

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 2, 1984

To All Milwaukee Road Employees:

Service on our Kansas City line returned to normal last Friday following a massive cleanup and rerailment project near Chillicothe, Missouri.

Flood waters from the Grand River and Shoal Creek that washed out our track under a passing train June 11 finally receded enough to permit implementation of a well devised plan to rerail eight cars and restore the track to standard. Included in the derailed cars were four cars of phosphorous, which had to be handled with extreme caution to prevent any rupture or damage which could have had a serious impact on the community.

The weight of the tankers, two estimated at 400,000 pounds each, the other two about 300,000 pounds apiece, and the nature of the terrain presented formidable problems. All those involved in the project deserve accolades for the splendid job done in handling a potentially dangerous situation efficiently, safely and ahead of schedule.

To give you some appreciation of the task at hand, approximately 100 Milwaukee Road employees from the mechanical, engineering, operating and police departments were pressed into daily service during various phases of the operation.

In addition, we utilized the expertise of two Hulcher Emergency Services divisions with their heavy duty equipment, and O. H. Materials Company, which specializes in environmental services and provided protective gear.

Needed were construction of roadways to get Hulcher's equipment to the derailment site, track cribbing of over 2,000 feet of washed out track, work areas prepared to sustain rerailment procedures, and construction of a retention pond near the tank cars to be used in case of an emergency.

Figures of the material and equipment used tell an interesting story: Approximately 4,000 sandbags were put in place, 150 carloads of stone ballast, 11 carloads of riprap and 8 carloads of cribbing material were used, with 40 more cars of riprap and 20 cars of ballast still to come.

One work train was utilized every day from June 11, and two locomotives and a high-speed tamper were used regularly. Hulcher employed five side-boom Cats and two front-end loaders during the procedure.

From the start, railroad representatives were in constant communication with city and county officials, and federal and state agencies to develop a plan to protect the public and provide for the restoration and cleanup when conditions would permit.

Last Monday at a city hall meeting, N. E. Smith, Assistant Vice President-Chief Engineer in charge of the project, reviewed the sequence of events that followed the accident and outlined procedures planned for the week. He estimated that all eight cars, four empties, four loads, would be rerailed by Friday. Actually, the last car was rerailed at 8:40 a.m. Thursday, leaving almost two full days for cleanup and track repair work.

A command post, manned by the local Civil Defense director, our R. E. Fronczak, Director-Environmental Control, and W. R. Bickley, Director of Corporate Relations, at the Livingston County sheriff's office, was visited daily by Mayor Bob Posch.

Telephones and walkie-talkies were used to maintain on-going communications between the command post and the work site. Information on developments was relayed promptly to the media and certain officials. In addition to the front page reports the Chillicothe Constitution-Tribune ran daily and the frequent news bulletins broadcast on radio station KCHI, the mayor gave a report of progress on his daily radio program.

All in all, the cooperation, patience and understanding of all involved couldn't have been better. We appreciate the support we received from the community and its elected officials which helped so much to make the best of a very difficult situation.

* * *

In a move designed to improve communications and services offered to our Canadian customers, our marketing department has established a toll-free number, 800/528-1364, which is now available from all Canadian provinces to our Customer Contact Center in Chicago.

The Customer Contact Center can assist callers in obtaining rate quotations, or provide services involving tracing, diversions, re-consignments, expediting, train schedules and intermodal matters. The Center is staffed from 7:30 a.m. to 5:00 p.m. Central Time, Monday through Friday. Also, Ken Hirst, District Manager-Sales, Winnipeg, can be reached at 204/885-5635 to provide further assistance.

This new convenience reinforces our interest in continuing the Voluntary Coordinated Service agreement established two years ago with Grand Trunk, which provides superior freight service between Canadian gateways at Duluth and Port Huron. Hopefully, the new toll free number will enhance our efforts to attract new business to the Gateway Network while providing an additional service to existing Canadian customers.

* * *

The Reorganization Court on June 25 approved a \$3.2 million sale of three lines in Wisconsin and Illinois to the Wisconsin Department of Transportation.

The Court authorized Trustee Ogilvie to sell approximately 1,073 acres of the Milwaukee Road's lines and associated real and personal property between Madison and Janesville; Elkhorn and Bardwell Junction; and Walworth, Wisconsin, and Fox Lake, Illinois, to Wisconsin DOT or its nominee, Wisconsin River Rail Transit Commission.

Abandonment of the three lines had been recommended by the Interstate Commerce Commission in 1982.

The purchase agreement is conditional on resolving certain obligations between the parties, but this should pose no problem. Closing is expected within 60 days.

* * *

Congratulations are in order for six Milwaukee Motor Transportation Company drivers from our Bensenville terminal who participated in the 1984 Illinois State Truck Rodeo on June 23, 1984. Three received high honors and all six contributed toward winning the coveted team trophy which is awarded to the team that compiles the highest average score in the field test.

Drivers Tony Gilio, Lloyd Luebking, Bruce Wells, Carlos Rojo, James Hansen and Charles Clauss competed in the 3-axle, 4-axle, flatbed, 5-axle van, tank and twin class respectively. Hansen won the tank class and Wells and Rojo finished second in the flatbed and 5-axle van competition. In addition Hansen won the award for compiling the highest composite score in the Rodeo.

Hansen goes on to the national truck rodeo to be held in Indianapolis August 15 through 18 representing this company and the State of Illinois. He has already won two national championships, one each in the 5-axle van and the flatbed.

To be eligible for rodeo competition a driver must not only have the exceptional driving skills to negotiate his unit through a series of tough obstacles, he must be ACCIDENT FREE for a period of one year prior to, and through, the competition.



W. L. Smith
President