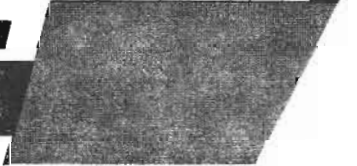
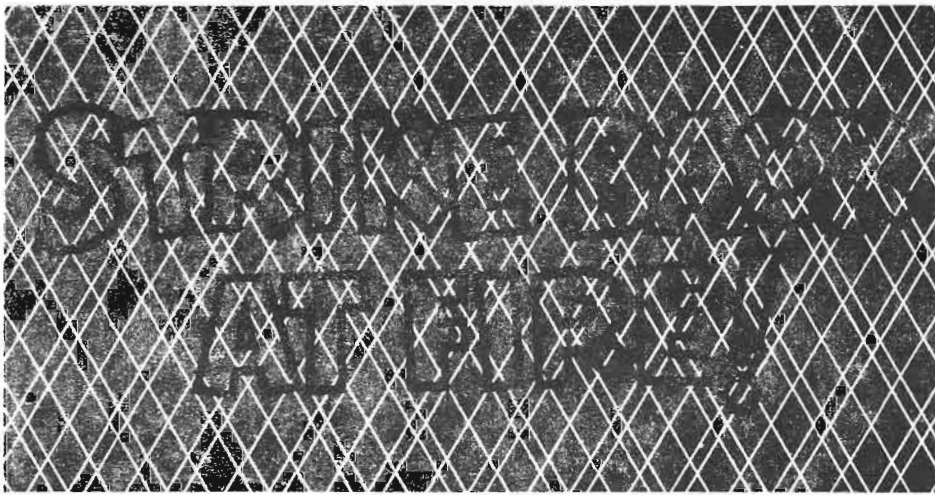




Southern
Division
Newsletter
June, 1982



FIREGUARD ELECTRICITY

FIRES FROM WIRES

ELECTRICAL FIRES, USUALLY CAUSED BY

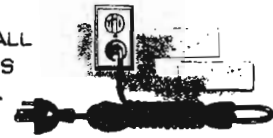
- DEFECTIVE WIRING
- SHORT CIRCUITS
- OVERLOADING

BURN UP ALMOST
\$50,000,000 IN
 INDUSTRIAL PROPERTY
EACH YEAR!

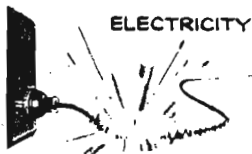


● DON'T OVERLOAD CIRCUITS AND ELECTRIC MOTORS. KEEP MOTORS LUBRICATED SO THEY DON'T OVERHEAT.

● BARE WIRES CAUSE SHORTS. CHECK ALL WIRING, EXTENSION CORDS AND PLUGS FREQUENTLY FOR WEAR AND DEFECTS.



● PLACE EXTENSION CORDS OVERHEAD - BUT **NOT** ON NAILS, PIPES OR METAL HOOKS! IF THEY MUST RUN ON THE FLOOR ACROSS AISLES, PROTECT THEM FROM TRAFFIC AND KEEP THEM OUT OF OIL AND WATER.



PREVENT FIRES BY KNOWING THE HAZARDS OF

FLAMMABLE LIQUIDS



POOR HOUSEKEEPING



SMOKING



FIRES FROM FLAMMABLES

CARELESSNESS WITH FLAMMABLE LIQUIDS AND SOLVENTS CAN REALLY MAKE THINGS HOT!

● KEEP FLAMMABLES IN APPROVED CONTAINERS IN VENTILATED AREAS AWAY FROM **HEAT** AND **SPARKS!**



● **STATIC ELECTRICITY SPARKS** CAN BE CREATED JUST BY POURING FLAMMABLE LIQUIDS. ALWAYS BOND CONTAINERS WHEN TRANSFERRING FLAMMABLES. IF YOU DON'T KNOW HOW --**ASK!**



FIREGUARD FLAMMABLE LIQUIDS

● **ALWAYS** CLEAN UP SPILLS AND PUT OILY RAGS IN A TIGHTLY COVERED METAL CONTAINER.

● IF YOUR WORK GETS OIL OR SOLVENTS ON YOUR CLOTHES, **CHANGE THEM!** DON'T BE A POTENTIAL HUMAN TORCH.



FIRE EXTINGUISHERS

HOW TO OPERATE THEM

CLASSES OF FIRES FOR WHICH THEY ARE SUITABLE



FIRES FALL INTO FOUR CLASSIFICATIONS.



CLASS A FIRES

Ordinary combustible materials (wood, paper, textiles, etc.)

REQUIRE cooling — quenching.

CLASS B FIRES

Flammable liquids, greases (gasoline, oils, paints, etc.)

REQUIRE blanketing or smothering.

CLASS C FIRES

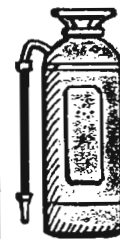
Electrical equipment (motors, switches, etc.)

REQUIRE a nonconducting agent.

CLASS D FIRES

Combustible metals (magnesium, titanium, sodium, potassium, etc.)

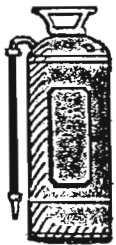
REQUIRE special extinguishing agents or techniques.



Soda-acid — Bicarbonate of soda solution and sulphuric acid.

OK FOR **A**

NOT FOR **B OR C**



Foam — Solution of aluminum sulphate and bicarbonate of soda.



Carbon dioxide — Carbon dioxide gas under pressure.



Vaporizing liquid — Carbon tetrachloride and other chemicals. Do not use in confined spaces.

OK FOR **A AND B**

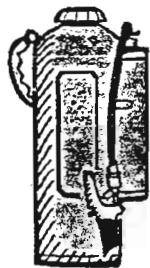
NOT FOR **C**

NOT FOR **A**

OK FOR **B AND C**

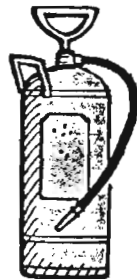
NOT FOR **A**

OK FOR **B AND C**



Dry chemical

Multi-purpose type
OK FOR **A AND B AND C**



Pump tank — Plain water.



Gas cartridge — Water expelled by carbon dioxide gas.

Ordinary B-C type
NOT FOR **A**

OK FOR **B AND C**

OK FOR **A**

NOT FOR **B OR C**

OK FOR **A**

NOT FOR **B OR C**

MILWAUKEE RAILROAD
HIDDEN WORD FIND PUZZLE

#1 This is the first MILWAUKEE RAILROAD WORD FIND PUZZLE in our SOUTHERN DIVISION LMAG Paper. I hope everyone enjoys it and will look to our future issues for more of them.

EDITOR--

RAILROAD WORDS TO FIND:

1. BEANS
2. BEEHIVE
3. BELL
4. BRAKEMAN

5. CABOOSE
6. CHEF
7. COOK
8. CORNERED
9. CROSSOVER

10. DERAIL
11. DERAILMENT
12. DINER
13. DOGCATCH
14. DOME car

15. ENGINEER
16. EXTRA GANGS

17. FROG

18. HOTBOX
19. HUMP
20. HYBALL

21. LOCOMOTIVE

22. PULL THE PIN

23. RAILS
24. RULES

25. SIGNALS

26. Beaver TAIL
27. TIMETABLE
28. TOWERS
29. TRACK

30. WAITER

P B E L L X U Z E V I H E E B
U A C D O B E F N I E G H R T
L V E B W F R O G V U Z A R A
L E T R A C K O I C A K T G T
T O W E R S O T N E E D O N N
H U M P B I O L E M O I T A E
E P E B C M C M E O C N R G M
P T S V O T S N R D T E H A L
I A O C R O S S O V E R Y R I
N I O L N D G S I T O M B T A
O L B O E N N W S G T A A X R
F P A L R A I L K R N N L E E
E C C R E T I A W H B A L T D
H O L B D O G C A T C H L O V
C R U L E S E L B A T E M I T

RAILROAD
CROSSING

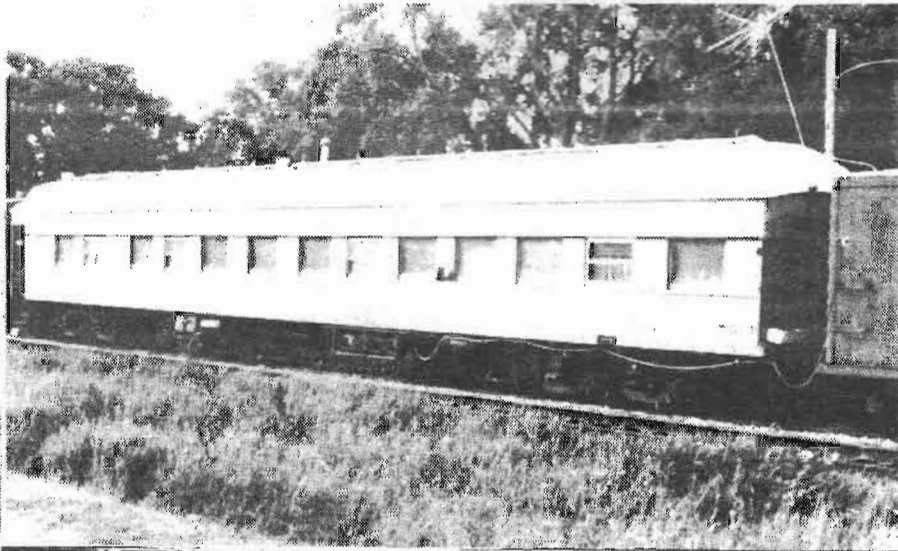
THE
MILWAUKEE
ROAD

**LMAG
NEWSLETTER**

**FEATURE
SECTION**

SYSTEM STEEL GANG

Ever wonder what it's like to work and live on a system gang? We were intrigued with the idea of reporting this unique phase of railroad maintenance, particularly when we learned that Marilyn, wife of System Gang Roadmaster Earl Selchert, lives right there in camp and moves when it moves.

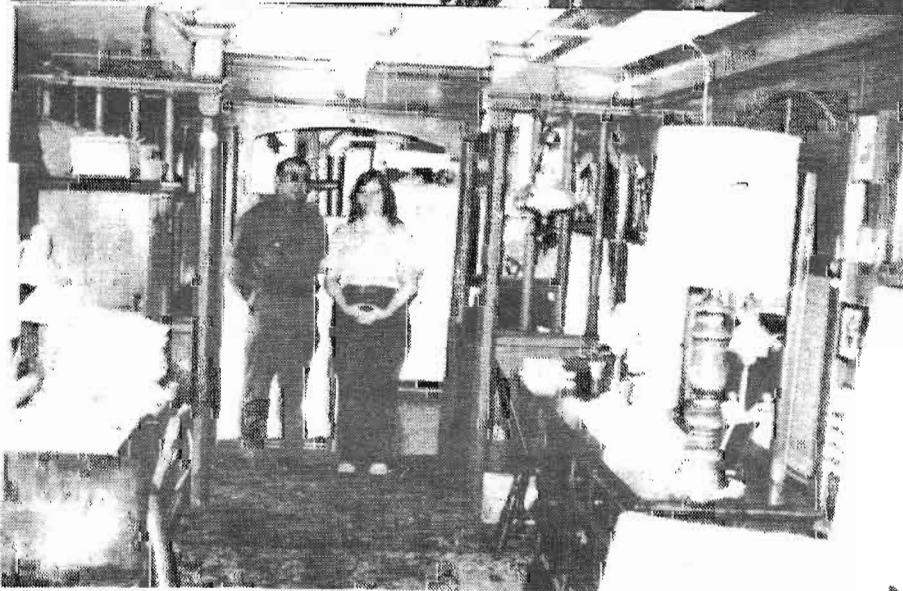


Home, for Marilyn and Earl, is this self-contained X-419, which used to be an old Iandee car. It moves with the steel gang train, which is made up of many bunk cars, the kitchen car, the diners, the generator car, machinery cars and shower cars.



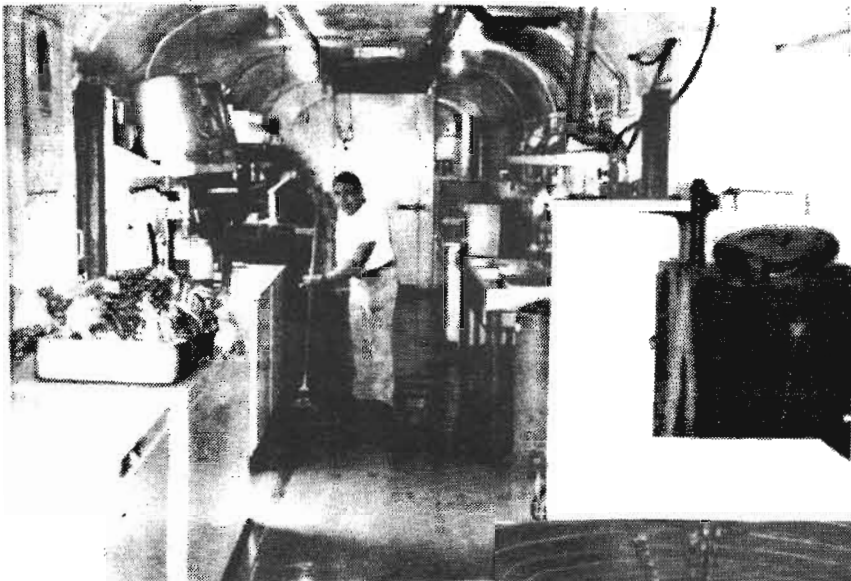
As you can see, the Selchert's home on rails includes a living room, bedroom, and their own kitchen. Marilyn informs us that she and Earl eat the same things the crew eats, except on weekends.

Marilyn is very modest about her part in the System Steel Gang, and is most gracious about sharing information on their way of life.

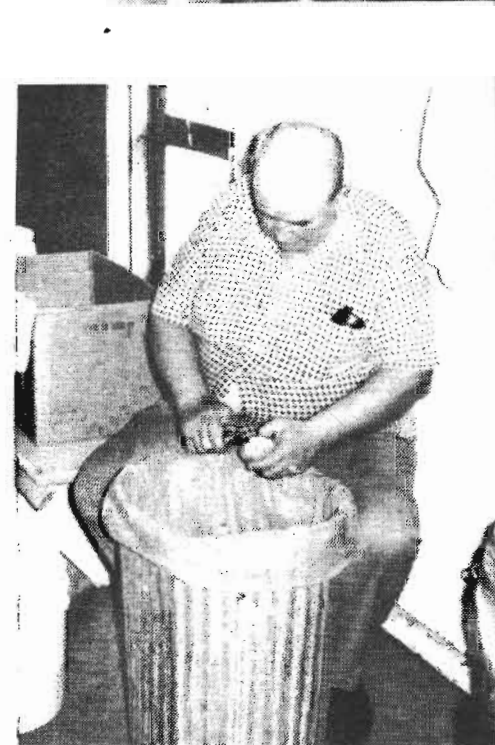


Just before the holidays, the Steel Gang, then working in the Winnebago, Minnesota area, completed work for the year, and went their various ways until the gangs resume again in February, this time in Indiana, Southern Division.

Steel Gang Roadmaster Earl Selchert has been with the gang since March of 1979.



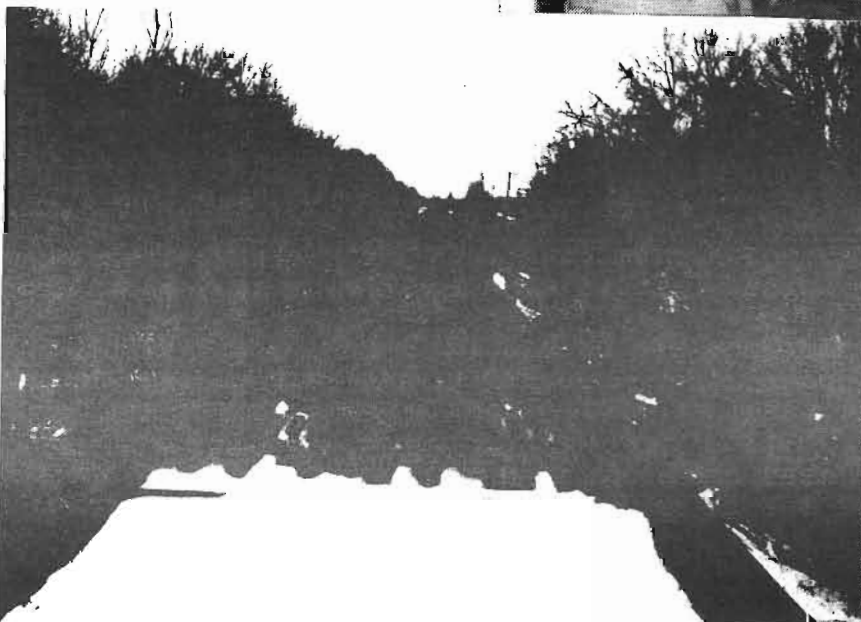
And the intricacies of managing a gang necessarily mobile must get into the areas of personal well-being and comfort. The task of feeding ravenous outdoor appetites is in the capable hands of camp cook Ebert Gibson (shown swabbing the deck) and his assistant, J. W. Jackson, shown peeling potatoes. Incidentally, for one day, he can expect to peel about 50 pounds of potatoes! Mr. Gibson is from Chicago, and Mr. Jackson from Milwaukee. Both are with the gang whenever it is working.

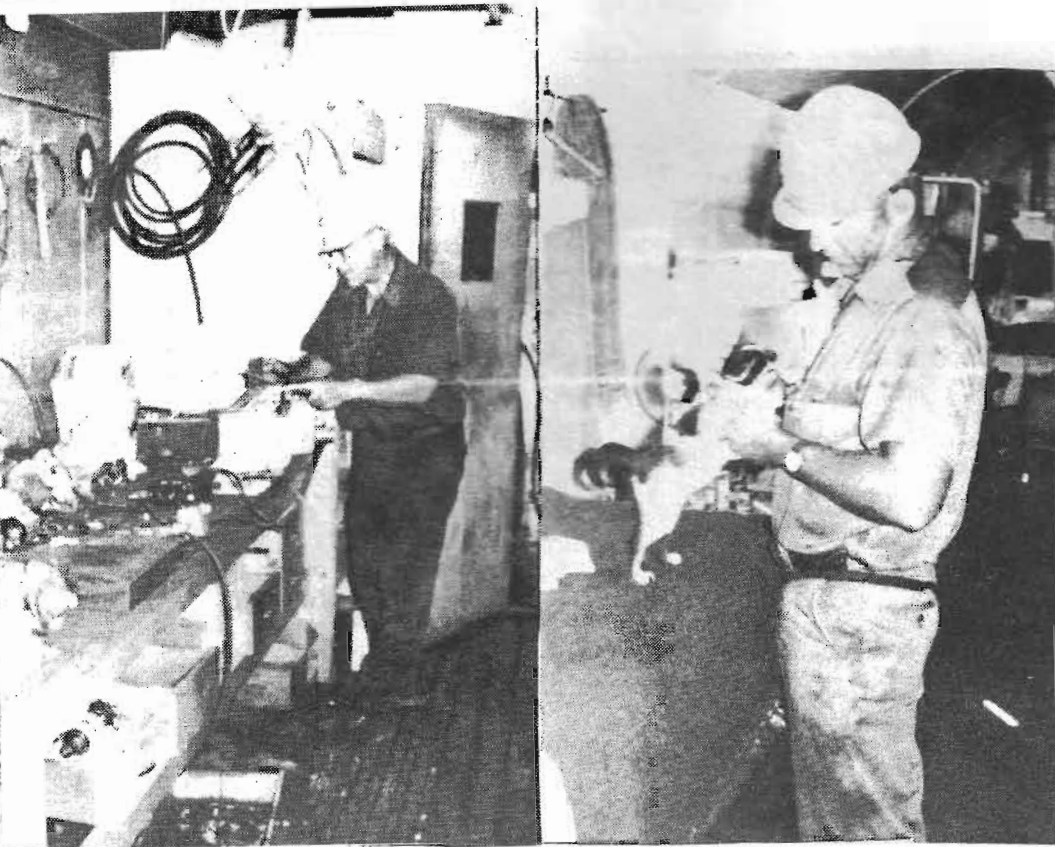


A typical table setting is shown here in the diner.

How is meal time announced? The men are verbally told the time meals will be served, but no one enters the diner until the cook rings the bell.

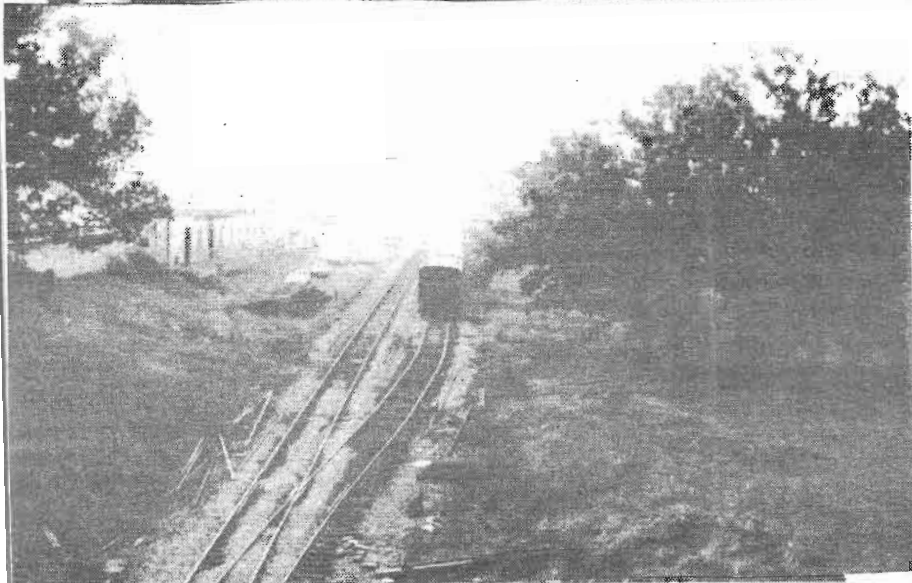
Below, right, the interior of one of the bunk cars, of which there are usually five, each accommodating twelve laborers. There are also additional bunk cars for machine operators and foremen. The men come from all over the system. Below, left, an overhead view of quarter-mile lengths of continuous welded rail, as it is carried in the train.



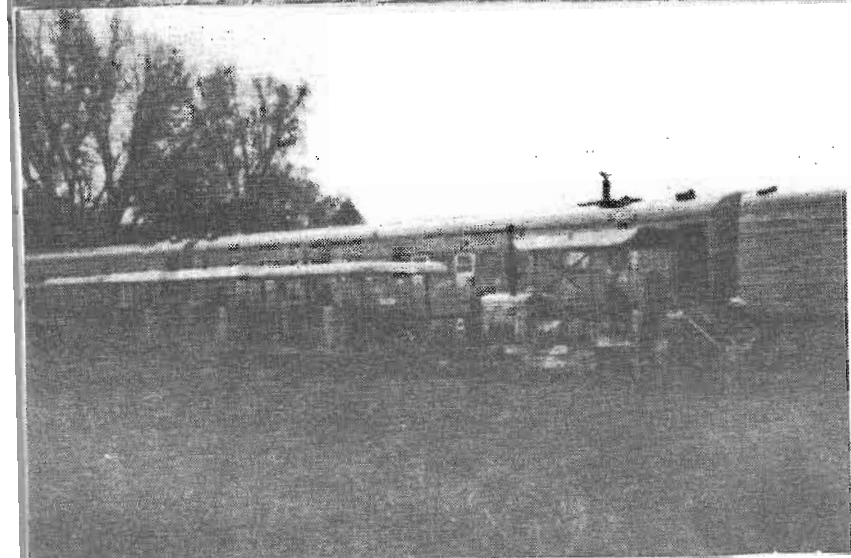


Leonard Maki, mechanical foreman and handyman, from Appleton, Wisconsin, is shown in the generator car. It is his task to see that all is in running order, and the necessary power available for camp and gang use.

Suzie, the camp mascot, belongs to Maki, but seems to have adopted Earl, too, or is it the other way around?



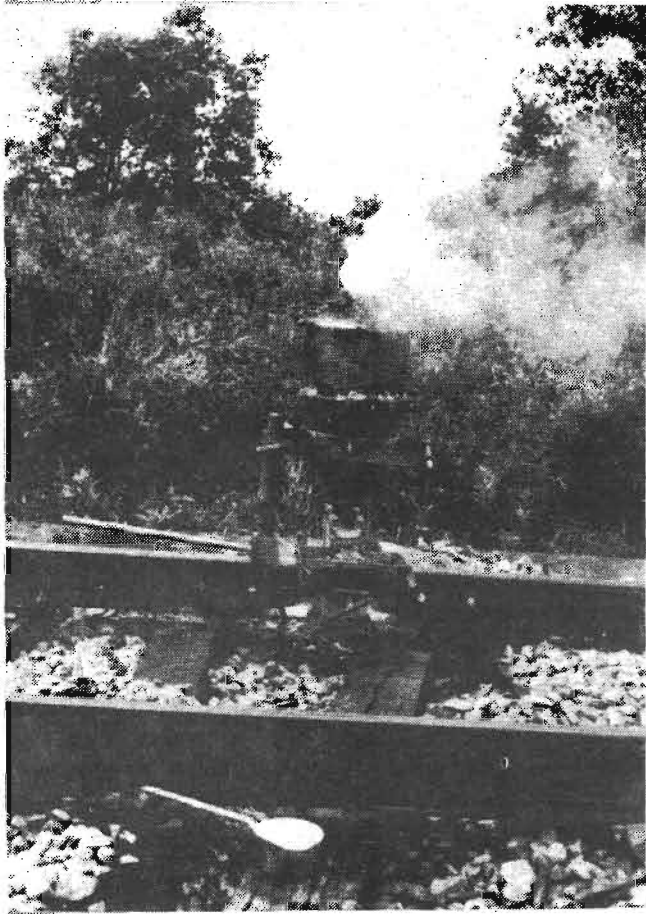
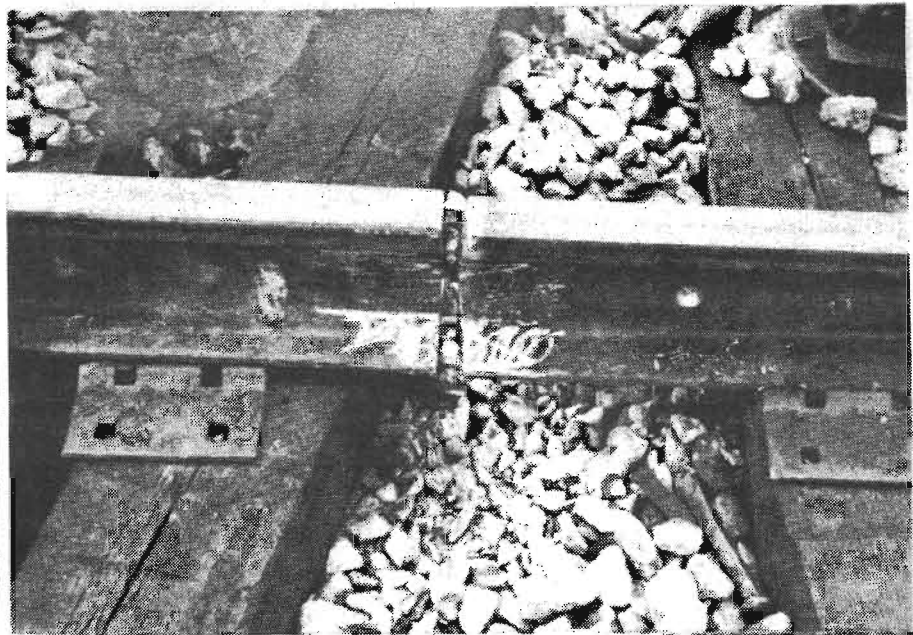
Pictured, the camp site just outside Albert Lea, Minnesota, early last spring. The telephone facilities are at the nearest station. Messages can be left with the Agent on duty. Camp sites often are more remote even than this. It takes ingenuity, determination, and something of the pioneer spirit. But it has about it an aura of excitement.



On a rainy Sunday afternoon last April, your editor drove to Wells, where the camp was then situated to get a first-hand look at camp life. The rain continued relentlessly. Nevertheless, one of the pieces of equipment that may interest you, too, is this yellow-colored tamper (which we were able to shoot even tho things were pretty soggy). Its function is tamping down ties, and the machines behind it are rail gang spikers.

PROBLEM: Preparation for field
weld in continuous
welded rail

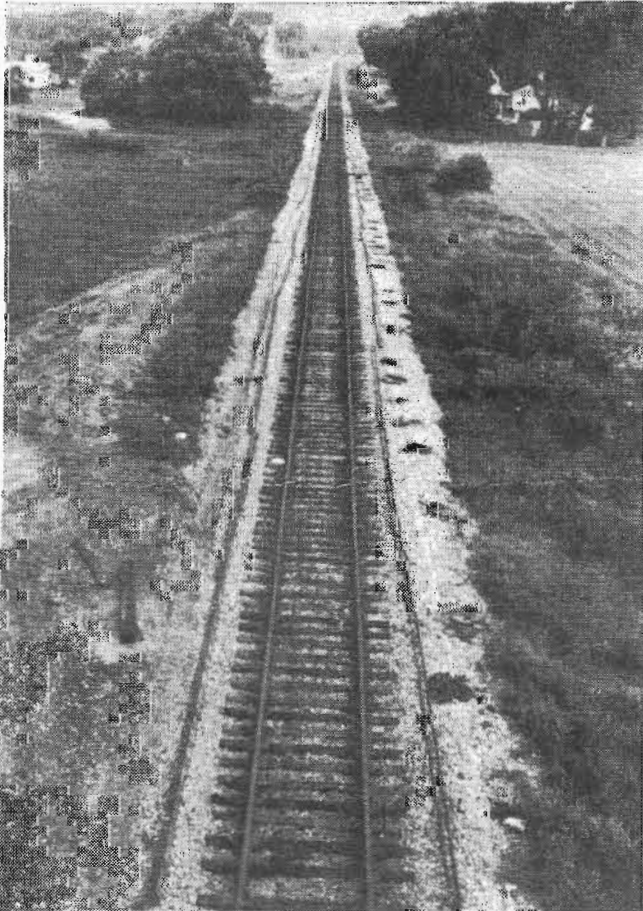
About a one-inch gap, marked
for weld.



SOLUTION: Men, material, equipment and know-how.

1. One-inch gap cut into rail before weld process. Rail also cleaned of grease, dirt, etc., 6" from gap.
2. The crucible, containing powdered aluminum and iron oxide heats up to approximately 5000° Farenheit.
3. This process is called thermite welding. Rod Sheldon is shown directing stream of molted metal from pot into 1" gap in rail.
4. From right, Bill Madison, Rod Sheldon and Mike Sherpe. Mike, wearing hard hat, goggles, gloves, and kneepads (oh yes, safety shoes) pours sand from a dipper onto the slag created by this process, to cool the area.
5. Weld after grinding. This is a finished weld.

BEAUTIFUL, ISN'T IT!!!



Photography: Bob Rigdon

Editor: Kemma Johnson

True railroaders thrill at the sight of an upgraded line, the rail smooth as silken steel ribbon, over strong creosoted ties and carefully ballasted rail bed of rock from the nearest quarry. Such is the line looking westward from Albert Lea, Minnesota. Earl and his men look with pride at this finished project, as do we all.

To you, Earl and Marilyn, and your people, just want to say that we could not begin to appreciate your work, but your willingness to collaborate on this feature article has given us a very interesting look at how part of the Milwaukee Railroad lives!

It takes a lot of people to orchestrate "the train" from marketing, to shipping, to make up, to calling, to clearances, to destination, and you let it all happen.

Thanks.

CHILLICOTHE AREA NEWS - By Ron Atwell

Our SYMPATHY to the family of CLAIR BEHLINGS, Operator at Ottumwa, Iowa on the loss of his father recently.

CONGRATULATIONS to HOWARD AND ELAINE NEFF, Dispatcher and Chief Clerk at Ottumwa, Iowa on their wedding anniversary May 9th.

We would like to welcome NEAL VANHORN, Crane Operator to our territory.

C. COLLINS JR. Operator Missouri River Drawbridge was injured while working on his car. Have a speedy recovery Clarence.....

KAY FINCH, Dispatcher at Ottumwa, Iowa will be leaving the Milwaukee Road on May 27th, after 39 years of service. I wish at this time to say "Good Luck to you, whatever your future plans are and for myself it was super to work with you, and that you will be missed by all of us." Ron Atwell.

* * * *

MUSCATINE AREA NEWS

Our SYMPATHY to the family of DONALD GERDTS, Clerk whose mother passed away on April 23, 1982.

MUSCATINE and the Southern Division are most pleased to welcome MR. VAUGHN CANADY as our Agent. VAUGHN and his wife CLYDENE and their three children --Daughter ERIKA age 5, and Sons AARON age 3 , and little DREW born March 6th are finally settling down in their new home in Muscatine, Iowa. WELCOME ABOARD !!!!!

Betty Merideth

* * * *

BLESS THAT COMPLAINT

The customer who comes to you with a legitimate complaint is doing you a favor. When he just talks to neighbors and friends, you get hurt.

Listen to his complaint, privately, attentively, with interest, and patience. Don't argue or interrupt, let him finish; then question him tactfully. Be frank, be friendly.

If a mistake has been made, put it right without any strings attached and follow up to see it doesn't happen again. If it is a matter of policy or a way of doing business, explain your reasons for it. In either case be sure to thank the customer for bringing the matter to your attention.
HE DIDN'T HAVE TO COME BACK!
-ANONYMOUS-

RETIREES CORNER

Our news in this issue is not very pleasant but we still wish to inform all that:

Our SYMPATHY AND CONDOLENCES are expressed to the family of PAUL DEMPSEY, former Assistant Superintendent of Safety who passed away on Saturday, May 1, 1982 at the age of 74.

Our SYMPATHY AND CONDOLENCES are expressed to the family of R. R. BROWN retired General Superintendent who passed away on Sunday, April 25th.

Our SYMPATHY AND CONDOLENCES are expressed to the family of T. B. KIRK retired electrical engineer in Des Moines, Washington, on Monday April 26th. Barry headed the electrification department for ten years, from 1959 until his retirement in 1969. He is survived by his brother retired General Trolley Foreman Fred Kirk, who resides in Deer Lodge, Montana.

* * * *

TERMINAL NEWS

We would like to express a speed recovery to JOEY ALBERTS, Section Foreman at Western Avenue after he had undergone open heart surgery. Joey is at home and doing fine from all reports. GET WELL SOON - - WE ALL MISS YOU !!!!!

Our SYMPATHY AND CONDOLENCES are expressed to the family of Mr. D. A. Young, Operator at Davis Junction on the loss of his mother CLARA on April 25th.

We would like to express our CONGRATULATIONS to the proud expectant parents Mr. and Mrs. PETE HUGHES, Company Police Officer.

Also we would like to WELCOME BACK Captain Mike J. Curry to the Chicago Area Police Forces. Mike was Captain of Police in Minneapolis for a time. WELCOME BACK !!!!!

Our SYMPATHY AND CONDOLENCES are expressed to the family of TOM PAWLICKI on the loss of his father RAYMOND P. PAWLICKI on May 7th .

* * * *

MASON CITY - AUSTIN AREA NEWS

Effective APRIL 19th DENNIS SCHALLER was appointed to the position of ROADMASTER with headquarters at Austin, MN. Congratulations and best of luck!!!!!!!!!!!!