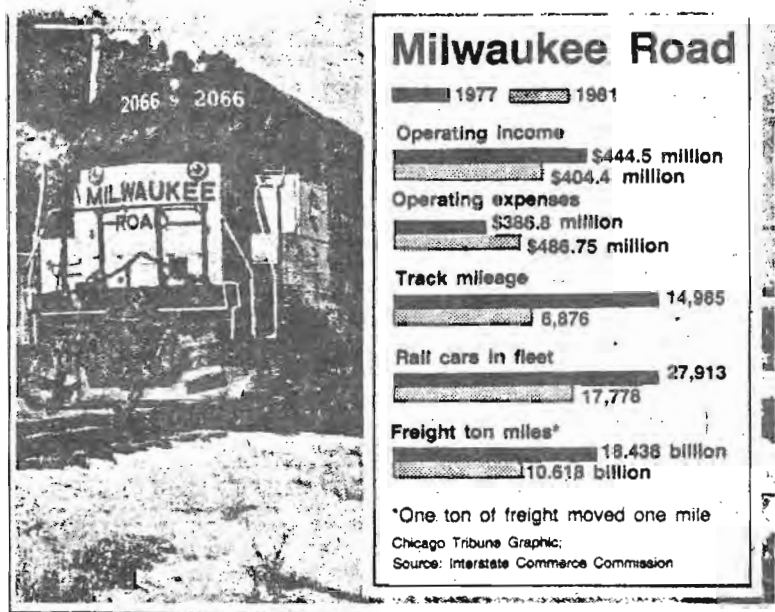




THE MILWAUKEE ROAD
SOUTHERN DIVISION

NEWSLETTER - FEBRUARY 1983

Chicago Tribune, Sunday January 9, 1983



Leaner Milwaukee to make the grade?

STORY INSIDE ON PAGE 11

CHICAGO TERMINAL NEWS:

CONGRATULATIONS to DENNIS and PAT FRATAMICO on the arrival of STEVEN DENNIS, born January 5, 1983. Little STEVEN weighed in at 8lb. 1oz. and is 21 inches long.

CONGRATULATIONS TO THE PROUD PARENTS!!!!

Our Get Well Wishes are expressed to KATHY BURHAM who is in St. Joseph's Hospital at Elgin, Illinois.

HOPE TO SEE YOU UP AND ABOUT SOON !!!!!

Lenore Gabrielson
Clerk - Bensenville

Our Sincere SYMPATHY AND CONDOLENCES are expressed to the families of:

MR AND MRS. A. J. O'ROURKE (Supv. Station and Yards - Chicago) on the loss of Mrs. O'Rourke's mother, Mrs. FANNIE RODAS, who passed away on January 11, 1983.

MR. GEORGE F. WEREMBECKI (Mail Clerk) on the loss of his mother, BERNICE E. ROLLI who passed away on January 15, 1983.

MR AND MRS. AL BOBBY (Roadmaster, Bensenville) and MR. DALE BOBBY (Gen. Foreman, Steel Gang) on the loss of their father MR. LAVERN BOBBY who passed away on Wednesday December 29, 1982. LAVERN BOBBY was a section foreman for the Milwaukee Road on the Old Minnesota/Dakota Division.

Our GET WELL WISHES are expressed to:

SAM BRUSCATO - Track Foreman Bensenville, who had minor knee surgery on January 5, 1983. Sam is at home and doing fine.

JOEY ALBERTS - Section Foreman Western Avenue, is at home and doing fine.

BETTY HOWLAND - Transcriber in the Word Processing Department in Chicago suffered a serious fall at home on December 31, 1982. Betty is home and doing fine.

The ENGINEERING Department at Bensenville WELCOMES Susan Wade to their forces as a Steno-Clerk.

Cake and Coffee and a Dinner were held in honor of LARRY J. BARBEAU's retirement from the Milwaukee Road on January 3, 1983. Mr. BARBEAU was the Admn. Asst. to the Director-Operating Administration in the VP Operations Office. We all wish you a long, healthy and prosperous retirement.

CONGRATULATIONS to JEFF BLUETT and his new bride LENA who tied the knot on Saturday, January 1, 1983. What a way to start the NEW YEAR!!

CONGRATULATIONS to you both for a long and
happy life together!!!!!!!!!!

CHICAGO TERMINAL NEWS continued

With the start of the New Year we had a couple of changes made in job titles and locations. The following are just a few to make note of:

Mr. G. A. JONASSON, has a new title and job. Gordon's title is Superintendent Transportation and is now located in the Operations Control Center in Room 861 and can be found on extension 3682.

Mr. S. J. BARRY is now the Assistant to the General Manager, located in Room 850 and can be found on extension 3720.

As a matter of information, the Accident/Incident Reporting now comes under the jurisdiction of the Rules and Safety Department. SANDRA PLESSINGER is still handling the accident/incidents but has been relocated to Room 376 and is on extension 3255 if you have any questions.

There also has been a few telephone changes in the Superintendent's Office at Chicago, please make note of the following:

Mr. D. S. Mogan can be reached on Extension 3930 or 3929

Mr. D. L. Sullivan can now be reached on extension 3964.

INTERMODAL NEWS FROM FRANKLIN PARK, ILLINOIS

On November 17, 1982 a tour was conducted at the MMTC Facility at Franklin Park. This tour was given to a class of College Students attending school at the College of DuPage. They were from the Nalco Chemical Company. Mr. H. Sarnecke, Corp. Traffic Manager of Nalco and his students were very impressed with the number of things that go on at this facility, such as the operation itself and the enthusiasm of the employees as well. They were also impressed with the fact that Mr. P. L. Cowling and his officers and managers took time to accomodate them on their tour.

A letter from the Nalco Company was received by Mr. Cowling expressing their appreciation for the time spent by all employees to make the tour a success.

CONGRATULATIONS to Crew Caller PAT JARBOE who was married on November 27th to FRED KAPLAN. Pat works in the Crew Management Center in Chicago. CONGRATULATIONS to the KAPLANS!!!!

S. E. Norton
Chicago

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DON'T FORGET THE OPEN HOUSE MEETINGS:

The Southern Division will be holding EMPLOYEE OPEN HOUSE MEETINGS which Mr. P. F. Cruikshank will be the main speaker. The meetings are tentatively scheduled as follows:

OPEN HOUSE MEETINGS:

FEBRUARY

22	Terre Haute	7:00 p.m.
24	Mason City	7:00 p.m.
25	Dubuque	7:00 p.m.

MARCH

1	Kansas City	7:00 p.m.
2	Ottumwa	7:00 p.m.
3	Davenport	7:00 p.m.
7	Savanna	7:00 p.m.
8	Bensenville	1:30 p.m. and 7:00 p.m.

Please make a note and check your BULLETIN BOARDS around the first week in February to see the exact location at which these meetings will be held.

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SAVANNA AREA NEWS:

CONGRATULATIONS to:

CONDUCTOR AND MRS. LONNIE MANGLER who were blessed with a daughter, Megan Lea, born December 29, 1982 weighing 8 lbs. 1 oz.

KAREN CRAVATTA , daughter of MIKE AND MARILYN of Savanna, being chosen by Savanna High School as 1983 D.A.R. recipient of Good Citizen Award based on Leadership, Dependability, Service and Patriotism.

OUR DEEPEST SYMPATHY to Trainmaster J. J. WRECZA, DENNIS MOGAN (Admn. Asst. in the Supt. Office), and friends who journeyed to Michigan in November for a little deer hunting -- OH! Well! -- Better luck next year JIMMY.

Our SYMPATHY AND CONDOLENCES ARE EXPRESSED to the families of:

H. G. WINDISCH, retired Iowa Division Engineer at the loss of his wife IRENE, December 18, 1982 at the age of 78.

Retired B&B Supt. ROY "DOC" CHENEY of Bellevue, Iowa who passed away on January 1, 1983 at the age of 86.

BILLY BOOTH MILLER , Section Laborer at Clinton who passed away suddenly on January 1, 1983.

BILL GILMAN and RALPH GILMAN on the loss of their mother LEONA who passed away on January 17, 1983.

C. E. Ross
Operator
Savanna Relay Office

MEDICAL SERVICES HEALTH TIP
BY
FRED RODRIGUEZ, R.N., M.S.N.

A thought in health promotion - preventing the unexpected trip falling!

The world health organization defines health "as a state of complete physical, mental and social well-being and not merely the absence of disease". If we are to use this thought which affects our health, our commitment would require an organized plan of prevention.

"Prevention" meaning "anticipating; making impossible or hindering advancement."

This organized plan on finding and eliminating the hazards that make falls the #1 accidental killer in the American home is well presented and proposed by the National Safety Council, in which they outline that older adults are more vulnerable because of physical changes. We may not see fall hazards or react to them in time. Because our bones are more easily broken and slower to mend, falls can bring long periods of hospitalization and convalescence. And they can lead to permanent handicaps that mean lost independence.

WHY DO PEOPLE FALL? - People fall because their weight isn't fully supported. Body weight is concentrated at a point somewhere around the hips. This point is the body's center of gravity.

When your feet are planted firmly on the floor, or you're seated in a steady chair, your center of gravity has a firm base. But if that base is removed, you lose your balance and you're likely to fall.

Slippery Surfaces - Many falls occur on slippery surfaces. They're caused by inadequate friction...resistance of one material to another.

Think of the smooth soles of a new pair of shoes and an ice-covered sidewalk. Imagine that you're wearing the shoes and trying to walk on the sidewalk.

There's not enough friction. You slip and your body weight shifts. Your feet no longer support your body. And down you go!

Obstacles - People often fall because they trip over obstacles.

When you walk, you use one leg for support and swing the other leg forward. As the leg moves forward, you lose your balance. Then you quickly transfer your weight to the forward leg as your foot touches the floor.

But suppose that foot encounters an obstacle before your weight is transferred. You'll probably trip and fall.

HOW TO RECOGNIZE FALL HAZARDS - Before you can eliminate fall hazards, you must find them. Check floors for slippery areas. Look for obstacles that can make you trip. Be aware of hazards that can appear unexpectedly.

Let's look at some of the common home fall hazards

Spills - Spills can turn hard-surfaced floors into slippery danger zones. Wipe up spilled grease and liquids immediately. Pick up dropped food before someone slides and falls.

Slippery Floors - Smooth-surfaced floors are slippery when they are wet. Don't walk on a freshly waxed floor until it's dry.

If you wax your floor, apply two thin coats and buff thoroughly after each application. You'll get a hard coat of wax that won't cause skids. Better still, use self-polishing wax.

Bathroom Surfaces - Use a rubber mat or adhesive decals to discourage slides in the tub or shower. A metal grab bar, securely anchored over the tub or on the shower wall, provides support when you climb out. And it can be a lifesaver if you start to fall.

A nonskid rug can keep you from slipping on a moist tile floor. And soap that's kept in an easy-to-reach receptacle isn't likely to turn up underfoot.

Rugs and Carpets - Scatter rugs can slide, and you can slide with them. To give a small rug a nonskid backing, apply abrasive strips, foam rubber, or a special spray.

Never use a scatter rug at the top or bottom of a stairway.

A carpet or rug that doesn't lie flat can catch your foot and make you stumble. Smooth out wrinkles and folds, and tack down loose edges. Repair frayed edges and rips.

When you buy a new rug or carpet, pass up those long thick piles. They won't give you firm footing. Instead, choose a short, dense pile and install it over a good quality, medium-thick pad.

Cluttered Floors - The clutter that collects on floors can start you on an unexpected trip. Don't use the floor as a temporary resting place for sewing supplies, coffee cups, or handbags. Put away books and magazines. Never let telephone or electrical cords trail across areas where people walk.

Unexpected Obstacles - Be on the lookout for unexpected obstacles. It's easy to stumble over a footstool that's not in its usual place. Remember that visiting grandchildren like to play games on the floor. Be alert if you share your home with pets. They can dart across your path and get underfoot.

Crowded Traffic Lanes - Keep traffic lanes free. People should be able to walk through rooms without detouring around furniture. They should be able to move through doorways and halls without squeezing past obstacles. Areas between bedrooms and bathrooms should always be clear.

Outdoor Conditions - Check your yard and other outdoor areas for fall hazards. Patch broken walks and driveways and fill in lawn and garden holes. Put away garden tools and hoses, and get rid of rocks, loose boards, and other obstacles that can make people stumble.

Clear wet leaves and snow from walkways, steps, and porches, and sprinkle icy patches with a deicer. Provide doormats at entrances so people can wipe snow and mud from their shoes, and not track it onto your floors.

If you can't avoid walking across slippery areas, lean slightly forward and relax your knees. Take short steps and put your feet down flat. Or move your feet forward without lifting them from the ground.

Poor Lighting - Darkness can turn any room into an obstacle course. Shadows can hide fall hazards. Reduce the risk of injury with plenty of good, strong light. Install light switches near doorways, so you never need to walk through a dark room to turn on a light.

STAIRWAYS COMPOUND THE DAMAGE - Stairways are subject to all the fall hazards you can find on level surfaces. But because you have farther to fall on a stairway, you're more likely to get hurt.

Good stairway lighting is essential. Install light switches at both the top and bottom, so you don't have to walk up or down in the dark.

Securely fastened handrails should extend the full length of the stairs on each side. You can get a good grip when rails stand out several inches from the wall, and distinctively shaped ends alert you when you reach the end of the stairway.

Keep stairways in good condition. Repair loose or ripped carpeting and loose metal edgings. Repair or replace broken or sagging steps. Keep stairways clean and free of all objects.

It's easy to trip over a single-step change in floor levels. Replace the step with a gradually rising ramp, or keep it well lighted.

MAKE SAFETY A HABIT - A single careless action can end in a disabling fall. When you make good safety practices a habit, you reduce the risk of falls.

Wear Appropriate Footwear - Always wear footwear with soles and heels that provide good traction. Get rid of house slippers that fall off, and never walk around in stocking feet. Replace boots or galoshes when their soles and heels are worn too smooth to keep you from slipping on wet or icy surfaces.

When you work in your house or yard, wear low-heeled oxfords, loafers, or good quality sneakers.

Carry Loads Cautiously - Be careful when you carry bulky packages. Make sure your path is clear. Hold laundry baskets, trays, and large bundles to one side, so they don't block your view.

Get a firm grip on your load and walk slowly. Stop to rest if you feel tired. Get help to carry large loads, or divide them and make several trips.

Plan Convenient Storage - Plan storage to reduce stooping, reaching, and climbing. Store frequently used items within easy reach. Hold onto a firm support when you reach or bend. Avoid throwing your head back or turning it too far as you reach; you might get dizzy and fall.

Use a sturdy step stool to reach high shelves. Never stand on a chair; it can tip or slide.

Use Ladders Safely - When you use a step stool or stepladder, be sure it's not too short for the job. Set it up on a firm, level base that's free of clutter. Make certain it's fully open and side braces are locked.

Face the steps when you climb. Don't stand on top of a step stool or climb beyond the second step from the top on a stepladder. Always keep your body between the rails.

Move Deliberately - Learn to move deliberately. Never rush to answer the telephone or doorbell. You're likely to overlook a hazard that can make you fall.

Be careful when you change position. Sit up a moment before you leave your bed. Stand and get your balance before you walk. Check the floor ahead of you for obstacles.

Compensate For Changes - Learn to compensate for physical changes. Take precautions to allow for changes in vision, hearing, and reaction time. Be aware of problems that medication can cause.

It's easier to avoid accidents when you feel well. Moderate exercise can help your coordination and muscle control. Good diet and adequate rest can help you to stay alert.

KNOW HOW TO FALL - Knowing how to fall could help you to avoid a serious injury.

When you feel yourself falling, it's natural to tense up, to resist, to put out a straight arm to take the shock. But you're more likely to get hurt when you fight a fall.

Instead, relax and go limp. Try to roll as you fall to reduce the impact. Bend your arms, so you can ease yourself down.

KEEP IN TOUCH - An injured fall victim may be unable to summon help. If you live alone, be sure someone checks on you. Arrange for daily contact with a friend or relative. Or ask a neighbor to check if you fail to pick up your newspaper.

ACT NOW

How safe is your home? Could a hidden obstacle trip you up? Or a sudden slip put you on the sidelines?

Don't wait to learn the hard way. Find and eliminate home fall hazards. Check for slippery surfaces and obstacles. Be alert for unexpected hazards.

Practice good safety habits. Work to maintain your health, and be aware of physical problems that require special caution.

Take action now -- before it's too late. Don't let a fall spoil your plans or change the way you live.

PUZZLE CORNER

Here are the answers to last months quizz and Railroad Nostalgia Quiz:

Puzzle Number 1:

1. 36 inches in a yard
2. 6 wives of Henry the Eighth
3. 212 Degrees at which water boils
4. 3 points for a field goal in football
5. 20 years that Rip Van Winkle Slept
6. 101 Dalmations
7. 2 Turtle Doves (and a Partridge in a pear tree)
8. 7 Hills of Rome
9. 56 Signers of the Declaration of Independence
10. 5 fingers on the hand
11. 40 Thieves (with Ali Baba)
12. 30 Days half September April, June and November
13. One day at a time
14. 10 Ammendments in the Bill of Rights
15. 435 Members of the House of Representatives
16. 16 oz in a pound
17. 31 Ice Cream Flavors at Baskin Robbins
18. 50 cents in a half dollar
19. 60 seconds in a minute
20. 4 Horsemen of Apocolyse
21. 13 cards in a suit
22. 8 parts of speech in the English Language
23. 20,000 leagues under the sea
24. 9 Innings in a Ball Game

Puzzle No. 2:

- | | | |
|-----------------------|---------------------|-----------------|
| 1. Seaboard | 6. Great Northern | 11. Rock Island |
| 2. B & O | 7. Wabash | |
| 3. Jersey and Central | 8. Illinois Central | |
| 4. PRR | 9. Frisco | |
| 5. NP | 10. GM&O | |

I would like to thank all those who have contributed the puzzles that have appeared in our Newsletters. Anyone wishing to have a puzzle put in just jot them down and send them in.

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MUSCATINE NEWS:

On January 21, 1983 a Safety Award Dinner will be held at Muscatine Iowa by Trainmaster J. D. Kramer, on behalf of the employees in the Muscatine Area going a full year WITHOUT a personal injury. More details about the dinner to follow in next months issue.

Editor

By David Young

Transportation writer

THE BANKRUPT Chicago, Milwaukee, St. Paul & Pacific Railroad last year completed the first major step toward its reorganization by shrinking to a third of its former size and began the second step by concluding talks that will lead to its acquisition by another carrier.

Former Illinois Gov. Richard Ogilvie, since becoming the Milwaukee Road's bankruptcy trustee in 1978, has never tried to conceal his opinion that the ultimate salvation of the Milwaukee was a merger with a stronger railroad.

The consolidation that reduced the size of the railroad by abandoning its unprofitable Western lines was intended in the long run to make the Milwaukee more attractive as acquisition bait and in the short term to keep it alive long enough for a fish to bite.

The fish that bit last year was Detroit-based Grand Trunk Corp., the holding company that owns the Grand Trunk Western Railroad and is itself a subsidiary of the Canadian National, a railroad owned by the government of Canada.

The actual transfer will be done by means of issuing new common stock to the Grand Trunk.

The proposed sale probably will draw the usual opposition from other railroads, but the strongest challenge may be mounted by Chicago & North Western Transportation Co., the Milwaukee's principal competitor in most of the markets it serves.

"We're not worried about competing with the Grand Trunk Western," said an executive of another railroad, "but we are concerned about competing with the Canadian government."

THE SEEMINGLY inevitable legal dispute over the merger may center on the substantial federal subsidies

given to the Milwaukee Road since it filed for bankruptcy in 1977, especially the repayment of \$50 million in federally guaranteed loans made in 1980. Those guarantees were pushed through Congress by Western congressmen to prevent abandonment of the railroad's transcontinental line across Montana, Idaho and Washington.

THE DEAL that the two firms concluded calls for the sale of the remaining 3,000 miles of the Milwaukee still being operated as a railroad to the Grand Trunk in return for its assuming \$253 million in existing debt. The now-abandoned parts of the Milwaukee will be sold to repay creditors and satisfy other claimants under a revised reorganization plan Ogilvie hopes to file with U.S. Judge Thomas McMillen by Feb. 5.

The Milwaukee Road has \$250 million in its coffers, primarily from the sale of Western railroad land, and is obliged under the Grand Trunk agreement to assume \$40 million in debts, mostly in labor protection funds.

In early 1979, Stanley E.G. Hillman, then trustee of the foundering Milwaukee Road, proposed an embargo [cessation] of all traffic on nearly three-fourths of the railroad, including the transcontinental line, to save the entire carrier from financial collapse. He later filed a petition with the Interstate Commerce Commission to abandon the transcontinental line.

AT THE TIME, employees from the western part of the line were attempting to put together a plan to reorganize the Milwaukee and save their jobs. Montana Senators John Melcher and Max Baucus induced Congress to pass several provisions making available \$50 million to keep the railroad running for an additional four months until the ICC could rule on the employee proposal.

The ICC ultimately ruled against the employees, McMillen imposed the embargo and the Milwaukee defaulted on repayment of the federally guaranteed loans. That meant the U.S. Transportation Department was forced to pay them off and became the holder of \$50 million in trustee certificates.

Ogilvie's lawyers say the federal government by law must forgive the debt if the Milwaukee is acquired by the Grand Trunk Corp. The

amendment tacked onto a 1980 railroad deregulation act passed by Congress said the repayment could be canceled if the railroad were reorganized or acquired by another carrier. "Principal and interest to be forgiven could approximate \$100 million by the time of closing," according to a document one of Ogilvie's lawyers filed in court May 25.

THAT POSSIBILITY strikes officials of some other railroads as an indirect subsidy by the American taxpayers to the government of Canada.

The Milwaukee in 1982 suffered a 14.5 percent fall in traffic originated along its lines, but because of several agreements coordinating traffic between the Milwaukee and its proposed new owners, traffic received from other railroads is up 12 percent, according to Worthington L. Smith, Milwaukee president.

THE CANADIAN National is now turning over increased traffic to the Milwaukee at Duluth, and the Grand Trunk is doing the same in Chicago.

Coal traffic is down because of the relatively mild summer, which reduced air conditioning use, and the decline in the agricultural export market has caused a drop in Milwaukee grain shipments. Automotive and lumber traffic is down because of the recession, Smith said.

To survive, the bankrupt Milwaukee has continued to follow its reorganization plan, which calls for a reduction in expenses whenever revenues decline. The plan anticipated that the railroad would lose \$30 million in 1982, and Ogilvie says it is on target. The plan also calls for the Milwaukee to be profitable by 1985.

To keep the railroad's cash flow under control and reduce costs to match the loss of revenues in the recession, Ogilvie last year induced the Regional Transportation Authority to take over the Milwaukee's commuter division, which was losing \$600,000 a month.

HE ALSO GOT Milwaukee employees to absorb a 7 percent wage cut and agree to the elimination of two of the five crew jobs on freight trains. Despite the concessions, the railroad was forced to lay off workers at its shops in Milwaukee and headquarters in Chicago.

The Milwaukee, which began the year with 6,500 employees, ended it with about 5,000.

Hillman quickly came to the conclusion after being appointed trustee in early 1978 that the railroad's traffic was concentrated in the Midwest and that its transcontinental line was a money-losing proposition.

HE BEGAN THE series of actions continued by Ogilvie to pare the size of the Milwaukee.

The restructured Milwaukee already has shown sporadic signs of profitability.

Editor: Sandy Willett
Supt. Office - Room 107

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E. Nast - Savanna
R. Williams - Terre Haute
R. Atwell - Chillicothe
B. Merideth - Muscatine

• Advisor: Don Sullivan Chief
Clerk - Supt. Office

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

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COMPLIMENTS OF THE EMPLOYEES OF
THE MILWAUKEE ROAD

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