



SOUTHERN DIVISION

NEWSLETTER

JUNE 1, 1983



The Marion depot, a symbol of the railroad's importance to the community

The above picture alongwith the article on page 6 & 7 was sent in by Mr. John Feiereisen, Retired Asst. Director Station and Yards, System.

The Mid-America Chapter of the American Red Cross in Chicago, in one of their recent publications, calls our attention to something that perhaps has affected most of our lives. They point out that economic hard times dramatically increase the risk of injuries and physical and mental illness - and the increase is greatest among the middle class, according to a study conducted at the University of California among 6,130 residents to determine the economy's impact on their lives and health. TO MEET THESE PERSONAL NEEDS:

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

How good are your health care skills?

Your family's health is in your hands. Are you prepared to handle things properly when one of them gets sick? Test yourself. Find out how much you know about first aid, home nursing, accident prevention and keeping your family healthy. This is not a pass or fail test. Its purpose is to tell you how effective you'll be at meeting and preventing common home emergencies.

1 Temperature should be taken under the following conditions:

- a Whenever a person complains of feeling ill or shows signs of illness.
- b Whenever there is a headache, pain in chest or abdomen, sore throat, chills, vomiting, diarrhea, skin rash.
- c During illness, once or twice a day.
- d All of the above.

2 How long do you hold the thermometer in place when taking a rectal temperature?

- a 1-2 minutes.
- b 2-4 minutes.
- c 5-7 minutes.
- d 7-9 minutes.

3 The normal pulse rate for an adult at rest is:

- a 50 to 70 beats per minute.
- b 70 to 90 beats per minute.
- c 90 to 110 beats per minute.

4 Proper first aid for a first degree burn is:

- a Cold water.
- b Butter or margarine.
- c Application of ice directly to the burn.

5 What kinds of wounds should be washed?

- a Only small wounds.
- b Only large, dirty wounds.
- c All wounds.
- d No wounds.

6 If a compress becomes soaked with blood:

- a Replace the first compress with a new one.
- b Use your bare hand instead of a compress.
- c Add a new compress on top of the first one.
- d Remove the compress and squeeze a pressure point.

7 Your doctor has ordered you to stay on a bland diet. He probably wants you to restrict:

- a Milk, cream, eggs.
- b Pureed vegetables and fruits.
- c Tender meats.
- d Coffee and tea.

8 The person who must remain in bed must be moved frequently to help:

- a Circulation.
- b Muscle tone.
- c Prevent pressure sores.
- d All of the above.

9 In preventing shock, which is correct?

- a Keep the victim as warm as possible.
- b Keep the victim as cool as possible.
- c Maintain a normal body temperature.

10 What is the first step for a conscious victim of poisoning?

- a Call the poison center.
- b Give water or milk to drink.
- c Cause vomiting.

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ANSWERS:

(1) d (2) b (3) b (4) a (5) a
(6) c (7) d (8) d (9) c (10) b

Score 10 points for each correct answer.

100 or 90 — Excellent: Your answers show you're prepared to handle most common home emergencies. Just remember, you can call Red Cross anytime anyone in your family needs health instruction.

80 or 70 — Good: But, there's room for improvement. Call Red Cross for a listing of the family health and home care courses available at your local chapter.

60 or below — You need help! Red Cross can help you learn what to do and how to do it. We'll teach you how to take a pulse, how to check blood pressure, how to change bandages.

Countless lives have been saved through safety and health skills learned through Red Cross courses. And because of these skills, millions of Americans live safer, happier, healthier lives.

The "Farewell" below is from a retiring Accounting Dept. Employee which really says it all.

May 6, 1983

Dear Friends and Co-Workers:

Am taking this means of saying "Good-bye" to all of you because I don't think I could withstand the emotional trauma of saying it personally to each of you.

Please do not "take up a collection" - sounds egotistical, but any group of people who would give up 7% of their salary so that we could keep our jobs would "take up a collection" for a farewell gift. I thank you for your gift of my job.

We have been through some good times and some bad times together - I will remember the good times and all of you.

Sincerely,

SPILL RESPONSE - CONTAINMENT AND CLEANUP

Congratulations to section foreman, Fred Hyle, and his crew for taking appropriate steps on April 5th in containing 2,500 gallons of diesel fuel spilled in a ditch from Engine 19 at Davis Junction, IL. Quick response with some common sense in constructing small earthen barriers in the ditch were instrumental in securely containing the oil and preventing a discharge to the stream. The containment of the oil provided sufficient time for the arrival of the Bensenville B&B crew supervised by Mr. Jim Goebel to construct additional containment barriers. A pipe skimming or syphon dam as illustrated by Photograph A was constructed to allow uncontaminated water to flow downstream, while the floating oil was held back and skimmed off the water with a portable sump and pump (Photograph B).

With the use of company personnel and equipment, virtually all the oil was recovered. A substantial amount of money was saved by having contained the spill close to the source and not having to call in a professional spill clean-up contractor.

Although the handling of this incident illustrates that common sense, quick response and a small amount of work can result in a significant savings to the company and prevent environmental contamination; caution should be exercised when hazardous or unfamiliar materials are involved. The Corporate Environmental Department headed by R. E. Fronczak, Director of Environmental Control, or R. A. Scholten, Environmental Specialist (ph. 312/648-3460 and 3439); Bureau of Explosives (ph. 202/835-9500), CHEMTREC (ph. 800/424-9300), or the Federal and State Environmental Agencies should be consulted prior to handling such materials.

Anyone becoming aware of a practice which causes or threatens to cause environmental problems should notify the Environmental Department, Room 809, Chicago.

ARTICLE By: R. A. Scholten
Engineering - Environmental Control
Room 809



PHOTO A

Pipe skimming dam used to contain oil while releasing uncontaminated water.



PHOTO B

Oil being skimmed from ditch with the use of a portable sump and pump.

YESTERDAY

Railroads brought fortune to Marion and carried it away



A past to remember, a future to report.

Lawrence
Dove

A 49-year
railroad
veteran



Raymond
Eckhart

Former
mayor
of Marion



Editor's note: This is the 10th in a series of Gazette Centennial features examining the history of Linn County.

By Christie Wallace

Gazette Marion Bureau

Some people believe Marion lost its spunk and promise when it relinquished the county seat to neighboring Cedar Rapids in 1919.

But others say that's not the real reason Marion became a suburb of Cedar Rapids, rather than the other way around.

Railroads — and not courthouses — determined Marion's destiny, according to two long-time residents who speak with the authority of eyewitnesses.

One was a boy and the other was an employee of the Milwaukee, Chicago, St. Paul & Pacific Railroad in 1918, when the railroad made a change the two men say also altered the direction of Marion.

Having the courthouse in town was more of a prestigious thing, said Raymond Eckhart, 78, a former mayor of Marion, who remembers when Cedar Rapids won a special election that determined a new courthouse would be built on Mays Island. Losing a railroad roundhouse in 1918 hurt Marion a lot more, he added, by taking away the jobs of many Marion residents.

The city's population was 4,000 to 4,500 at the time, Eckhart said, and the loss of the roundhouse caused it to stand still for a long time.

Marion didn't really begin to wake up and stretch until Collins

Radio was established on Marion's border.

HISTORY BOOKS, which tell of railroad deals made over a barrel of whiskey and several boxes of cigars, further document the importance of rail lines to the dueling neighbor communities in the late 1800s.

The Chicago, Iowa & Nebraska Railroad made it to Cedar Rapids in 1859, five years before the Dubuque Southwestern Railroad reached both Marion and Cedar Rapids. One Linn County History notes that when that first railroad reached Cedar Rapids, it "decided for all times the supremacy of the river site (Cedar Rapids) over the county seat (Marion)."

So intent were Cedar Rapids investors on protecting that lead, another historian adds, they sent a Major Bodfish to the 1860 state legislative session.

With the help of a barrel of whiskey and several boxes of cigars, he was able to persuade lawmakers to vote in such a way that westward expansion of the railroad was assured.

That was a disappointment to Marion financiers, who had hoped to influence legislators to provide, instead, an extension of the Chicago, Iowa & Nebraska Railroad to Marion.

Marion folks might have fancied they were making a comeback of sorts when the Milwaukee Railroad established a roundhouse at Marion in 1887. That railroad had come to

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Marion in 1872, according to one source.

BUT THAT COUP was dashed in 1918, when railroad officials relocated the roundhouse at Atkins.

"That was the biggest blow to Marion," said Eckhart, who wound up non-consecutive terms on the City Council in the 1940s, '50s and '60s with a two-year term as mayor. For many years, Eckhart also has owned and operated the antique shop that overlooks the site of the original county courthouse at 10th

Street and Sixth Avenue.

Eckhart was a teen-ager when his father helped dismantle the roundhouse, which was located on the present site of Katz Salvage & Auto Parts Inc. on Seventh Avenue.

"Marion was dead after that," commented Lawrence Dove, 92, a chief train dispatcher and 49-year employee of the Milwaukee Railroad. "They didn't have any other business then," he said. "They've been a sleeping town for Cedar Rapids since."

Dove started working for the railroad as a telegraph operator at the age of 16 in 1906. He was promoted to train dispatcher in 1916 and became chief train dispatcher for the railroad's Iowa East Division in 1938.

THE MILWAUKEE MOVED its roundhouse to western Atkins in order to save money, explained Dove. It had been paying employees for working a 100-mile run between Savanna, Ill., and Marion, when the two cities were only 90 miles apart. With five men on a train, the extra 10 miles were significant enough to convince railroad officials to change the roundhouse location.

Dove also believes the roundhouse move left a lasting mark on Marion.

Once Marion lost the roundhouse, where engines are changed and maintained, it also began to lose people, said Dove. At first, the loss didn't affect the city too much, he said, because the railroad ran a daily employee service train between Marion and Atkins. But eventually, people left in larger numbers, he recalled, and train business began to drop after World War II ended in 1945.

"If the government had put as much money into railroads as it had airplanes," Dove said, his voice trailing, things might have been different for Marion.

IT'S SAD, he continued, to see the passing of something that once was an integral part of progress and prosperity.

At the beginning of the century, "the railroads were just on top of things," said Dove. "They were at their peak."

But air and truck transportation became more popular and eventually took over, he said.

In 1895, when he moved from Maquoketa to Marion with his parents, Dove said, Marion was a railroad town. But in 1958, three years after he hung up his dispatcher's hat, the Milwaukee moved its division offices above the Marion depot to Perry, Iowa.

"The people that are living here now wouldn't know anything about that," he said. He estimates that 80 percent of the town's population has never ridden a train.

For years, Dove scheduled the box and passenger cars in a division that included Savanna, Council Bluffs and Perry.

"It used to be on every Monday, I'd have to figure on two stock trains," he said, recalling one of the specific duties he performed repeatedly during that period. But, of course, "that all died off."

Since his retirement, Dove has seen the Milwaukee Railroad discontinue passenger service to Marion in 1971 and end freight service in 1980. The once-powerful railroad is now in bankruptcy.

An empty depot and unused tracks that pass the place where a county courthouse once stood now are only reminders of a different time and way of life he used to know.

It sure is nice to see our retirees keeping in touch with one another.

Mr. Feiereisen has advised that at Marion, Iowa they have a Retired Milwaukee Men's and Women's luncheon that meets on the third Wednesday of each month .

Also a little birdie has told us that Mr. L. S. Dove still plays golf every Friday with the Retired mens league and that the only problem he has is that he hits the ball to far for his eyes. Well I think that is wonderful and if that's the only problem, Thank God.

Obituaries

Grace Doyle; pioneer steno at railroad

GRACE DOYLE, of La Grange Park, was was the first woman stenographer hired by the Milwaukee Road railroad.

Mass for Miss Doyle, 86, will be at 10 a.m. Saturday in St. Louise de Marillac Catholic Church, 1144 Harrison Ave., La Grange Park. She died at home Wednesday.

Miss Doyle went to work for the Chicago, Milwaukee, St. Paul & Pacific Railroad on July 13, 1913, as a stenographer in the car accountant's office. All other stenographers for the firm were men. She transferred to the treasurer's office in 1916 and was employed by the company for 53 years. She worked most of the years in Union Station.

"She loved the railroad," said Ann Bodigor, a family friend. "She and her brother, William, who died a year ago, both did. He had worked for the Milwaukee Road as an executive. That's what they talked about."

CHICAGO TERMINAL NEWS

GET WELL WISHES are expressed to Steve Barry - Assistant to the General Manager and NRPC Operations Officer who recently underwent surgery. GET WELL and we all wish you a SPEEDY RECOVERY!

CONGRATULATIONS to JIM and DIANA BROPHY on the arrival of their first child, a bouncing baby girl KELLY LYNN weighing in at 7lbs. 8 oz. on April 27, 1983. Jim is a carman at Chicago Union Station and the proud Grandfather is JAMES BROPHY, SR Car Foreman at Bensenville.

CONGRATULATIONS AGAIN!!!!

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WE NEED ABLE BODIES!!!

Last summer, Manufacturers Hanover Bank started its Corporate Challenge Series in Chicago. The MILWAUKEE ROAD entered a team in the second event of the summer, a 3.5 mile road race. The race, held on August 26th, had over 1,500 entrants and 150 Company teams. The MILWAUKEE TEAM, led by Lynn Neubecker and Bob Fronczak placed 48th in the men's division, 19th in the women's division, and 15th in the coed division. This year's races are scheduled for JULY 28 and AUGUST 25. The races are held in GRANT PARK and start on a Thursday night at 7:00 p.m. We are seeking able bodies to boost the team rank to the top 5 so we can bring home a plaque.

If you are interested, please contact BOB FRONCZAK or LARRY BRYANT in Chicago, Room 809, extension 3460 or 3461.

R. E. Fronczak
Director of Environmental Control

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KANSAS CITY AREA NEWS

On May 15, 1983 HAROLD SCULLY - Asst. Trainmaster at Kansas City pulled the pin after 37 Loyal and Faithful years on the Milwaukee. His friends on the Milwaukee as well as in the Kansas City Joint Agency wish him a long, healthy and happy retirement.

The SOUTHERN DIVISION would like to welcome to its family at Kansas City Mr. HOWARD LOVE, who previous was a Yardmaster at Kansas City and now is the Assistant Trainmaster replacing Harold Scully.

WELCOME ABOARD!!!!!!

PERRY, IOWA - THIRD WARD PARK FINALLY HAS A NAME !

The article to the right was taken from the Perry Daily Chief on May 3, 1983 and submitted by G. F. Keenan - District Claims Officer.

Park Board Member - Mr. Frank Connors is a retired Milwaukee Road Engineer.

Park named

The Third Ward park finally has a name — Hiawatha Park.

Hiawatha was the name of a passenger train that used to serve Perry, according to city officials.

The Perry Park Board Monday chose the name from about 17 suggestions. Park Board member Frank Connors is to check on getting a railroad caboose for the park to use as playground equipment.

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SAVANNA AREA NEWS

CONGRATULATIONS to JACKIE and KURT MASSIE on the arrival of their first child - CHRISTOPHER JAMES born on May 10, 1983 in Denver, Colorado. The proud grandparents are Iowa Conductor ED and RENEE MASSIE and Iowa Conductor JIM and PHYLLIS MARKEN all of Savanna.

CONGRATULATIONS!!!!

CONGRATULATIONS to MARY BELANDER and STEVE KLEIN, who were married on May 14, 1983 at Methodist Church-Savanna. STEVE has worked in line crews in the Communications Department and MARY is the daughter of Iowa Switchman CHARLES and MARY LOU BELANDER.

CONGRATULATIONS ON A HAPPY LIFE TOGETHER!!

GET WELL WISHES ARE EXPRESSED TO:

Former Savanna Yard Clerk RALPH "JERRY" GILMAN who recently had heart surgery in Iowa City.

Former Savanna Chief Crew Caller SAM CRISCI who had heart surgery in LaCrosse, Wisconsin.

GET WELL WISHES EXPRESSED FOR A SPEEDY RECOVERY!!

It's good to see retired Iowa Division Conductor HARRY BRENNAN back home on the front porch swing on warm sunny days, after spending the winter at Big Meadows Nursing Home. HARRY retired in 1965.

Sure was good to see W. C. LEHMAN retired Illinois Division Conductor who stopped in for a short visit.

CONGRATULATIONS to retired Iowa Division Conductor and Mrs. CHARLES REINHEIMER who celebrated their 42nd Wedding Anniversary with an open house at Buck's Barn, Savanna on May 15th. CONGRATULATIONS!!

CONGRATULATIONS! to MONICA MORFEY who was chosen Savanna High Schools Prom Queen for 1983. MONICA is the daughter of Assistant Foreman and Mrs. LARRY MORFEY.

CONGRATULATIONS!!!!

CHILLICOTHE AREA

Roadmaster D. O. "DON" BeVELLE and Wife DARLA, were on a weeks vacation, but I think it was more of a HONEY DEW vacation for Don, Honey do this and honey do that.

ROBERT "BOB" DORTCH, B. & B Foreman at Laredo, Missouri retired from the Milwaukee Railroad the first part of May. All your friends on the Milwaukee wish you a long, healthy and prosperous retirement.
CONGRATULATIONS!!

F. E. "BUZZ" HOWE, Operator at Chillicothe, MO will be retiring on or about May 30, 1983. BUZZ was hired on the Milwaukee Road as a telegraph operator January 31, 1953. On the Old D & I Division he was working from Amana, Iowa to Kansas City, MO. ALL YOUR FRIENDS on the Milwaukee hope you enjoy your retirement. CONGRATULATIONS.

Sure looks like Richard McMullen pictured on the right has some real fine luck when he went hunting in Adair County.

GREAT HUNTING JOB.



***Good
hunting***

Richard McMullen of Route 5 Chillicothe bagged this 22-pound gobbler while hunting last week in Adair County. It marked his second turkey kill of the season. McMullen hasn't missed bringing home a wild turkey from a hunt since the fall of 1979. — Constitution-Tribune Photo by Bob Carter.

WOMEN'S CORNER

The Brown Bag Seminar held on April 21 was hosted by Don Bessey - Milwaukee Road's Assistant Chief Engineer - Structures. Mr. Bessey talked about the Political Action Committees in short known as the PAC'S. It was pointed out in the talk that the Milwaukee Road's PAC will consider supporting candidates who fall into one or more of these categories.

- a friend of the Milwaukee
- a member of a committee that deals with legislation important to the Milwaukee
- a friend of the railroad industry in general
- pro business

This fund is increased by monthly deductions from PAC members' paychecks these being Milwaukee Railroad employees on Payroll #1, officers of the Company. Mr. Bessey did stress the point that all employees, whether union or management, can still make recommendations for the MILW's PAC to support political candidates by getting in contact with him or any other PAC member.

The Seminar held on May 26 was conducted by Deborah Lein of the Operating Department. Ms. Lein talked on dimensional shipments which are oversized or unusual-sized loads. The movements of such loads which require a great deal of planning-- from the arrangement of special equipment to the determination of special routing. Ms. Lein had a slide presentation alongwith her talk.

UPCOMING MEETING

The Meeting scheduled for June 30th will be hosted by Don Wiseman, Milwaukee Road's Vice President - Sales and Service. Mr. Wiseman's slide presentation will cover the effects of the GT Rail System and the Milwaukee Road's.

The JULY 27th meeting will present Lon VanGemert, Area Manager Sales, Southern Division and Bill Kranz, Director of Customer Service also of the Southern Division.

ATTENTION PLEASE

Once again, if there is any who wishes to be added to the mailing list please call Jayne Phillips on Ext. 3273 or write here in Room 724.

Also, if there is someone you would like to hear speak or a topic you would like presented, send your suggestions in to Jayne Phillips in room 724.

Excerpts courtesy of the Newsletter/Brown
Bag Seminars (dated May 6, 1983)

The Milwaukee Journal, April 27, 1983

Railroad cutting back on diesel house

The Milwaukee Road is cutting way back on what remains of its diesel house at 3301 W. Canal St. The diesel house, where locomotives are repaired and maintained, employs more than 50 persons. More than half will either be transferred to Chicago or Twin Cities facilities or lose their jobs, a Milwaukee Road spokesman said.

Already, the diesel house is much smaller than in days past, observers noted. In the future, the Milwaukee Road spokesman said, "Milwaukee will have a facility to handle the necessary locomotives, but it won't be anywhere near the size" of the present operation. The shift of work away from Milwaukee and into Chicago and the Twin Cities is part of the bankrupt railroad's reorganization plan, which calls for a streamlining of services.

I would like to thank Mr. Lawrence Dove, and Mr. Feiereisen for the articles they submitted and I really appreciate your input. Keep in touch and don't let those balls get away from you Mr. Dove.

Editor

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It's that time of the year again, when Vacations start, so I hope everyone has a safe, and fun filled vacation where ever it might be. REMEMBER!

NOTHING ARRIVES MORE SLOWLY AND PASSES MORE QUICKLY
THAN A VACATION.

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C. E. Ross - Operator - Savanna
R. Williams - Terre Haute
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And all those who contribute their little bits and pieces to OUR Newsletter.

Don Sullivan - Chief Clerk
Superintendent's Office
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