

1st MONDAY 3rd MONDAY

Prepared for employees by the
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June 18, 1984

To All Milwaukee Road Employees:

Ceremonies were held recently in our Bensenville, Illinois, yard to mark the inauguration of a new service called BULK-LINK, which provides volume rates for small and medium sized shipments of liquid and dry bulk commodities moving in private tank and covered hopper cars.

Bulk Logistics, a Chicago-based bulk freight forwarder, has contracted with the Milwaukee Road and the Missouri-Kansas-Texas Railroad to furnish this service between Chicago and Houston, Texas, via Kansas City, the first of fifteen traffic lanes scheduled for development by the company.

Officials of the three companies were on hand at Bensenville to view the first shipment of 320,000 pounds of processed corn in two covered hopper cars from Chicago to Houston.

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Covered hopper cars will be the subject of another matter when we ask the reorganization court today to approve the lease of 97 100-ton, 3,000-cubic foot CH cars being manufactured by Portec, Inc., Railcar Division.

The equipment being acquired for an initial term of five years will be used primarily for the loading of silica sand and roofing granules and is needed to meet the demands of contracts with shippers and receivers of these commodities.

We expect to take delivery of the first of the new cars at Louisville later this month, with all cars scheduled for delivery by the end of July, 1984.

We're also making arrangements for a 13-month extension of a lease with BRAE Railcar Management Inc. covering 223 jumbo covered hopper cars. These 100-ton, 4,750-cubic foot cars are used exclusively in barley and malt service.

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P. Laurin Cowling, Vice President-Intermodal, was honored by the National Railroad Intermodal Association at its annual meeting last month when he was awarded the Silver King Pin.

Cited for his achievement and contribution to the intermodal industry, Laurin received the organization's highest award in recognition of his efforts "to foster, protect and promote the interests of railroads engaged in the business of handling intermodal traffic."

NRIA President Brooks A. Bentz presented the award.

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Effective April 2, 1984, flexible working hours (flextime) was made available to Milwaukee Road employees located in Chicago Union Station, where operational.

Flexible working hours at this time only encompass the starting and quitting times of assignments. Flexible starting times are between 7:00 a.m. and 9:30 a.m., with corresponding quitting times between 3:30 p.m. and 6:00 p.m., at 15-minute intervals.

As information to our field people, core time, when all employees in Union Station are expected to be at work, is from 9:30 a.m. to 3:30 p.m., except for individual lunch periods.

At the expiration of a 9-month trial period, the results of this program will be examined to determine whether to continue, expand or eliminate flexible working hours.

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Banners flying over Michigan Avenue in downtown Chicago herald the "Celebration of Railroading" exhibition currently being held at the Museum of Science and Industry here.

Focusing on the 50th anniversary of the first streamlined passenger train, as well as the nation's railways, the celebration will run through September 30, 1984.

Exciting exhibit units, lectures, motion pictures and slide presentations, and assorted memorabilia will be highlights of the gala summer-long extravaganza.

The Milwaukee Road is represented by an 8-foot by 4-foot poster featuring a schematic map of our system, flanked by a mounted front view photo of our new-look locomotive, and our traditional tilted-rectangular logo.

In addition to the poster, which was prepared by our resident artist, Mark Barens, our exhibit includes framed color photos of our piggy-packer in action in day- and night-time scenes at the Franklin Park intermodal strip.

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The Railroad Retirement Board has issued its annual reminder that statements of employee service months and compensation have been prepared and will be mailed soon.

These statements, Form BA-6, are important because they provide an employee with a record of his or her service months and creditable compensation in 1983, as well as cumulative railroad retirement credits after 1936. The statements 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 1983, regardless of the number of months worked or the amount of compensation earned. Employees who worked for a railroad in 1983 and do not receive a Form BA-6 by July 31, or need a replacement form due to loss, may obtain one by contacting any Board office.

Each employee should check to see whether his or her own record of service and creditable compensation agrees with the Board's figures shown on the BA-6 form. The important figures that should be checked are indicated on the illustration of the form. In checking the 1983 compensation total, employees should be aware that only earnings up to \$2,975 per month were creditable for railroad retirement in that year. Therefore, the maximum amount of creditable compensation that can be shown on the form for 1983 is \$35,700. If there is a name difference, employees should keep in mind that the form contains only the first ten letters of the last name. In addition,

employees who first worked for a railroad in 1983 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 if he or she brings proper identification to any Board office. Any other discrepancies in BA-6 forms should be reported to the DIRECTOR OF COMPENSATION AND CERTIFICATION, 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. The time limits for correcting errors are shown on the back of the BA-6 form.

As shown in the illustration, the BA-6 form has detachable sections at each end. The section on the right side is used when the employee applies for sickness benefits, and the one on the left is used for unemployment benefits. The reverse sides of these sections also explain the best way to apply for these benefits. The use of these sections prevents delays in the payment of unemployment or sickness 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. The form is divided into two main sections: 'FOR UNEMPLOYMENT BENEFITS' on the left and 'FOR SICKNESS BENEFITS' on the right. The name 'J.J. JONES' is printed in the center. Callouts 1 through 4 point to specific fields:

- 1 Name: Points to the name field 'J.J. JONES'.
- 2 Social Security Number: Points to the Social Security Number field '999-99-9999'.
- 3 Total Service and Compensation Under Railroad Retirement Act, 1937-1983: Points to the 'TOTAL SERVICE MONTHS' field '12' and the 'TOTAL RETIREMENT CREDITS' field '360,950.00'.
- 4 Service and Compensation Credited Under Railroad Retirement Act in 1983: Points to the 'RETIREMENT CREDITS YEAR 1983' field '35,700.00'.

W. L. Smith
President