



JANUARY 1, 1983

**STATE OF THE INDUSTRY**

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# **It's Unique: Saving Fuel and Double Track**

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MILW confounds the experts  
by retaining double track on its  
Twin Cities line. Fuel-saving reaches new  
levels of effort. Train dispatchers will  
go to school. By Frank E. Shaffer

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Chicago-bound *Sprint* intermodal train maintains a daily round-trip schedule with one set of equipment thanks to retention of double track. (MILW photo by Jim Scribbins at Rondout, Ill.)

Article on Page 4 and 5

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

YOU AND YOUR STRESS

You say you are not under stress? Oh, but you are! Dr. Hans Selye, the world's leading authority on stress, states that the very moment we are born, our body encounters stress, and our body remains under a certain amount of stress during our lifetime just due to the normal wear and tear of our body processes.

Stress is the spice of life and the absence of stress is death -- we thrive on stress to varying degrees. The negative effects of stress are the stress-induced diseases that are increasing in our society because the changing environment creates great demands on the human mind and body. Stress can and does affect every aspect of life. Though it is necessary and unavoidable, too much of it produces staggering changes in intellectual and emotional attitudes as well as in health. It is a known fact that a person under negative stress is often accident-prone, either on or off the job, due to the distracting effects of stress.

What Do We Mean By Stress?

Stress is a physical and emotional state always present in the person, intensified when environmental change or threat within or outside the body to which he must respond. Love and hate involve stress; positive stress includes exercise of any type. What is important is not the stress itself, but its source and effects.

Intense and persistent anger, fear, frustration or worry can threaten health. It is this buildup of an unrelieved stress without release of tension that leads to trouble. Some of the symptoms you may begin to experience would be irritability, frequent headaches or digestive problems. These are warning signals; the body is calling for "Help"!

Prolonged emotional tensions play a strong role in heart and circulatory disorders -- especially high blood pressure; peptic ulcers arise as digestive problems, and joint and muscular pains are also common; others include depression, alcoholism, drug abuse, memory loss, loss of sexual interest, and tightness in chest.

What Can We Do To Help Ourselves?

A complete physical examination is important and telling the doctor about your lifestyle and how you respond to certain situations.

At times, minor stressful situations are relieved simply by talking to a trusted good friend, or even an adviser; above all, it is important to learn how to handle our emotional tensions.

To deal with stress, a person must first be able to recognize and admit its presence.

### Are You Taking On Too Much?

At times we attempt to do too much with the amount of time we have available.

Try to schedule time for some type of distraction from your stressful situation such as a hobby or any activity that helps you relax and enjoy. Get enough sleep and rest. A good test of whether you are getting enough sleep is how you feel. If you are having trouble sleeping, consult your physician and avoid medications not prescribed by your doctor.

Holmes and Rahe developed 43 life events which either indicate or require some change (positive or negative) in coping with behavior in the life of the individual.

Each event has been assigned a life change unit (LCU) depending on how much adjustment is judged necessary to adapt to each event.

150-199 = mild stress

200-299 = moderate stress

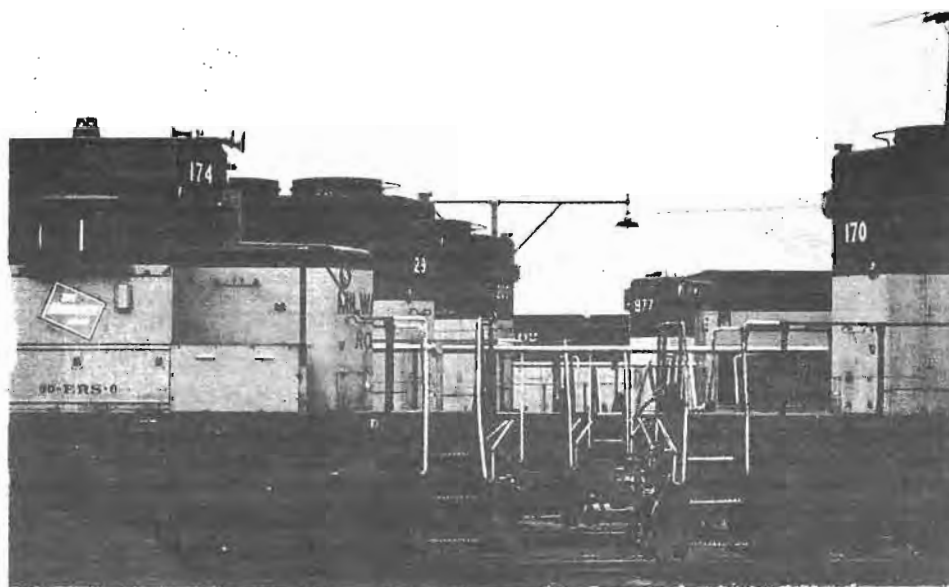
300 and over = high stress (major life crises)

Total your stressors, good luck!

<u>Rank</u>	<u>LIFE EVENT</u>	<u>LCU</u>
1	Death of Spouse	100
2	Divorce	73
3	Marital separation	65
4	Jail term	63
5	Death of close family member	63
6	Personal injury or illness	53
7	Marriage	50
8	Fired at work	47
9	Marital reconciliation	45
10	Retirement	45
11	Change in health of family member	44
12	Pregnancy	40
13	Sex difficulties	39
14	Gain of new family member	39
15	Business readjustment	39
16	Change in financial state	38
17	Death of close friend	37
18	Change in different line of work	36
19	Change in number of arguments with spouse	35
20	Mortgage over \$10,000	31

<u>RANK</u>	<u>LIFE EVENT</u>	<u>LCU</u>
21	Foreclosure of mortgage or loan	30
22	Change in responsibilities at work	29
23	Son or daughter leaving home	29
24	Trouble with in-laws	29
25	Outstanding personal achievement	28
26	Wife begin or stop work	26
27	Begin or end school	26
28	Change in living conditions	25
29	Revision of personal habits	24
30	Trouble with boss	23
31	Change in work hours or conditions	20
32	Change in residence	20
33	Change in schools	20
34	Change in recreation	19
35	Change in church activities	19
36	Change in social activities	18
37	Mortgage or loan less than \$10,000	17
38	Change in sleeping habits	16
39	Change in number of family get-togethers	15
40	Change in eating habits	15
41	Vacation	13
42	Christmas	12
43	Minor violations of the law	11
	* * *	

The following picture, the front page picture and the following articles were taken from the December issue of Modern Railroads 1982: The article was written by Frank E. Shaffer.



**Tight management of locomotives as well as cars have contributed to better MILW operating results. (MILW photo at Bensenville.)**

## Two, not one

If a prize is ever awarded for the railroad operating under the most unusual, and controversial, yet financially sound standards, it would be presented to The Milwaukee Road. (CMS&P&P).

A bankrupt carrier, now rolled back from its one-time trans-continental status to that of a Midwest carrier, the Milwaukee has defied all railroad industry logic: it has refused to reduce its Chicago-Twin Cities main line to single track.

And it has sound financial reasons behind the unorthodox policy.

James A. Schwinkendorf, assistant vice president, operations planning, explains the reason succinctly:

"A single track would have handled the traffic but would not have allowed sufficient time to install new rail."

That single sentence covers a mass of detail.

First, the condition of the track was such that an immediate program of upgrading would have been necessary. MILW did not have funds for the project.

Second, traffic congestion on a single line track would have impaired the on-time bonus payments for performance from Amtrak.

Third, schedule reliability for MILW's *Sprint* intermodal trains would have been impaired, thus posing a real threat

to retention of business that had been developed.

Fourth, equipment cost would increase because of longer running times. *Sprint* trains could not have made a daily round trip as called for in present schedules. Additional locomotives and cars would have been needed to protect the service schedules.

## Lunch time is shutdown time for yard engines. No air for 588 miles except for crew change as trains rely on dynamic braking.

An earlier study by Booz, Allen & Hamilton, later updated by MILW officials, indicated the single track plan would not allow the *Sprint* trains to operate on their present schedules or within their present cost and rate structures.

When consultant William G. Richmond was chosen to study MILW's plan, he concluded:

"When consideration is given to

additional non-quantified aspects including the *Sprint* market, line capacity, schedule reliability, and operational flexibility, the double track plan clearly emerges as the most desirable to promote the Milwaukee Road's future."

Had CMS&P&P followed conventional railroad thinking the break-even point for conversion to single track, Richmond noted, would not have been reached for 30 years.

Retention of double track in its most important corridor is only one of Milwaukee's two major developments. The other is its downsizing program.

"After we ceased being a transcontinental road, we did an analysis of handling traffic," Schwinkendorf recalls. "Our target was to switch a car only once. That would save both time and money. We definitely wanted to avoid a second handling. And we try to keep our trains out of intermediate yards."

Before the change in blocking patterns each of the three daily MILW trains from the Twin Cities to Chicago had Chicago cars. They are now on one train. If a Louisville train from the Twin Cities has enough cars when it leaves Milwaukee, it will not be worked in Chicago. "Working" in Chicago does not mean yarding a train to put it over the hump. It means setting out and picking up blocks.

## The big change

"Our new emphasis on block swapping," Schwinkendorf observes,

"has led to a shutdown of the hump at Milwaukee and elimination of the yard at Savanna, Illinois."

Although the Grand Trunk System does not yet officially control the Milwaukee, closer relations between the two roads has already led to a new role for Bensenville, the CMS&P&P yard in Chicago. Grand Trunk has no hump yards, thus Bensenville is used to handle GTW trains both to and from Detroit.

GTW trains from Detroit now can make pick-ups and place cars in the consist where convenient. Cars do not have to be placed in individual blocks for delivery in Chicago. Bensenville classifies them for forwarding or interchange.

The same is true for eastward GTW trains. Bensenville blocks all cars according to GTW's needs.

## Trackage rights

Transportation planners have long pointed to the redundancy inherent in the "duplication" of available rail facilities between Chicago and the Twin Cities, where the Milwaukee, for example, is in competition with Chicago & North Western and Burlington Northern.

"Why not develop at least some service coordination as a means of eliminating 'excess' track?" critics asked. Their cries mounted as passenger trains were reduced or eliminated.

MILW and C&NW began talks in recent years to look at potential savings.

"North Western was looking at two segments," Schwinkendorf recalled,

"Pleasant Prairie, at Kenosha, to St. Paul and later Milwaukee to Camp Douglas. Many agreement drafts were passed back and forth.

"Since the news broke on our relationship with the Grand Trunk, North Western is no longer talking about trackage rights."

Milwaukee is moving ahead on other energy and cost saving with automation of interlocking plants such as at LaCrosse with Burlington. Clinton, Iowa has been installed with C&NW. During

## Schooling planned for train dispatchers as part of plan to help reduce fuel use. Run-through trains save locomotives.

1983 automation will replace towers at four locations with Burlington over the 20-mile section between St. Paul and St. Croix. Also next year plans call for automation with Soo Line at Duplainville, Ill.



## OFFICE OF SOCIAL COUNSELING

By: R. Hickie

How come you write all those articles for the Newsletters and then no one is there to answer the phones when we call? I have had various versions of this question asked of me from time to time, so I guess it's about time for an answer:

To begin with, we have two counselors for the entire Railroad, Gary Bloker, covers the Chicago and the Milwaukee offices, and I try to cover the rest of the Railroad. It is obvious that we cannot be in our office all the time, so we have answering devices to take your calls around the clock. Sometimes the devices malfunction, and sometimes we simply forget to turn them on. If you have not received a reply to your call, this may be one of the reasons.

Then too, sometimes a caller forgets to leave his or her phone number, or area code, and sometimes we just plain can't understand the message. Fortunately, we have almost always been able to figure something out, although we occasionally have to wait until you call again.

We are sorry that we sometimes have trouble making connections. We know that the matter you wish to discuss with us is important, and the sooner we can get together, the more likely we are to be able to help. Please be patient. Call us again. If you can't reach one number and the matter is urgent, call the other counselor. We will do our best to respond as quickly as possible.

Keep trying -- We'll get together somehow!

## MASON CITY NEWS

CONGRATULATIONS go out to Mr. WARREN STEWART - District Manager Sales - Mason City, Iowa who was voted the Man of the Year in the Northern Iowa Traffic Club.

CONGRATULATIONS !!!!!!!!!

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## SAVANNA NEWS

Marjorie Balsbaugh, wife of deceased Perry, Iowa Engineer George Balsbaugh and mother of Mrs. James (Joyce) Wrecza recently moved into Savanna. Welcome!!!

Frank Coohy, retired Dubuque Conductor, recently visited in Savanna. Frank looks great despite a few operations he has undergone. GREAT TO SEE YOU!

C. E. Ross  
Operator

\* \* \*

## MUSCATINE NEWS

CONGRATULATIONS, to Switchman Paul F. Porschke (Porky to his many friends) on his retirement on November 24th. Mr. Porschke started as a Sectionman on March 1, 1942 on the CRI&P RR, became a switch tender on the CRI&P RR January 17th, 1943 to March 8th, 1943 at which time he became a Switchman. On May 1, 1980 Porky became a switchman on the DRI&NW Railroad up to April 30, 1982 at which time he then came to the Milwaukee Railroad from May 22 up to and including November 24, 1982. All of us on the Milwaukee Railroad wish you a long, healthy, and happy retirement.

CONGRAULTATIONS !!!!

GET WELL WISHES FOR A SPEEDY RECOVERY ARE EXPRESSED TO Engineer Kenneth Hemm and Switchman Charles McConnell.

SINCERE SYMPATHY to the family of Sectionman Flavio and Pete Atilano whose Brother passed away recently in Council Bluffs, Iowa.

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## TERMINAL NEWS

CONGRATULATIONS for a GREAT and I mean GREAT Game bowled by Joyce Gray of the Time Revisors Office in Chicago. She bowled scratch 294 - Her series was a whopping 629 scratch, I would say that is a real great game. CONGRATULATIONS !!!!!!!

Shortly after the first of the year Mr. R. L. Tewell's headquarters will be moved to the Bensenville Yard Office.

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#### OPEN HOUSE MEETINGS

During the months of February and March, Mr. P. F. Cruikshank will be holding Open House Meetings over the entire Railroad. Topics of discussion will be the Reorganization Plan and the 1983 Budget.

This meeting is open to all Employees and members of their families so CHECK YOUR NOTICE AND BULLETIN BOARDS FOR THE EXACT TIME, DATE AND PLACE the meeting will be held on your territory.

HOPE TO SEE EVERYONE THERE!!

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The following are two Newspaper Articles which might be of interest to Milwaukee Road Employees:

Wausau Herald  
December 20, 1982

## Rail switching service changes

**MERRILL** — Milwaukee Road switching service in Merrill will be available six days a week instead of five starting today, but there no longer is a Merrill switch engine or crew.

Starting Monday, switching will be done by the way-freight crew en route to Tomahawk, according to Gene Porter, sales representative for the railroad.

Switching of incoming and outbound cars will be done starting about 7:30 a.m. That work will take about three hours. The freight train then will proceed to Tomahawk.

The way freight operates six days a week and thus switching service will be available six days a week, Porter said. The Merrill switch engine crew had worked only five days a week.

Rehabilitation of the Milwaukee Road trackage between Wausau and Tomahawk enabled the railroad to eliminate the Merrill switch engine crew.

The way freight had operated at 10 to 15 miles an hour. It now can operate at 30 mph between Wausau and Merrill and 25 mph between Merrill and Tomahawk. The only exception is five miles into Toma-

hawk where continuous weld rail will be installed next spring.

Another change in railroad operations will take place Monday in Tomahawk. The Milwaukee Road sold its yard tracks west of the former depot to the Marinette, Tomahawk and Western Railroad, a subsidiary of Owens-Illinois Inc.

Starting Monday, the Milwaukee Road way freight will drop inbound cars for the O-I mill on one yard track and pick up outbound cars on another. Previously, connections were made on MT&W tracks to the west, requiring about an hour of switching time in Tomahawk.

The switch engine which had been kept in what remained of the Merrill roundhouse was hauled from the city on the southbound freight train Friday afternoon. Crew members have "bumped" other Milwaukee Road employees with less seniority. Somewhere in the railroad, three people will be laid off.

The now single stall of the one-time roundhouse will eventually be torn down. Porter said. Railroad historians have said it is the oldest Milwaukee Road building north of New Lisbon.



# Smaller Milwaukee Road gains efficiency

By MARY ROESNER

Dispatch Farm Editor

**MUSCATINE** — The problem-plagued Milwaukee Road Railroad is finding that smaller is better.

The Milwaukee Road, the largest grain shipper in Iowa, formerly was a transcontinental shipper with 10,500 miles of track. That was before its bankruptcy in 1977 and its reorganization.

Today the Chicago, Milwaukee, St. Paul and Pacific Railroad has 3,000 miles of track and a different viewpoint, according to Len Stanislawek, director of marketing and pricing grain and grain products.



LEN STANISLAWEK

"Years ago (with the longer lines) we just didn't know where we were at. We had a lot of track and little equipment. Today we have an efficient and workable railroad," he told the Great River Grain Elevators and Processing Society at a meeting here.

Stanislawek said it was only after the bankruptcy and the reorganization — which included sales of track to such diverse buyers as the Burlington Northern in Montana and Washington and the state of South Dakota, and abandonment of many hundreds of miles of track, plus the sale of other assets including timberland — that the reorganized "Milwaukee II" began to earn a profit in March 1982.

**THIS PAVED** the way for the acquisition of the reorganized railroad by the Grand Trunk Corporation. In August the Milwaukee acquired former Rock Island Railroad trackage between Clinton, Davenport, Muscatine and Washington, Iowa, for \$17 million. This was made primarily to serve a new coal-burning electric power plant at Fruitland, Iowa, but it also gave the railroad a firm base through the big grain-producing areas to the Mississippi River.

"After we cut down on size we were able to concentrate on the best use (of equipment). This led to a change in marketing and it is a better railroad all the way around," Stanislawek said.

One of the major changes has been that now the Milwaukee favors shipping grain to river points rather than long distance hauling to the Gulf.

"The rates to the Gulf are too low on grain from Southern Missouri and Iowa. We don't make any money on them. And if we don't make any money, then our connections don't make any money either. So we decided to put on rates to the river and handle it ourselves," rather than ship on other railroad lines to the Gulf, Stanislawek said.

**CURRENTLY THE** Milwaukee serves more river terminals than any other railroad in Iowa, Stanislawek said.

Another innovation has been the addition of the "MUT" or Mini-Unit-Train, for customer grain elevators which cannot fill large unit trains.

The MUT heads west from the Mississippi River in the evening and drops off five empty jumbo hopper cars at four predetermined grain elevators. The next evening the MUT picks up the 20 loaded cars and makes a return run to the river. The cars are unloaded onto waiting barges and head out for another run to the elevators.

In the first month of operation the MUT made 15 round trips in 30 days and moved more than a million bushels of corn and soybeans.

"This is really a most efficient way to move grain," Stanislawek said.

**LOCALLY THE** Milwaukee serves Muscatine, Buffalo, Davenport and Clinton in Iowa, and Rock Island, East Moline, Port

Byron, Cordova, Albany and Fulton in Illinois.

Stanislawek said grain terminals along the Mississippi have used the Milwaukee Road's barge-rail concept and have been satisfied with the new concept.

"The (combination) barge-rail rates are much lower than through (shipment by rail) to the Gulf and we try to do everything we can to make grain move to the Mississippi," he said. The grain can be shipped from elevator to destination at the Gulf under one bill of lading.

"This worked very well when there was a shortage of barges and rail cars," he said. "This helps both the buyer and railroads because we know what the rates will be." Stanislawek said there will always be a price advantage shipping to the river until rail rates are raised to the Gulf.

During the three months of the year when ice closes the river to barge traffic, the grain moves by rail to the Gulf. "We have a commitment and we promise to keep (prices) competitive with others (rail lines) going to the Gulf," he said.

**THE MILWAUKEE** is doing some creative planning in an effort to meet grain customers' needs. Some of these changes include the numbers of cars in unit trains and the number of elevators allowed to use a single unit train.

"We can now load 75 cars at three stations," he said, which allows several elevators to ship with one unit train, rather than filling the unit train from one elevator.

Stanislawek said in the past the railroads have been strangled by an overload of paperwork and regulations.

**WHEN RAILROADS** were deregulated in 1980, the new Staggers Act gave railroads much more freedom, Stanislawek said.

Now rates can be determined in 10 days for a shipper. In an emergency, one day's notice is sufficient.

He gave the example of the problems both shippers and the railroads faced before deregulation.

"Before, this adjustment had to be run through public notice and after 30 days it was partially reviewed by a committee. About 80 percent of the time the committee recommended against approval. We fought the objection and 10 days later the railroad and the committee met. About 80 percent of the time the committee disapproved (rate adjustments). Then we would file again. About six months later (after rate change was settled) the market was gone."

Because farmers are holding grain in storage on farm under government loan and reserve programs, very little grain moved this fall and the Milwaukee had about 600 jumbo hopper cars idle in storage.

"**WE WANTED TO** find a way to use them," Stanislawek said, and now the railroad is offering them for rent for grain storage to country elevators.

Stanislawek said the future looks bleak for some railroad companies in the next few years as more little-used tracks are abandoned.

"In the next 10 years we will be lucky to have 15 railroads and the Milwaukee intends to be part of it (those which survive.) There seems to be a cycle. The smaller lines went out." Today four short lines are operating from Denver to Chicago, but Stanislawek believes they will not survive long.

"But we will work with the short lines to move grain into markets they can't serve," he said.

And perhaps after bankruptcy and restructuring, which many railroads have faced in the past, some abandoned lines could again be put back in operation.

"Personally, from a grain marketing standpoint, I would like to see us pick up (some of) the Rock Island lines" to expand the our grain hauling network, Stanislawek said.

## PUZZLE CORNER

Here are the answers to last months quiz on the City of Chicago, streets, museums, etc.

- |                         |                         |
|-------------------------|-------------------------|
| 1. Marshall Field       | 15. Art Institute       |
| 2. Michigan Boulevard   | 16. Civic Opera         |
| 3. Wacker Drive         | 17. Chicago River       |
| 4. Grant Park           | 18. Palmer House        |
| 5. Marina City          | 19. Tribune Tower       |
| 6. Wrigley Building     | 20. Maxwell Street      |
| 7. Adler Planetarium    | 21. Buckingham Fountain |
| 8. Lincoln Monument     | 22. Lake Shore Drive    |
| 9. Union Station        | 23. Navy Pier           |
| 10. Chicago Theater     | 24. Shedd Aquarium      |
| 11. State Street        | 25. Hull House          |
| 12. LaSalle Street      | 26. Brookfield Zoo      |
| 13. Board of Trade      | 27. Wrigley Field       |
| 14. Prudential Building | 28. Comiskey Park       |

This month we have two new puzzles one of them is for you Railroad Nostalgia buffs and the other is another of the puzzles by Will Shortz from Games Magazines .

Puzzle number 1: Submitted by Dennis Prueter

- |                                    |                              |
|------------------------------------|------------------------------|
| 1. 36=1. in a Y.                   | 17. 31= I. C. F. at B. R.    |
| 2. 6=W. of H. the E.               | 18. 50= C. in a H. D.        |
| 3. 212= D. at which W.B.           | 19. 60= S. in a M.           |
| 4. 3= P. for a F.G. in F.          | 20. 4= H. of the A.          |
| 5. 20= Y. that R. V. W. S.         | 21. 13= C. in a S.           |
| 6. 101= D.                         | 22. 8= P. of S. in the E. L. |
| 7. 2= T. D. (and a P. in a P. T. ) | 23. 20,000= L. U. the S.     |
| 8. 7= H. of R.                     | 24. 9= I. in a B. G.         |
| 9. 56= S. of the D. of I.          |                              |
| 10. 5 = F. on the H.               |                              |
| 11. 40= T. (with A. B. )           |                              |
| 12. 30= D. H. S. A. J. and N.      |                              |
| 13. 1= D. at a T.                  |                              |
| 14. 10= A. in the B. of R.         |                              |
| 15. 435= M. of the H. of R.        |                              |
| 16. 16= O. in a P.                 |                              |

Answers will appear next month!  
Good Luck

A Little Railroad Nostalgia  
answers to appear next month:

Good Luck!!!!!!!

# BizQuiz

## Changing trains

**Editors note:** Nostalgia, or so they say, isn't what it used to be. Be that as it may, regularly in this space we are going to call up some of the detritus from the annals of advertising, some tantalizing and unexplored items from the present, some wholly unimportant facts, some educational business quizzes—minutiae that will tease and challenge.

Even the most trivial-minded of us sometimes have lapses, so if you have a profound thought for the trivia column, you can send your idea to: Carol Poston, c/o Advertising Age Magazine/Section 2, 740 Rush St., Chicago 60610.

### Credits & Debits

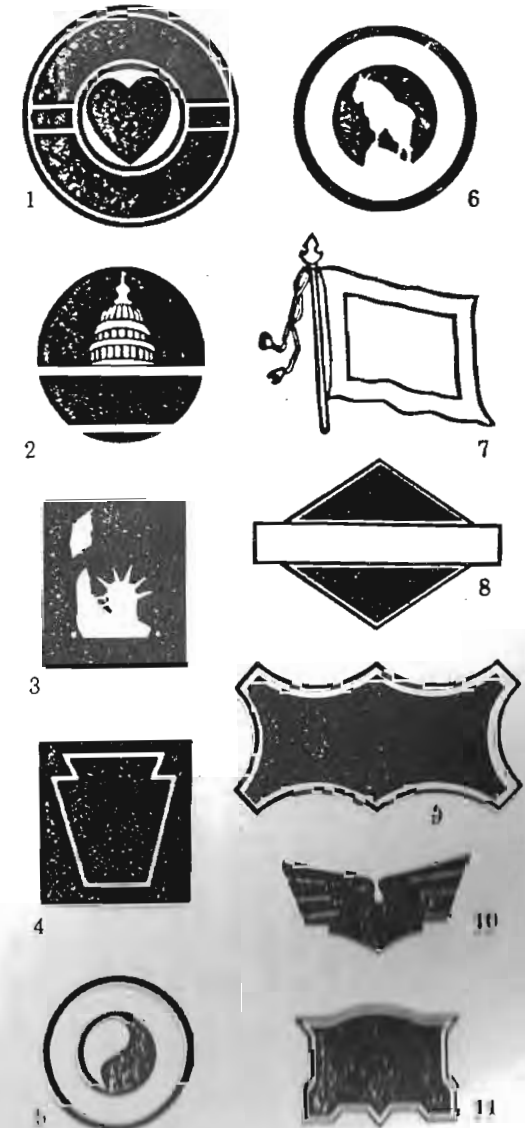


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Companies are forever tinkering with their logos and symbols, sometimes because merger or takeover have created a new corporate name, in other cases because they simply feel it's time for a change. America's railroads are a prime example of the "galloping logo." Below—with the words or initials eliminated—are silhouettes of 11 former railroad logos as they appeared in the mid-1960s. Most of these lines have been gobbled up in merger or consolidation, while others have redesigned their emblems. How many of these railroads can you identify?

### Answers

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_
- 4 \_\_\_\_\_
- 5 \_\_\_\_\_
- 6 \_\_\_\_\_
- 7 \_\_\_\_\_
- 8 \_\_\_\_\_
- 9 \_\_\_\_\_
- 10 \_\_\_\_\_
- 11 \_\_\_\_\_



ATTENTION !!

ATTENTION !!

ATTENTION !!

We need news!! In '83 lets all make a little effort to contribute news for our newspaper. It doesn't have to be a full article, it can be a one liner or you can if it is more convenient call it into my office at Chicago. People on the Railroad have said they really enjoy knowing what is going on in the different territories and departments on the Railroad. So let us hear from you on what is happening in your particular area on the Railroad, such items as who is getting married, who is having new arrivals in their families, who is retiring and also what is happening to our retirees (such as information about what they have been doing or if they have passed away). A lot of our readers really enjoy knowing what is going on with people around our railroad, its like a way of communication between us all.

So if you have any articles, jot them down and send them in to the people in your area. In the Savanna Area we have C. E. Ross or Esther Nast, in Muscatine we have Betty Merideth, and in Terre Haute for the time being we Ray Williams until he retires - in any of the other territories please feel free to call or write me , the Editor.

THANKS FOR ALL YOUR NEWS AND SUPPORT ! !

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ARTICLES CAN BE SUBMITTED ON THE FOLLOWING:

Article contributed by: \_\_\_\_\_  
LOCATION : \_\_\_\_\_

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\_\_\_\_\_

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I hope in '83 we can get some articles from the Engineering Department, Signals and Communications Departments as well as the Mechanical Department on special projects and things they are doing on our railroad to make it more efficient.

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