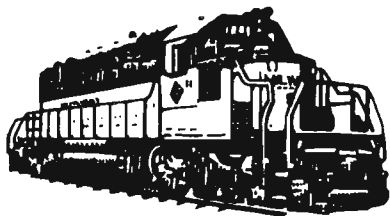


PULLING FOR SAFETY



THE MILWAUKEE RAILROAD

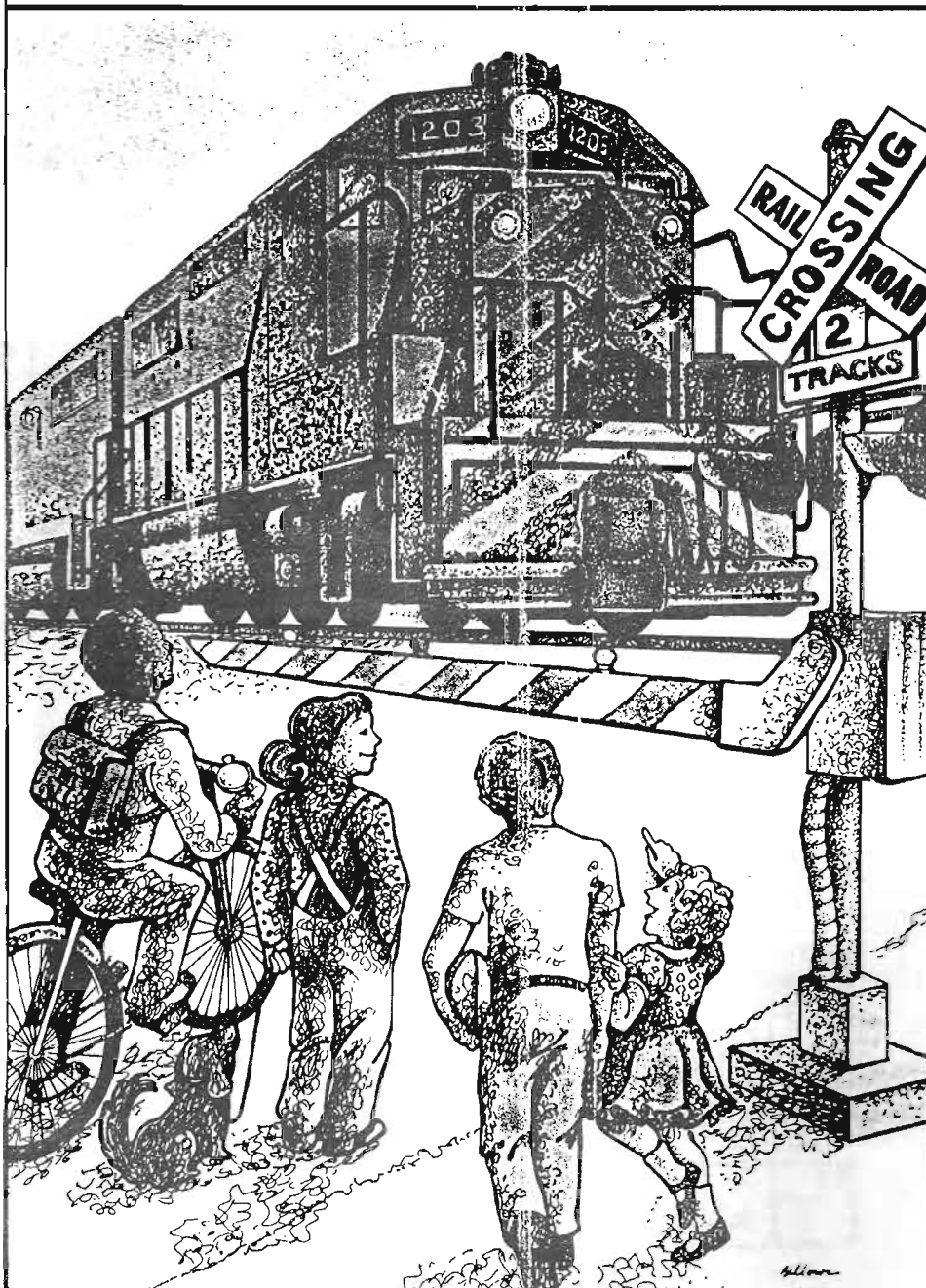
SOUTHERN DIVISION

NEWSLETTER

9-1-83

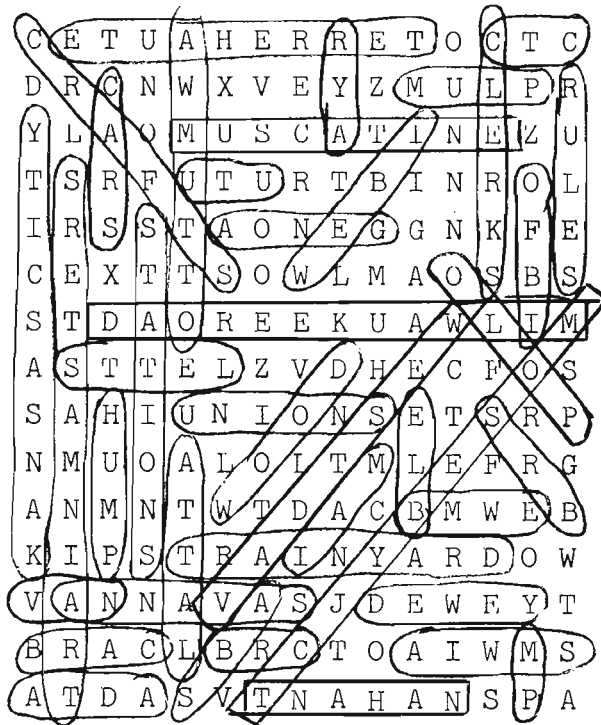


Safety With Trains

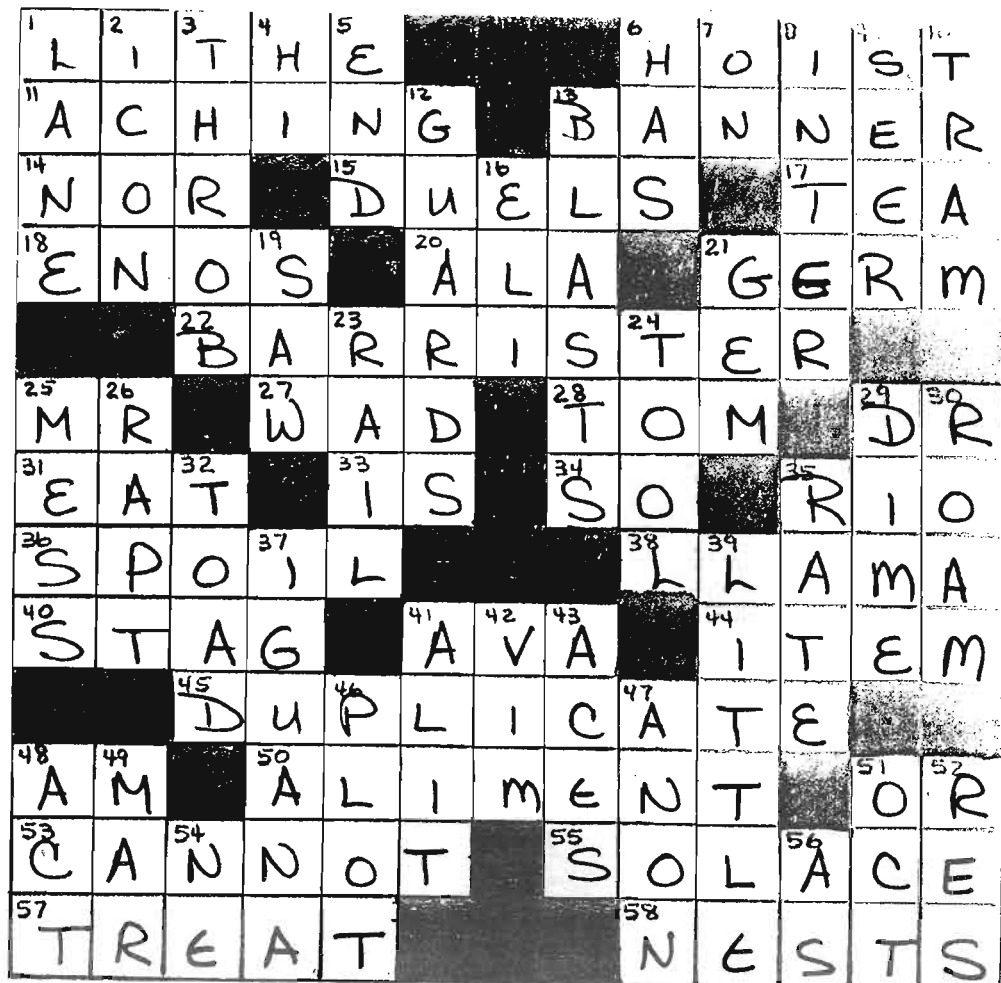


ANSWERS TO PUZZLES FOUND IN THE AUGUST NEWSLETTERS:

1. Word Find Puzzle:



Crossword
Puzzle





OFFICE OF SOCIAL COUNSELING
BOB HICKLE, DIRECTOR

Now that we all have had a vacation from these letters, perhaps it is time to begin again. The response to our previous letters was favorable, and a number of people have requested their renewal. So here we go again!

I talk about the illness of alcoholism a lot in these letters, so maybe you are entitled to know what I define as "alcoholism." Others have other definitions, but this works for me.

Just ask yourself these questions, and answer them honestly. If the answer to one is "yes", you are very likely an alcoholic. If the answer to two or more of them is "yes" you most assuredly are an alcoholic, and if the answer to all there is "yes" pack your bag and give me a call. You're in real trouble!!

QUESTION NUMBER ONE! Does alcohol interfere with any major area of your life? Your family, your finances, your job, your self-respect, your relations with others, with the law?

QUESTION NUMBER TWO! Do you undergo a personality change when you drink? A gentle person becomes mean, a careful person becomes reckless, a dependable person becomes undependable. The list is endless.

QUESTION NUMBER THREE! Do you drink more than you intend to? Not everytime at first, but with increasing frequency? If we could ask only one question, this would be the one. Can you prescribe how much you are going to drink once you start?

You will notice that I haven't mentioned what time of the day you drink, whether you drink alone or with somebody, whether you drink beer or the hard stuff, or whether you pay \$18 a bottle for your wine or 98 cents. The only question is WHAT HAPPENS WHEN YOU DRINK? Let's talk about it.

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OUR GET WELL WISHES are expressed to BOB HICKLE as he has been taken ill suddenly. Hope your doing fine, and our get well wishes for a speedy recovery.

RACING RESULTS FROM GRANT PARK!!!!!!

RACE I

From: Robert E. Fronczak
Department: Engineering
Title: Director of Environmental Control

Race I of the 1983 Manufacturers Hanover Bank Corporate Challenge Series was held in Grant Park on Thursday evening, July 28, at 7:00 p.m. It was one of the hottest days of the year with the temperature at the Lakefront near 100°F. Although some of the racers needed medical attention, most Milwaukee personnel made it through the race with difficulty, but without the medical help.

The following is a list of the Milwaukee finishers in order of finish:

<u>Name</u>	<u>Department</u>	<u>Time</u>	<u>Time Per Mile</u>
Robert E. Fronczak	Engineering	21:14	6:04
Paul Angarone	Operating	22:08	6:19
Carmen Taglia	Marketing	23:33	6:44
Bob Crisci	Marketing	27:41	7:55
Jack Bauer	Engineering	29:31	8:26
Lynn O'Halloran	Personnel	30:58	8:51
Pete White	Marketing	31:31	9:00
Chris Kinney	Marketing	37:13	10:38
Susan Bosley	Marketing	37:40	10:46

The Milwaukee Team finished 27th out of 42 in the Women's Division with a total time (3 women) of 105:51. The Men's Team finished 35th out of 94 teams with a total time (5 men) of 124:07.

So far 25 entree forms have been received for the second race of the series to be held on Thursday, August 25th, at 7:00 p.m. in Grant Park.

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R.E. Fronczak

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SAFETY WITH TRAINS 9 easy steps to follow:

1. Look both ways always before you cross any Railroad track - and especially be careful when there are no crossing gates.
2. When a crossing gate is down, it means a train will soon be passing. Why duck under the gate and take a chance?
3. Walking on railroad tracks may seem like fun, but you are taking a chance of being hit or run over by a train.



SAFETY WITH TRAINS, cont'd

4. When in a car, even if not the driver, look both ways and listen for the whistle of an approaching train. And drivers, of course, should obey all signals and signs.
5. A sure way to hurt yourself is to hop rides on trains.
6. Crawling under, between, or climbing over the cars of a standing train is inviting trouble. What if it should start up suddenly?
7. Railroad property and bridges are not the place to go fishing, hunting or swimming.
8. Passengers and railroad workers have been injured from someone throwing stones and other objects, or shooting, at trains and engines.
9. Switches and signal lights are for the safety of trains and the people traveling on them. Tampering with them might easily result in a serious railroad accident.

THE MOST IMPORTANT TIP - and probably the easiest to remember - can be expressed in just a few words: STAY CLEAR OF RAILROAD TRACKS.

You wouldn't think of playing on an expressway or on the runway of a busy airport. So please remind your children that you don't play on the tracks of a railroad, cross only at crossings and pay attention to the signals put there for your protection.

We all need to heed the SIGNS OF LIFE:



CHILLICOTHE AREA NEWS:

JACK WARREN JONES, Age 56, passed away on July 26, 1983 after having a second by-pass operation on July 23, 1983.

JACK was a retired telegraph operator from West Wye Tower, in Kansas City, MO. Jack started his career with the Milwaukee Road in 1946, and retired in December of 1980, account of health reasons. Jack mostly worked at West Wye Tower but he also worked at Seymour Tower and Missouri River Drawbridge.

MY SON ----- C. A. "PETEIE" and his fellow team mates, won 3rd place in Chillicothe's T Ball Games. Out of 6 games, (which just about got old Dad down) they won 4 and lost 2. Not bad for a bunch of Six Year Olds, who really didn't know much about the game. Congratulations.

WHAT! R.L. and E. N. went Rabbit hunting in the Summer? or at least that would be my guess, seeing how they killed 2 rabbits. HA! HA!

Happy 23rd Birthday to WENDY B. too bad, you had to spend your birthday in CHILLICOTHE.

TIM BOYLAN is off sick at the Drawbridge, Good Luck Tim....

RON ATWELL
Chillicothe

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OTTUMWA NEWS FLASH!

CONGRATULATIONS to JIM SIEVERDING on his promotion to Mechanic-in-Charge at Muscatine, Iowa. Jim was a carman at the Ottumwa Car Department. Good Luck !!!!!!!!!

Best wishes to MR & MRS. "BABE" REARDON who will celebrate their 40th Wedding Anniversary on August 21st. Babe is a carman at the Ottumwa Car Department. CONGRATULATIONS !!!!

Michele

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ATTENTION!!!!

Anyone wishing to be put on the mailing list for the Newsletter can do so by: Sending in their Name, Room Number, or address if they are retired, or in the field your Location where you receive mail, and I will see to it that you receive copies of our Newsletter every month.

SEND TO: Sandy Willett - Superintendent's Office
Room 107 Southern Division
Chicago Union Station

LOOSE in the CABOOSE?



WATCH FOR
SLACK ACTION

PAGE 7



SAFETY SECTION • ASSOCIATION OF AMERICAN RAILROADS

Poster No. 671

CHICAGO TERMINAL NEWS

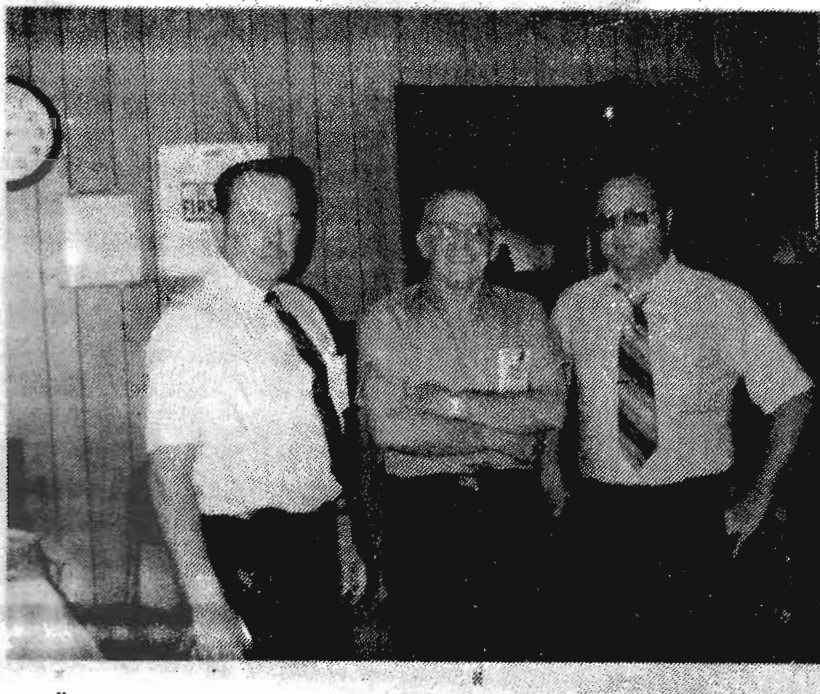
Bensenville Material Division:

BOB RUNYAN, Storekeeper at Bensenville, Illinois retired June 24, 1983 after more than 32 years of service. Bob came from Savanna and commuted for the last three years. Now Savanna is stuck with him all the time. Just kidding, Bob, all your friends in the Material Division and the Railroad will miss you.

Pictured at the right are:
John Hohenadel - Diesel House
Manager, BOB RUNYAN,
and Mike Urfer, Division
Material Manager

* * *

We would also like to welcome
RICH WALDMAN from Milwaukee,
Wisconsin who will be filling
the job of Traveling
Storekeeper, based out of
Bensenville!!!



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CONGRATULATIONS AND BEST WISHES to the proud parents,
JAYNE and TOM PHILLIPS on the birth of their son
GUTHRIE LINCOLN PHILLIPS, born August 12, 1983,
weighing in at 8 lbs. 7 ozs. Jayne is the Asst.
Manager Marketing and Pricing here at Chicago Union Station.
Mother and baby are doing fine.

CONGRATULATIONS!!!!!!

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D & I Conductor O. J. "LUCKY" FLOETL retired July 19, 1983
after 35 years of service with the Milwaukee Road. Lucky
as most of his friends, co-workers and commuters called him
retired while working for NIRC as a Conductor on the West Line.
Lucky's pleasant smile and cheerful ways will be missed
by all his co-workers and commuters.

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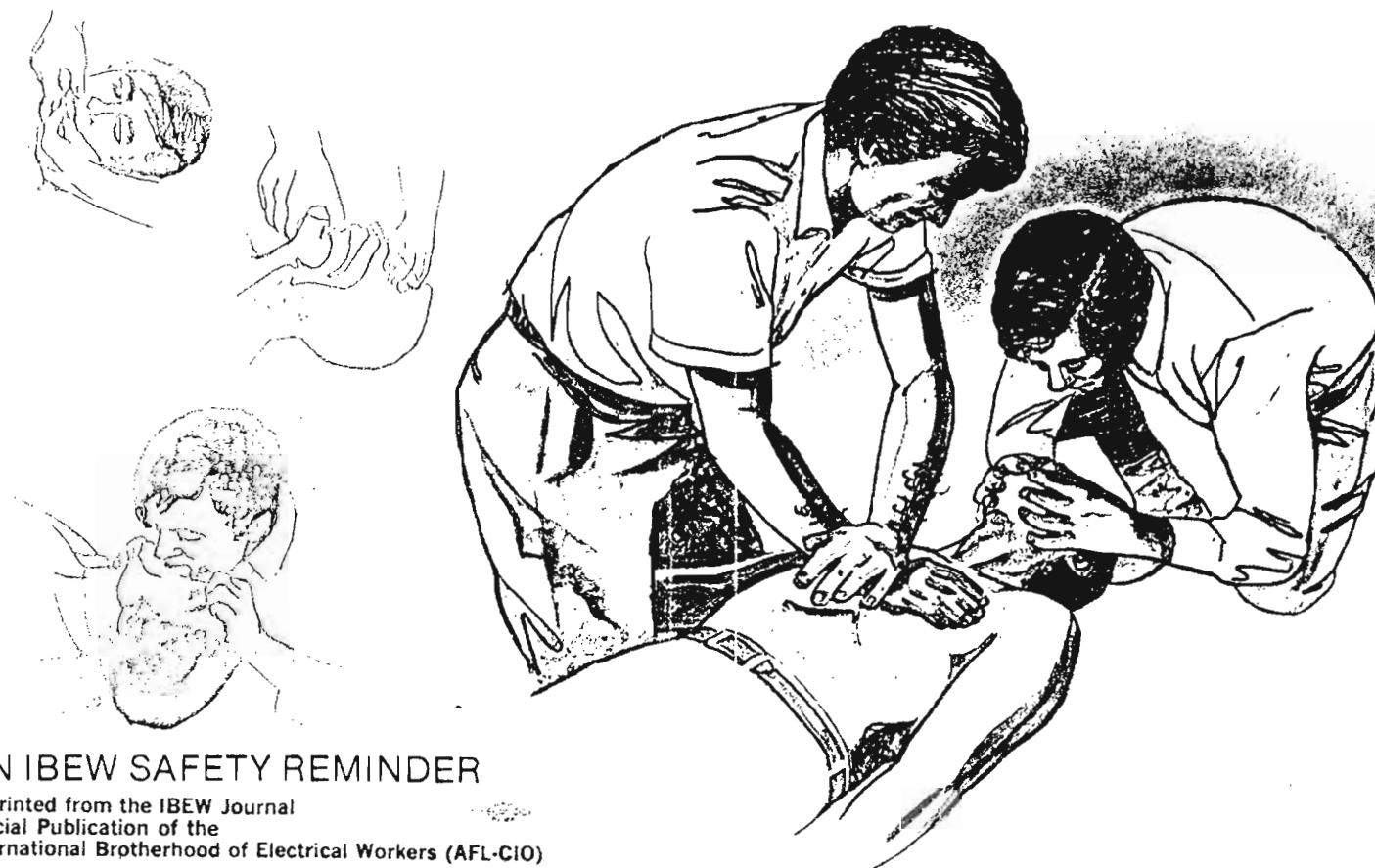
CPR *in Basic Life Support* for Cardiac Arrest

When a person cannot breathe for himself due to electric shock—drowning—asphyxiation, **you** may preserve a life if you do the following at once: The first several seconds are vitally important. **Do not delay** to summon doctor or aid, transport victim or give secondary first aid.

- **Turn head to side.** Remove any obstruction in throat or nasal passages.
- **Tilt the head back** with victim on his back, neck fully extended.
- **Elevate victim's jaw** into jutting out position by inserting thumb between teeth, grasping lower jaw and lifting it forcefully upward.
- **If air passage is not yet cleared**, clear at once with several sharp blows between shoulder blades.
- **Open your mouth wide** and cover victim's mouth completely by placing your mouth over his with **airtight contact**, also **closing victim's nose** by pinching it between thumb and finger.
- **Blow Air** into the victim's lungs until you see the chest rise (less forcefully for children); remove your mouth and let him exhale. If chest does not rise, check steps above.
- Repeat step No. 6 approximately 12 times a minute until victim revives. (20 times a minute for children.)
- **Only after mouth-to-mouth breathing has been**

started should a check be made to see if external cardiac massage is necessary. Determine whether the heart has stopped beating by checking the victim's pulse in the carotid of the neck—the large artery on either side.

- **If there is no pulse**, start the external cardiac massage procedure by placing the heel of one hand over the lower third (the "sternum") of the breastbone and the other hand on top of the first.
- **To start the cardiac massage**, compress the breastbone toward the backbone by exerting downward pressure on your hands with the weight of your upper body, while mouth-to-mouth breathing is continued by a second person. The breastbone should move 1½ to 2 inches in adults. Pressure is then released quickly. This cycle is repeated 60 to 80 times per minute on adults, 80 to 100 times per minute on children. [Children's chests are not as strong as adults'. The massage on children up to 10 years old can usually be done with one hand.]



AN IBEW SAFETY REMINDER

Reprinted from the IBEW Journal
Official Publication of the
International Brotherhood of Electrical Workers (AFL-CIO)

Below are the results of the July 27, 1983 Brown Bag Seminar held in Room 107A along with the upcoming meetings to be scheduled.

On July 27 Vince Crisci, Director - Freight Claims Prevention, and Phil Marbut, Manager Hazardous Materials Control, spoke to 33 Brown Bag Luncheon attendees about a section of the Operating Department --freight claims prevention.

This section of the Operating Department can be broken down into three areas -- freight claim prevention, station agencies and hazardous materials. Freight claims prevention has ten primary functions. The most important function today is the work done with shippers to establish proper loading methods to reduce claim payments. At one time the department's main function was to work train derailments and estimate losses. But, today, because of improved roadbed, better maintained cars and the emphasis on proper loading methods, freight claims prevention spends more time preventing freight claims than estimating freight claims.

In addition to preventing freight claims and estimating losses after derailments, freight claims prevention also is responsible for the transfer of distressed loads (a load that has been sideswiped, bad ordered, etc.). They are responsible for trying to reduce overloads by charging shippers for loading too much weight into a car. Freight claims prevention sets up test loads for new shippers. They study auto claim payments, monitor auto inspection reports and inspect auto loading at auto ramps. They maintain all temperature records on perishables moving on-line. They investigate and acknowledge all claim inquiries, movement records, derailments, bad orders, transfer, etc., and investigate the handling of all errors in delivery to connecting lines.

Vince Crisci said one way the Milwaukee Road has been able to reduce claims was to establish goals. In 1976 the ratio of the amount of freight claim payments to revenue brought in was .0241; in 1980 after establishing a goal of .0200, the ratio was brought down to .0204; in 1981 the ratio was reduced dramatically to .0116; in 1982 to .0113 and for the first six months of 1983 the ratio has been cut to .0063. The national average for this ratio is .0075 but Vince said he would like to see the Milwaukee Road's ratio down to .0025.

Harold Mitcham, District Manager-Sales, who attended the meeting, said freight claims prevention is very important to his area of the railroad -- the movement of automobiles. He said that the average carload revenue is \$650 whereas the average revenue on the movement of automobiles is \$1100 per carload. Harold said last year claims on automobile traffic were \$10.87 and this year (for the first five months) the average claim per car was \$4.11. He felt this was an important factor in being able to capture automotive traffic.

Phil Marbut said although 60% of the tonnage of hazardous materials move via highway, air, water or pipeline, 70% of the gross ton miles move via the railroads. To facilitate the Milwaukee Road's share of hazardous materials (which was approximately 9,200 carloads for the first six months 1983, Phil must keep current with federal and state regulations. He must monitor railroad handling for compliance with those regulations, investigate accidents and recommend prevention activities, design training programs and train appropriate field officers.

Vince Crisci handed out at the meeting a dictionary of standard terms put out by the Damage Prevention Section of the Association of American Railroads and said if anyone were interested in obtaining copies to please contact Terry on extension 3407.

Upcoming meeting

The next Brown Bag Seminar will be held August 16. The speaker will be Jim Schwinkendorf, AVP-Operations. Jim will be making a presentation on the various operations that go into the makeup and movement of trains.

A second August meeting is scheduled for August 30. The speakers will be Lon Van Gemert, Area Manager Sales, and Bill Kranz, Director of Customer Services. The format of the presentation will be somewhat informal. Messrs. Van Gemert and Kranz will give a brief discussion on how their departments work together and with other departments of the Milwaukee Road. They will then open the floor for questions. So bring your questions with you -- they'll be willing to answer everything from "how do you sell a railroad" to "what do you do when you can't find a customer's car".

The September meeting will present Bud McKenna, Director-LMAG, Gordon Jonasson, Director-Operations, Dave Schrupp, LMAG-Representative and Ty Rammelfanger, LMAG-Representative Non-Oper. A panel presentation will be made on LMAG (Labor Management Action Group), scheduled for September 20.

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A good cool snack for the summer months is JELLO SQUARES.

They hold up in any type of weather and do not melt when out of the refrigerator.

RECEIPE: 4 Pkgs of your favorite Jello (regular size)
 3 Envelopes of Knox Gelatin
 4 Cups Boiling Water

Mix ingredients all together, pour in
9/12 baking pan and let sit. Cut into
squares and serve.

Guarantee that they will not melt and it is a good snack for
children as well as adults . Very refreshing.

WORD FIND PUZZLE

Riding the Rails: Trains

Ballast

Berth

Caboose

Car

Chair

Depot

Diesel

Freight

Frog

Fusee

Gondola

Grade

Locomotive

Mail

Mogul

Pig

Pilot

Porter

Siding

Sleeper

L U G O M O C O P G F F O H S P R N Y

A S H R S A O I O V X U T T O L I P A

R L T P R A H R K S Z A S R U Q M F R

C E P R Q Z F I J I V D I E S E L J D

E E T S A L L A B D T Y V B E D A R G

G P H R Y C B H L I C B M T R U C K I

E E G O O X K C E N Q A C X W N H D G

L R I R N P C S M G I L B B S T E A M

T B E E T R E S T L E O D O Y P I G K

S F R D J W D F N P S D M B O X M L O

I T F N L S T A T I O N E T I S R P T

H M K E V I T O M A C O L A A Q E S L

W T V T U E G L R T C G D H C T I W S

Station

Track

Steam

Trestle

Switch

Truck

Tender

Whistle

Ties

Yard

Puzzle submitted by:

W. J. Beyer, Savanna, IL

Answers to appear in
the October Issue

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SAVANNA AREA NEWS:

CONGRATULATIONS to DICK and BONNIE BLAIR proud parents of ANDREA born July 15, 1983. Grandparents are Iowa Division Conductor and Mrs. D. W. ADAMS and Savanna Clerk JOSEPHINE CHAMBERLAIN.

GET WELL WISHES to ROGER JOHNSON of Nahant Mechanical Dept. who was seriously injured in a motorcycle accident recently. Roger has been in a coma in St. Anthony's Hospital, Rockford since the accident.

Our SYMPATHY to the family of PAUL DIDATO, Retired Clerk Council Bluffs who died recently. He was a brother of Clinton Chief Clerk Michael Cravatta.

C. E. Ross

and

Esther Nast

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

GOOD FOOT CARE - A LIFETIME INVESTMENT

Three simple practices of foot care can help to keep feet in good condition:

- ☐ keep them clean and dry
- ☐ wear well-fitting shoes
- ☐ use your feet regularly - walk rather than ride, for instance.

SOME COMMON FOOT AILMENTS

☐ CORNS AND CALLUSES: accumulations of dead skin cells that develop at points of pressure or friction. A corn is coneshaped, with the broad base on the surface and the point directed inward. The pressure of that point on the soft tissue of the toe or sole may cause pain. A callus is flat and protects the inner layers of skin; but the callus itself does not penetrate beneath the skin.

A non-medicated corn plaster may give some relief. Soaking the foot in hot soapy water may help soften a painful corn. Do not attempt to cut it away yourself; consult a PODIATRIST (foot specialist). Properly fitting shoes are the best preventive.

☐ BUNION: an enlargement of the joint at the base of the big toe, caused either by growth of the adjacent bone or by a weakness in the muscle of that toe. Wider shoes may provide some relief, but treatment of the basic problem requires attention by a podiatrist.

☐ ATHLETE'S FOOT (TINEA PEDIS): an infection caused by fungi that multiply in the dampness and warmth of perspiring feet. Keeping feet clean and dry helps prevent athlete's foot. Any one of several over-the-counter preparations may help relieve the itching and scaling. Severe cases that persist for several weeks require the attention of a physician or DERMATOLOGIST (a specialist in skin diseases).

☐ WARTS: small growths caused by viruses. A wart usually disappears by itself. If it is located where it causes discomfort, such as between toes or fingers or on the scalp, you may want a doctor to remove it.

☐ INGROWN TOENAIL: a condition in which the sides of the nail are more grooved than usual and grow into the flesh of the nail groove. It is often painful. The corner of the toe where the nail becomes imbedded can become infected. The most common cause is improper nail trimming. Cut nails straight or leave the nail a little longer at the outer edges than in the middle. A podiatrist can trim your toenails properly and teach you how to do it.

Patient Education Council

LAST MINUTE NEWS:

CONGRATULATIONS!!!!!! VINCE LENSING - District Manager Sales made a "HOLE IN ONE" at the Heels Golf Outing on August 18th at the Nordic Hills Country Club in Itasca, IL . The "HOLE IN ONE" was made at the 12th hole, and consisted of 101 yards.

CONGRATULATIONS GREAT SHOT !!!!!!!

DON GREEN has returned to work on August 15th following by-pass surgery. Great to see you back!

CONGRATULATIONS to MICHELLE and CRAIG VOLQUARDSEN who were married on July 17, 1983. Michelle is the daughter of Iowa Engineer DARWIN and MRS. PADDOCK of Sabula, Iowa.

CONGRATULATIONS !!!!!!!

July was the month for retirements in Chicago Union Station :

CONGRATULATIONS and BEST WISHES to all of the following employees who have retired from the Milwaukee.

FRANCES MEYERS - Bureau Head of the Bookkeeping Bureau who retired on July 8, 1983 after 40 years of service with the Milwaukee. An Open House was held for Frances on July 8th.

SALLY JANULAITIS - AFE Analysis Clerk of the Billing Dept. Retired on July 29, 1983 after 28 years of service with the Milwaukee.

FRANK WOROZAKEN - Jt. Facility Clerk of the Billing Dept. Retired on July 29, 1983 also after 29 years of service. A double celebration was held for Sally and Frank on July 29, 1983 following a luncheon held in their honor.

Our Best Wishes to all for a long, healthy,
and happy retirement.

CONGRATULATIONS. !!!!!!!

OUR DEEPEST SYMPATHY is expressed to the following families on the recent loss of their loved ones.

TED ZIELEN - Retiree from the Regional Accounting Dept as well as a former employee who worked at Bensenville passed away suddenly.

JOHN KERWIN - Retired Rate and Bill Clerk from Bensenville passed away suddenly.

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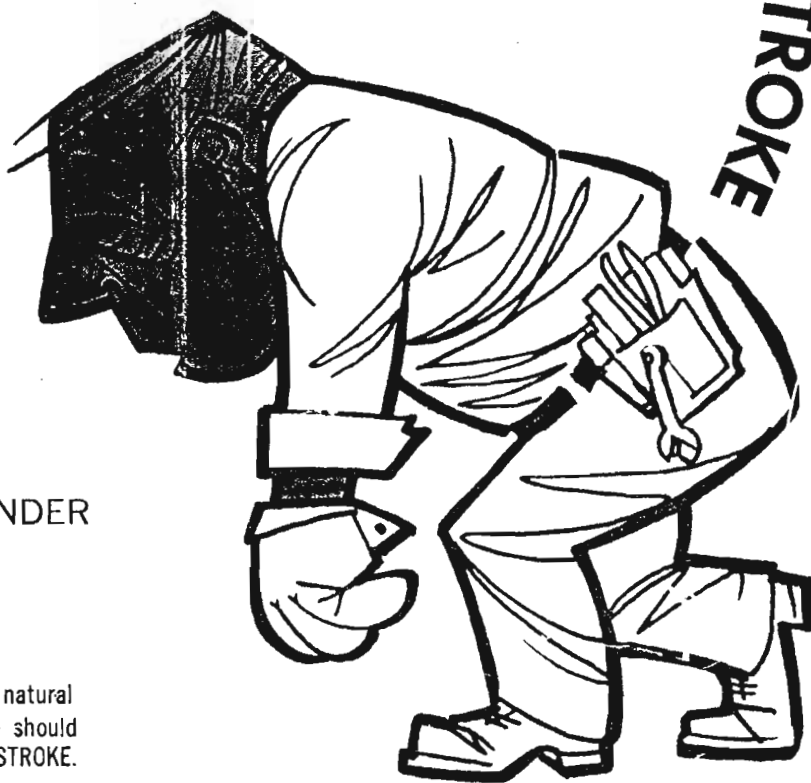
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CONGRATULATIONS AND BEST WISHES to all those celebrating Anniversaries, Birthdays, and any other special occasions during the month of SEPTEMBER.

CONGRATULATIONS.

KNOW THE DIFFERENCE BETWEEN HEAT EXHAUSTION AND HEAT STROKE

summer dangers



AN IBEW MONTHLY SAFETY REMINDER

Working and Playing . . . in the summer sun is a natural part of our daily lives. However, there are dangers we should be aware of. They are HEAT EXHAUSTION and HEAT STROKE.

HEAT EXHAUSTION is a body reaction to heat characterized by fatigue, weakness, and possible collapse due to intake of water inadequate to compensate for loss of body fluids through sweating. The victim may be pale, tired, and have clammy skin with heavy sweating.

First Aid for Heat Exhaustion: Move the victim out of the sun and heat, have him lie down, apply cool wet cloths, give him sips of salt water (one teaspoon per glass of water), if the victim vomits, do not give any more fluids. Usually the victim will recover with rest.

HEAT STROKE is a most serious reaction to heat. It is characterized by extremely high body temperatures and disturbance of the sweating mechanism. The skin will be hot, dry, and red. Heat stroke is an immediate life threatening emergency for which professional medical care is urgently needed. Call for a doctor or other professional medical assistance at once.

First Aid for Heat Stroke: After calling for a doctor or other professional medical assistance, first aid efforts should be directed toward cooling the victim's body. The following first aid measures are applicable when body temperatures reach 105 degrees Fahrenheit: take off the victim's outer clothing, repeatedly sponge the skin with cool water or apply cold packs until his temperature is lowered sufficiently. If the victim is conscious, give him sips of salt water (one teaspoon per glass of water). Do not give stimulants of any kind.

HEAT EXHAUSTION and HEAT STROKE can be prevented. Wear light colored, loose-fitting clothing and a hat in the hot sun. Drink plenty of water and take a little more salt than usual with regular meals. Do not overdo the salt; too much is not good for you.

THANKS to everyone who sends in
all our articles and keeps me
advised as to special dates, promotions
and events happening to our employees,
retired employees and anyone affiliated
with the railroad. Without your efforts
this Newsletter wouldn't be a success
as it is.

THANKS AGAIN!!!!

Sandy

It's that time of the year when the children
are back in school, the summer is gone, vacations
all used up (some of them) and the prettiest
time of the year, when the leaves start to turn
colors. I hope everyone's summer was safe
and a happy one. It's also that time of the
year when we start to think of next years vacations
and of course all the holidays coming up:
Thanksgiving (4 days, Hooray!!) and of course
Christmas which is ONLY 115 days away from
the 1st. of September, and last but not least
the good old Budget days.

Sandy Willett - Editor
Superintendent's Office
Room 107 Chicago Union Station

E. Nast - Savanna
C. E. Ross - Savanna
B. Meredith - Muscatine
Ron Atwell - Chillicothe

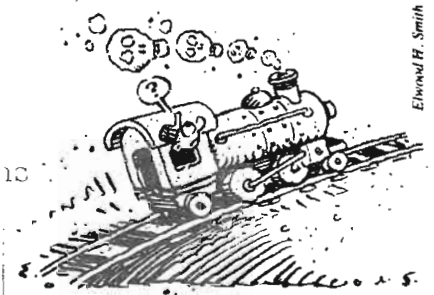
Don Sullivan - Chief Clerk to
Superintendent
Room 107 Chicago Union Station

Mysterious Train Tragedy

In one of the worst train disasters ever, there was no collision, derailment or fire—yet more than 500 people died.

On March 3, 1944, Train 8017 left the Balvano-Ricigliano Station in the mountains near Salerno, Italy. Its two locomotives pulled 42 empty boxcars, four coaches and a caboose.

The train puffed up through tunnels and a viaduct to a steep-graded, two-mile, S-curve tunnel. Inside, something went wrong: The train, overloaded by 11 tons, couldn't move forward. Its wheels slipped uselessly on the icy tracks, then the engines stopped. The brakeman, Michele Palo, was in the caboose—the only car not fully in the tunnel—and got out to see what had happened. Inside the tunnel, 521 people lay dead on the train. Palo ran toward Balvano for help and came upon the assistant stationmaster, who



had been informed that the train was two hours overdue at the next station and had set out to investigate.

"They're all dead!" shouted the brakeman. He was not correct—five besides himself remained alive, but deadly carbon monoxide gas from the engines had killed the rest.