

# 1st MONDAY 3rd MONDAY

Prepared for employees by the  
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January 18, 1982

To All Milwaukee Road Employees:

An indication of the progress we've made in our efforts to improve the railroad is the way we met winter's first real onslaught earlier this month.

Record-breaking cold temperatures, high winds, and blowing and drifting snow produced windchill factors of 80-100 degrees below zero in many parts of the territory we serve. In a severe test of track, equipment and personnel, we were able to keep our major arteries open and move both freight and passenger trains in an orderly fashion.

Investments in the plant in terms of physical improvements - track and locomotives - paid early dividends. The condition of our locomotive fleet is excellent and we suffered no serious instances of broken rail.

Bensenville was the only major terminal reporting lengthy delays on January 10 and January 16 and that was primarily the result of frozen switches and the inability of section forces to get to work because of the extreme weather conditions.

A weather conditions report for January 10 told the following frigid story:

Duluth -31° strong winds	Savanna -28° strong winds
Marquette -28° windy	St. Paul -31° " "
Nahant -26° strong winds	Postville -36° " "
Portage -30° " "	Ottumwa -24° " "
Mason City -26° strong winds	Milwaukee -24° " "
Kansas City -12° windy	Spencer -24° " "
Bensenville -23° strong winds	Chillicothe -20° strong winds

It is a tribute to our employees that we were able to function as well as we did under very difficult circumstances.

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In response to shipper demand and for competitive reasons, Milwaukee Motor Transportation Company is acquiring 100 new 45' general service trailers which will double the size of its fleet of this type of equipment. The motor carrier began receiving these 1981 Fruehauf trailers on January 11 and expects delivery to be completed by the end of the month.

This increasingly popular equipment will accommodate many types of commodities and provide greater cubic capacity while maintaining weight limits for both highway and rail use.



Acquisition of the trailers brings to 2,151 the total of all types of MILZ vans presently in service.

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A formal contract to purchase the Rock Island line between West Davenport, Iowa and Washington, Iowa is in preparation by the Rock Island Trustee's legal staff. Last month, Trustee Ogilvie reached an agreement in principal with Rock Island Trustee William M. Gibbons to purchase the Rock's 64-mile line between West Davenport and Washington for \$14.5 million.

The line will be rehabilitated and become part of the Milwaukee's main line between Chicago and Kansas City. The acquisition will make permanent Milwaukee's service to the Muscatine industrial area and to a newly constructed coal-fired generating facility at Fruitland, Iowa. This service is now being performed by the Milwaukee under an interim lease from the Rock Island Trustee.

Under a rental agreement, the Milwaukee has used the portion this line between West Davenport and Muscatine since the early 1900's for main line service only.

Our existing main line between Muscatine and Washington will be abandoned under Interstate Commerce Commission and Reorganization Court procedures when the Rock Island line is acquired.

The transaction must be approved by the Reorganization Courts for each railroad and by the ICC.

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On January 11, the Reorganization Court approved the sale of approximately 35 miles of abandoned main line between Haugan, Montana and Avery, Idaho for \$800,000. The transaction covers approximately 960 acres of land, together with approximately 46 miles of main line and side track, including all improvements such as bridges, culverts, tunnels and trestles, poles, pole wires and signals, extending from Haugan, Mineral County, Montana to Avery, Shoshone County, Idaho.

Ruling that the sale is in the best interest of the estate and ultimate reorganization, the Court said the proceeds from the sale should be deposited in a special escrow account. They will not be available to fund railroad operations without Court authorization. Closing is scheduled in May, 1982.

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The Department of Defense will be conducting winter training exercises at Fort McCoy, Wisconsin during the month of February. The military personnel participating in the three week maneuvers will be from the 197th Infantry Brigade, U. S. Army, stationed at Fort Benning, Georgia. Consequently, a substantial volume of military equipment and material will be moved from Fort Benning to Fort McCoy in order to support the winter practice maneuvers.

We were advised earlier this month by the Military Traffic Management Command, Washington, D.C. that the Milwaukee Road was the low-bid carrier in conjunction with the Southern Railroad to handle the unit train movement from Fort Benning to Fort McCoy and return via our Louisville gateway. The train must arrive at Fort McCoy by January 27 with delivery back at Fort Benning slated for March 1.

WHITEFISH BAY

The unit train shipment will consist of between 60-70 rail cars including bi-levels, tri-levels, gondolas, TOFC and COFC flat cars as well as boxcars and will be loaded with jeeps, tanks, cargo trucks, mortars, howitzers and troop carriers along with additional items of military impedimenta.

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One of our employees who recently visited Spain is now raising eyebrows in Union Station with a sweatshirt he bought in Madrid.

Emblazoned on the front of the shirt - in style similar to lettering on our logo - is "The Milwaukee Road."

That our fame has reached the sunny shores of Spain is interesting enough. But, what causes the quizzical glances in offices throughout the building is the list of stations printed below our name that the Milwaukee supposedly serves. Starting with Chicago and Milwaukee, the rundown then includes Bloomington, Owensboro, Nashville, and Chattanooga.

Anticipating questions about this geographical error, I can tell you we serve those last stations through our connections with other carriers, but we have no plans to include them in a reorganized Milwaukee Road.



W. L. Smith  
President

