



For the enjoyment and edification of model railroad operators

Increased traffic, tonnage, highlight busy summer on Progressive Rail

Dissention brews among crews over “reverse seniority” practices

Summer brought higher tonnage and traffic on Progressive Rail with an additional train and modest hike in traffic—approximately ten percent. The former UP route to Canon Falls purchased by PGR, gives both railroads additional traffic.

Controversy among crews boiled over during the final week of July, as non-union members of the July 26 operating crew challenged the reverse seniority practices followed in offering jobs. The practice, previously unquestioned for over four months, drew criticism from engineers and conductors previously assigned to the Airlake Terminal Rail-



Lack of a runaround adds challenge, and may contribute to (see page four) attitudes expressed by Lakeville-assigned crews. Here an SW1500 switcher spots outbound Union Pacific cars on classification track four in Lakeville while the consist bound for the CPR in Northfield sits on track two, the yard main at the Airlake Terminal Railway.

way. New crew members traveling the furthest distance and first working the railroad received their choice of assignments. Usually they select the yardmaster slot at Northfield.

“We want the crews to enjoy their experience on the railroad,” a highly placed official of PGR stated. **“We thought the concession whereby we eliminated Chex-mix and replaced it with pastries and cookies (more sugar), thereby providing more energy for the crews, would placate them. Apparently that’s not the case.”**

(cont. on page 2)

(continued from page one)

Despite the near 100 degree heat, cooler heads prevailed and a tentative agreement was ironed out at the end of July.

Senior engineers offered several options as a compromise which met the expectations of the crew. Management agreed to give the solutions a try. As a result, one of the following practices will be followed:

- Whoever arrives first gets their choice
- Put the jobs on paper and select from a hat
- Draw numbers from a hat for choice
- Have the superintendent assign jobs

Progressive Rail has been non-union for the past several years, with no plans to return to that status. The UP and CPR which provide all inbound traffic at Northfield, both have unions.



PGR SW1500 #37 spots a pair of empty DME cement cars on track #3. The block of cars on track #4 just to the right represent the cars destined for interchange with the Union Pacific. The PGR Lakeville turn will arrive shortly to drop its inbound consist on track #2, then return to the main where the Lakeville crew will shove the outbound cars behind the train.



Yardmaster Keith Jordan moves MOM traffic



Mike McLain and Doug Elder work Lakeville



Road freights continue to draw the attention of cows looking for a handout in Lakeville



Brand new family burial plots and headstones behind the barn may represent a crass way to increase property values, as rumors of Boise Cascade's interest in the Jordan farm grow.



Action on the PGR heated up, and Northfield Yard filled up this summer (upper left). Longer consists brought record traffic. Obstructed grade crossings in Lakeville (upper and middle right) became more common, provoking residents to file complaints with their elected local government representative, Jeff Otto. Increased highway patrol scrutiny resulted. Road engineer Chuck Hitchcock (lower right) and Northfield yardmaster Chark Lyon (foreground) review paperwork as the CPR turn from the Twin Cities pulled into Northfield this summer. A rare look at Doug Elder's excellent detection signals located in Twin Cities staging yard (lower left).

Notable quotes and recent insights from operating session crews

Lakeville crew conductor Don Ball (left) and Dave Acheson (right) reflected their deep concentration, perhaps due in part by their decision (regarding their written crew instruction): **“we chose not to read it”** according to engineer Acheson. PGR road engineer Bill Hirt waits patiently on the main north of the yard, continuing the PGR practice of not feeding the cows.



“I like this job (as the Northfield Yardmaster). That Lakeville job is a pain ...”

Unsolicited comment offered by Bob Willer (left) after completing a recent stint in Northfield, along with operating the local which runs to the Faribault industrial park. This session included the run of the first ever turn job from Canon Falls.

The yardmaster awaits the arrival of the Canadian Pacific road freight from the Twin Cities. The late-July session marked the first run of the Canon Falls turn, which arrived in Northfield the day **following the crew’s train dying** on hours in Randolph. Road engineer Bill Hirt (right) prepares to bring his train into the yard to be worked by the Northfield crew.

