs. William "Bill" Cook - D&I Engineer and Mrs. Donald Schott, Nahant Roundhouse Foreman, Died November 20, 1981 in Prairie Du Chien, Wisconsin.

Ronnie Welch, Dubuque Conductor died in November after a bout with Cancer.

STOP LOOK LISTEN



OPERATION LIFESAVER

By Dave Stotz

What is Operation Lifesaver ??

Operation Lifesaver is a program designed to reduce grade crossing accident, fatalities and injuries. It will also increase public awareness of railroad highway grade crossing hazards.

In 1980 there were 833 killed, 3,890 injured in railroad grade crossing accidents, Highway and railroad grade crossing accidents are at least fifteen times more likely to result in death than any other kind of highway accidents.

In the first few weeks, on the Milwaukee Road, Operation Lifesaver has been presented to over 2,200 high school and grade school students in the Bensenville, Wood Dale, Itasca and Medinah areas. We also have been in touch with the Local Police Departments and corrected numerous problems with them.

The Operation Lifesaver program is being made available to schools bus drivers, and civic groups. If anyone has any questions or comments or know of any group that would be interested in Operation Lifesaver, please contact Mr. Bob Finnegan in Rules and Safety (312) 648-3423

MUSCATINE AREA NEWS!!!!!!

RETIREMENTS A POPULAR SUBJECT AROUND THE END OF 1981:

Our sincere congratulations for a long and healthy retirement go out to our Agent, V. D. Bell at Muscatine who took the pension offically December 28th. Mr. Bell's last day at work was December 18th. A Surprise party (Pot Luck) was given in his honor and boy was he surprised!!!!!! CONGRATULATIONS AGAIN!!

Also Art Hickey one of our Clerks at Muscatine pulled the pin on December 28th. Mr. Hickey was a previous CRI&P Yard Clerk since September 4, 1945 and started working for the Milwaukee April 1, 1980 when the Milwaukee took over that area. Mr. Hickey's wife Ruthie has always sent him to work with "goodies" when it came to his birthday (which by the way was December 21st, HAPPY BIRTHDAY) This time she also sent a song which is dedicated to the Milwaukee Railroad Office Crew.

This song is to be sund to the tune of
"Old McDonald had a farm" the tempo should
be slower as each verse is sung.

1. Old MILWAUKEE had a road
 E I E I O
 And on the road it had a track
 E I E I O
 With a chug chug here and a chug chug there
 Here a chug - There a chug- everywhere a chug chug
 Old MILWAUKEE had a road
 E I E I O
2. Old MILWAUKEE had an office
 E I E I O
 In this office it had a clerk
 E I E I O
 With an Art Hickey here and an Art Hickey there
 Here an Art - There an Art - Everywhere an Art Art
 Old MILWAUKEE had an office
 E I E I O
3. Old MILWAUKEE lost this clerk
 E I E I O
 He reached his peak and retired from work
 E I E I O
 No more Art Hickey here and Art Hickey there
 Here an Art - There an Art never more an Art Art
 Old MILWAUKEE lost this clerk
 E I E I O

Again we would like to say Congratulation and Goodbye to two employees and wish them a long and healthy retirement.

CONGRATULATIONS!!

NEWS FLASH FROM MASON CITY!!!!!!!

Congratulations on Mr. S. E. Steece's retirement the end of December. We all hope you have a long and healthy retirement. CONGRATULATIONS!!!

Mr. Irv Klaus Conductor on the Mason City Line had a run in with his snow blower. Sure hope things are mending and your feeling better soon.

Congratulations to Mr. Jim Etten, Company Police Officer and his wife on the arrival of a son in November. (sorry we're late)

Wonder what Chief Clerk Walter Brounko can be doing in Las Vegas for a 5 week vacation?? Look to a future issue to see.

CHICAGO TERMINAL:

Congratulations and goodluck for a long, and healthy retirement to a man who has worked at Tower B-17 on first trick and been a Milwaukee Road employee since April 9, 1939 some 42 years. Congratulations and best wishes to C. Brumfield.

Congratulations for a healthy and long retirement for the second trick operator at B-17 W. K. Stegall. Congratulations !!

Regional Accounting office in Chicago: Revising Clerk Grade B Walter Zielen finished out the old year at the Milwaukee and will start the new year as a retired clerk after some 12 years with the Milwaukee, Good Luck!!

WELCOME TO THE SOUTHERN DIVISION STAFF:

The Southern Division would like to welcome to its staff ART DANZ to the position of Supervisor Callers who will be working at the Bensenville Callers Office. Mr. Danz was a former Conductor on the West Line. WELCOME! and GOOD LUCK in your new endeavor.

Effective November 1, 1981 Mr. R. H. Scully was appointed to Asst. Trainmaster position at Kansas City, Congratulations!!

Effective December 16, 1981 Mr. George Bradley was promoted to Supervisor Car Utilization at Ottumwa, Iowa. Congratulations and Good Luck.

CHICAGO TERMINAL

Our condolences and sympathy go out to Mr. R. L. Tisdall and family on the loss of his mother January 5, 1982.

Congratulations for a long and healthy retirement to Mr. Bob (Tiger) Marth who retired from the Milwaukee Road after 41 years of service. Cake and coffee was held at Union Station and Tiger was presented with a watch and other gifts from well wishers and friends. It's a fact that your friends in the PASSENGER DEPARTMENT WILL MISS YOU. CONGRATULATIONS AND BEST WISHES!!!!!!!!!!!!

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NEW PROCEDURES BEING IMPLEMENTED ON THE SOUTHERN DIVISION CONCERNING THE CALLING OF CREWS:

CENTRALIZED CREW DISPATCHING

A management dream of centralized train dispatching, crew dispatching and time revising will soon become more of a reality. By the middle of March 1982 a new modern centralized crew dispatching office will be located on the second floor of Chicago Union Station under the direction of newly appointed Supervisor A. N. Danz. The office will be located adjacent to both the dispatchers office and the time revisors office and will be equipped with the latest in telephone technology for smooth efficient communications between crews and the crew callers.

At this time all train and yard crews except Austin and Mason City working on the Southern Division will be dispatched from this location.

D. S. Mogan
Administrative Asst.

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SUPERINTENDENTS OFFICE
SOUTHERN DIVISION

D. L. Sullivan, Chief Clerk in the Superintendent's Office has been off work due to a pinched nerve. We all hope he recovers soon and feels better .

GET WELL - - - A Friend

OUR ENGINEERING DEPARTMENT HAS MOVED TO OUR BENSENVILLE YARD OFFICE. With the change came a change in telephone numbers so here they are:

R. J. Brueske	Division Engineer	4973
R. C. Schuster	Divn. Mtce Engineer	4953
R. A. Gilly	Office Engineer	4950
G. D. Doherty	Senior B&B Supervisor	4971
J. A. Flachmeyer	Asst. B&B Supervisor	4981
J. A. Goebel	Supervisor B&B	4970
B. F. Powers	Communication Supv.	4963
A. R. Bobby	Roadmaster	4962
J. A. Gresk	Roadmaster	4961
R. D. Scott	Signal Supervisor	4984
T. D. Pelkola	Signal Supervisor	4983
J. C. Hill	Signal Supervisor	4982
R. B. Jacobson	Field Engineer	4976
T. J. Schnepf	Field Engineer	4960
M. I. Baniewicz	Field Engineer	4964
D. J. Irving	Field Engineer	4951
D. M. Bruscato	Ass't Chief Clerk	4977
R. Elwert	Track Timekeeper	4974
J. L. Daily	Steno-Clerk	4972

THE PERSONNEL DEPARTMENT OFFICES HAVE ALSO BEEN MOVED TO OUR BENSENVILLE FACILITY TELEPHONE NUMBERS ARE:

Earline Marshall	4985
Prue Fontaine-Paton	4986
Lynn Neubecker	4987
(Maintenance of Way)	
Barbara Gott	4988
(Mechanical)	
Jean Gombar	4989
(BRAC and T & E)	

THE POLICE DEPARTMENT WHICH WAS AT GALEWOOD IS STILL HEADQUARTERED THERE AND WHEN WE HAVE A NEW ADDRESS OR TELEPHONE NUMBERS WE WILL KEEP YOU ADVISED.

Grand Trunk enthusiasm for main line is waning

By The Associated Press

The Grand Trunk Corp. has little enthusiasm for buying the 519-mile Milwaukee Road main line that runs through northern South Dakota, a company official says.

"We're not as enthusiastic about it as we were" before meeting with South Dakota officials, company Vice President Robert Walker told the Gannett News Service.

Grand Trunk officials visited South Dakota last month to look at

the line, which stretches from Miles City, Mont. to Ortonville, Minn. The company has said it might want to buy the entire bankrupt Milwaukee Road system.

South Dakota's rail director, Jim Myers, said his state still prefers to buy the track as allowed by a special session of the Legislature and have the Burlington Northern run trains on the line. The BN already operates trains on the state-owned core system in South Dakota.

I would like to express a sincere apology for the delay in our December, 1981 year end issue as the Reproduction Center Downtown had a mechanical breakdown. I know now how many of our employees really look for our paper as I had a number of calls complaining. Sorry for the delay - Editor

THANK YOU TO ALL THE PEOPLE THAT CONTRIBUTED
SOMETHING TO OUR PAPER. EVERY LITTLE THING
HELPS. THANKS!!!!!! Editor

JUST A REMINDER

Anyone wishing to contribute anything to the newsletter may do so by sending it into Sandy Modrzejewski, 232 South Canal, Chicago, IL 60606 on or before the 20th of each month. All news articles will be appreciated and printed.

Editor: Sandy Modrzejewski
Newsletter Coordinator

Staff: C. E. Ross - Operator Savanna
Ray Williams - Terre Haute
Betty - Muscatine

Advisor: D. L. Sullivan - Chief Clerk
Superintendent's Office