

1st MONDAY 3rd MONDAY

Prepared for employees by the
Milwaukee Road's Corporate Relations Department
516 West Jackson Boulevard Chicago, Illinois 60606
Telephone 312 648-3324

November 1, 1982

To All Milwaukee Road Employees:

Intensifying our efforts to enhance our competitive posture in the important Kansas City - Chicago corridor, we are implementing certain schedule improvements involving traffic moving in connection with the Southern Pacific, Cotton Belt, Grand Trunk and Conrail.

Designed to attract business between southern California, the Southwest, Canada, and eastern markets, expedited service westbound will be put in place effective November 2, and the initial eastbound service will leave Kansas City Thursday morning, November 4.

Westbound, the schedule provides that train GTW 387 will leave Port Huron at 8:00 p.m., arriving Bensenville at 10:00 a.m. (15 hours transit time) for connection with Milwaukee 226, departing Chicago (Bensenville) at 1:00 p.m., for a 7:00 a.m. arrival at Kansas City (Armourdale yard).

This train will make pick-ups at various locations on the Grand Trunk for connection with the Southern Pacific TOFC train leaving at 11:00 a.m. and with the SP KCLAY train leaving at noon. We will make five blocks for delivery to the Southern Pacific and will pick up in block at Ottumwa.

Service will be monitored and evaluated and adjustments will be made as required.

Eastbound, we will operate Milwaukee 227 - which connects with SP-SSW train RVKCF, arriving Kansas City at 10:00 p.m., and SP-SSW LACHT, arriving Kansas City 12:01 a.m. - on the following schedule:

Depart Kansas City 1:30 a.m.; arrive Bensenville 7:30 p.m. (18 hours) for same day connection with GTW 384 to Port Huron and next-day connection with GTW 392 destined to Montreal.

Overall transit times:

Los Angeles, CA to Port Huron (LACHT-227-384) 97 hrs. 15 min.
Los Angeles, CA to Toronto, Ontario (LACHT-227-392) 101 hrs. 30 min.
Los Angeles, CA to Montreal, Quebec (LACHT-227-392) 113 hrs. 30 min.

Roseville, CA, (Sacramento) to Port Huron (RVKCF-227-384) 114 hrs. 45 min.
Roseville to Toronto (RVKCF-227-392) 119 hrs. 00 min.
Roseville to Montreal (RVKCF-227-392) 131 hrs. 00 min.

Arrangements are being made to run a connection with Milwaukee 227 in order to arrive at Conrail's Blue Island yard at 5:00 a.m. for movement on Conrail's eastbound perishable train.

The rail industry is going through perhaps the most competitive period in its history. By service improvements such as this and by aggressive pricing and marketing strategies, we intend to meet the competition head-on and provide a quality product that present and prospective customers will respond to favorably.

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On October 18 and 19, Trustee Ogilvie, most of our senior officers, and I, had an opportunity to meet with some of our counterparts on Grand Trunk in Detroit and then took an inspection trip over the Grand Trunk Western from Detroit to Chicago.

At the meeting in Grand Trunk offices, we were briefed on matters concerning Grand Trunk organization, philosophy, operating and marketing ideas, and Canadian National relationships. In an informal atmosphere, we were able to exchange views on a variety of subjects and get to know each other better.

On the rail inspection trip from Detroit to Chicago, we utilized the Grand Trunk inspection car and had an interesting and worthwhile session, much as we did last November on the trip over our lines from Duluth to Ottumwa.

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In an effort to prevent theft of diesel fuel by dishonest vendors and delivery firms, the railroad has embarked on an ambitious and trend-setting program of inbound meter installation.

The systems involved, which vary in complexity with the size and activity level of each of three classes of fueling locations, go far beyond a simple meter. In addition, air eliminators, temperature compensators, water sensors, and sediment meters all combine to make it nearly impossible for a driver to deliver less than a fuel load of pure fuel.

M. CLARK
VICE PRESIDENT

Documented cases exist which indicate tank delivery drivers have pumped off part of their loads, charging the railroad for a full load of fuel. In other cases, water, or a foamy mixture of fuel and air have been delivered in an attempt to defraud the receiving carrier.

A full security committee headed by J. A. Schwinkendorf, assistant vice president - operations planning, with representatives from all interested departments, commissioned the design and installation of these systems. They went into full operation for the first time at Ottumwa, Iowa, on October 15.

By the end of 1983, all principal fueling locations will be equipped with security devices that will make theft of fuel oil nearly impossible in this fashion.



W. L. Smith
President