

# 1st MONDAY 3rd MONDAY

Prepared for employees by the  
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Telephone 312 648-3324

October 18, 1982

To All Milwaukee Road Employees:

Spike driving ceremonies last week in Austin and Jackson, Minnesota, marked the completion of a \$22.5 million, 107-mile track rehabilitation project on this important grain-gathering line segment.

The largest cooperative rail rehabilitation effort in Minnesota history was funded by the State of Minnesota, the Cornbelt Shippers Association, the Pioneerland Shippers Association, the Southern Minnesota Rail Shippers Corporation, and the Milwaukee Road.

Officials representing the three shippers groups, state and federal governments, and local interests participated in the kick-off celebration at Austin on Thursday. Following this ceremony, a special train operated by a volunteer crew carried dignitaries and other invited guests from Austin to Jackson, with intermediate stops at Oakland, Winnebago and Welcome. Upon arrival at Jackson, another spike-driving ceremony was held at the depot.

The rehabilitation project involved replacement of sixty percent of the ties, and installation of ballast and heavy rail to permit the handling of 100-ton hopper cars moving in unit train service.

The project was accomplished in phases during the 1979-1982 work seasons.

A similar program in 1980, though not as extensive, stabilized our Austin-St. Paul line.

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Several employees have questioned the amounts shown on the recent statement of Deferred Wages. You should keep in mind when figuring the amount of your deferred wages that you should not include the amounts shown on the check stubs issued for January 1982. The amounts shown on these checks are reduced wages and not deferred wages.

The Deferred Wage Program was in effect from August 1, 1980 to December 31, 1981 and applied only to wages earned within this period. All wages earned since January 1, 1982, are subject to the

7% Reduced Wage Program, and should not be considered as deferred wages.

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You may recall that in January 1981, I signed an agreement making the Milwaukee Public Library the depository for Milwaukee Road historical archives. A substantial number of documents were placed with the Library then, and in an earlier informal arrangement, a large group of drawings from our Mechanical Department had been donated. The Library, under the leadership of Orval Liljequist, Coordinator of Humanities, and with the assistance of Milwaukee area members of the Milwaukee Road Railfans, is now beginning to classify this material in detail as part of the process of making it available to researchers having a serious interest in our railroad. Our policy is to continue to place documentary material with the Library. When purging old files at all locations on our railroad, items of a historical nature should be brought to the attention of Corporate Relations.

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For the past five weeks, Don Wiseman, V.P., Sales and Service, has been involved with Canadian National and Grand Trunk Western marketing personnel in presenting a unique CN/GTW/MILW slide presentation to current customers and prospective rail shippers, spelling out the benefits of our coordinated train service and explaining our proposed GTC transaction.

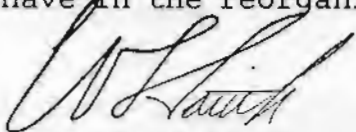
Some twenty-five such presentations have been made to approximately one thousand customers.

We are now in the process of a personalized follow-up by our field sales people in an attempt to measure the impact of the effort. Generally speaking, the response has been most complimentary. The presentation is given in a very forthright manner and generates a good deal of positive reaction to this improved service and to the acquisition case.

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On another front, the Milwaukee Road story is being told in a full page ad that appears in the national industrial edition of Business Week dated October 25, currently in distribution. The ad is reproduced here.

This is the first time in eight years that we have undertaken an advertising campaign of this scope and it reflects the pride we have in the reorganization and rejuvenation of the Milwaukee Road.



W. L. Smith  
President

**We're setting a new  
transportation standard in the  
midwest...one that challenges comparison.**

**We've redefined and  
redesigned our services.  
We know what it's like to be a big  
railroad, and we've learned that  
big is not necessarily best.**

**We've reduced our size from a  
10,000 mile transcontinental carrier  
to a 2,900 mile midwestern system.**

**And, we're proud of the job we're  
doing for our customers...  
proud of the 98% on time  
performance by our intermodal Sprint  
trains between Chicago and  
the Twin Cities...of new interline  
run-through services in our major  
corridors...and of our successful  
marketing efforts to tailor  
rates and contracts to meet specific needs.**

**We invite you to try us  
...share our pride.**

**THE MILWAUKEE ROAD  
516 West Jackson Boulevard  
Chicago, Illinois 60606**

**RICHARD B. OGILVIE, TRUSTEE**

**WORTHINGTON L. SMITH, PRESIDENT**

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Resourceful  
Railroad*

PREPAID  
FIRST CLASS

