

# 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

July 5, 1983

To All Milwaukee Road Employees:

Our ability to attract customers to our GATEWAY NETWORK service will be further enhanced by a project which is slated to begin momentarily in the Head of the Lakes region.

Grading construction on the connection at Saunders, Wisconsin is scheduled to start this week, following a meeting earlier this month with Missabe, Burlington Northern, Soo Line, Milwaukee Road personnel and the general contractor to discuss how construction would proceed.

Triggered by the I-35 highway project at Duluth - which will affect all railroad operations in Duluth/Superior - the construction of the Saunders connection will reduce our transit time by a couple of hours on business moving through the Head of Lakes and offer substantial savings in operating expense.

We have purchased the land and have finalized arrangements with other carriers for the design and construction of the interlocking control system and track work. We anticipate having the track work done by September 1, 1983.

Transit records confirm that our run-through service with DWP-CN already affords us a competitive advantage in this important corridor, and the Saunders project will only improve that advantage.

The Head of the Lakes community will benefit further by reduced terminal congestion.

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Within the past two weeks all employees should have received in the mail a Certificate of Service Months and Compensation, Form BA-6.

Prepared by the U.S. Railroad Retirement Board, these annual statements are important because they provide an employee with a record of his or her service months and creditable compensation in 1982, as well as cumulative railroad retirement credits after 1936. They are also used by employees when they apply for unemployment or sickness benefits with the Board.

BA-6 forms have been prepared for all employees who worked in 1982, regardless of the number of months worked or the amount of compensation earned. Anyone employed by the Milwaukee Road during 1982 who does not receive a BA-6 form by July 31, or needs a replacement due to loss, may obtain one by contacting any Board office.

After receiving this form, an employee should check to see whether his or her own record of service and creditable compensation agrees with the Board's figures. Important figures that should be checked are shown on the illustration of the form. In checking the 1982 compensation total, employees should be aware that only earnings up to \$2,700 per month were creditable for benefits in that year, so the maximum amount of creditable compensation shown on the form for 1982 is \$32,400.

If an employee finds that the information shown is incorrect, the Board should be notified as soon as possible. In checking the spelling, employees should understand that the form contains only the first ten letters of the last name. In addition, employees who first worked for the railroad in 1982 may receive BA-6 forms showing only the first five letters of their last name, followed by an asterisk. This is not a name discrepancy.

Any employee who receives a BA-6 form with an incorrect name or social security number can obtain a corrected form by bringing proper identification to any Board office. Any other discrepancies should be reported to the Director of Data Processing and Accounts, U.S. Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611. The employee must include his or her social security number in the letter; otherwise, no corrective action can be taken by the Board. Time limits for correcting errors are shown on the back of the BA-6 form.

As shown in the illustration, the form has detachable sections at each end. The section on the right side is used when an employee applies for sickness benefits; the one on the left is used for unemployment benefits. The use of these sections prevents delays in the payment of such benefits, which can occur when an employee enters the wrong social security number on an application for benefits.

**What Employees Should Check on Form BA-6**

The illustration shows a Form BA-6 from the U.S. Railroad Retirement Board for the year 1982. The form is divided into several sections:

- Section 1 (Name):** Points to the name field containing "J.J. JONES".
- Section 2 (Social Security Number):** Points to the Social Security Number field containing "999-99-9999".
- Section 3 (Total Service and Compensation Under Railroad Retirement Act, 1937-1982):** Points to a box containing "12 | 32,400.00".
- Section 4 (Service and Compensation Credited Under Railroad Retirement Act in 1982):** Points to a box containing "325,250.00".

Other visible text on the form includes "1982 U.S. RAILROAD RETIREMENT BOARD", "FORM BA-6", "J.J. JONES", and "999-99-9999".

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While on the subject of compensation, you may recall that FM/TM of April 18, 1983 carried a list of 1,072 employees whose back paychecks were returned to the Treasurer's office as undeliverable for a variety of reasons.

The names of these employees were listed alphabetically by state, city and individual. We requested your help in locating them since all other efforts had been exhausted.

Despite this attempt to clear up the matter and get the checks in the hands of the rightful owners, it appears we had only marginal success. At this writing, the Treasurer's office has about 890 unclaimed back paychecks on hand. So once again, if you have any information on the location of these current or former employees, please have them contact the Treasurer's office. They should provide their address, social security number, a brief description of the period they worked and their legal signature.



W. L. Smith  
President