

# 1st MONDAY 3rd MONDAY

Prepared for employees by the  
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March 18, 1985

To All Milwaukee Road Employees:

This is the final issue of First Monday/Third Monday.

For more than six years this publication has been used to inform employees and other interested readers of developments on the railroad and of the economic conditions and political forces that were affecting our reorganization efforts. And judging from the comments and letters received over the years it's been an effective communications tool.

When FM/TM was introduced in 1979 it was distributed to managers only, with the understanding that its subject matter would be shared with employees. At the request of our Labor Management Action Group, and others, distribution was expanded to include mailings to all employees' homes, as well as to customers, federal and state officials, various organizations and individual interests.

The purpose of the newsletter was to report, on a timely basis, events that were occurring not only in our service area but also on the national scene, with particular emphasis on the legal proceedings that were so much a part of our existence.

In answer to criticism that the tone of the letter was sometimes too legalistic our response could only be that, unfortunately, that was the nature of the beast, and we felt it necessary to present as accurately as possible the briefs and arguments being presented to and considered by the judiciary.

Now that we're part of the Soo Line much of the legal process involving the Milwaukee Road has ended, and with it the need to report court proceedings as often as we have. So while this may be the last edition of FM/TM it's not the end of the line insofar as communications are concerned. We're simply going to move in a different direction.

We'll take advantage of the Soo Line's existing communications network that includes a news bulletin, which is transmitted electronically, and the company magazine, Soo Liner. Also, plans have been formulated to develop a monthly piece, comparable in some respects to FM/TM. We expect to distribute this to our present mailing list as well as to all Soo employees. Look for it in the near future.

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Steps have been taken to correct one of the most troublesome problem areas on our system. Last week, representatives of the City of Davenport, the Iowa Department of Transportation and the Milwaukee Road met in Davenport to dedicate a new pumping station constructed over the winter by railroad forces.

The pumping station services the track depression under the Government Bridge in downtown Davenport as well as street runoff from the adjacent highway. Work on the new station involved the removal of existing pumps, repiping and reinstalling one submersible 4" drain pump and the addition of three new 6" diameter pumps.

The new facility has a combined capacity of approximately 5,000 gallons per minute, which will greatly reduce the amount of lost track time during heavy rains that cause the track to flood. Representatives at the dedication included: Rex Matthews, Director of Construction and Engineering for the City of Davenport, Kevin Mahoney, resident maintenance engineer - Iowa Department of Transportation, and our Assistant Chief Engineer - Structures, Don Bessey.

The state, City of Davenport and the railroad shared in the cost of the project which serves a city street and a state highway, as well as the railroad.

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Railroad handling of hazardous materials was the subject of two sessions we participated in recently.

Vince Crisci, Director Freight Claim Prevention, aided by several associates, conducted a three hour presentation to police, fire and health officials at a seminar held late last month at the Milwaukee, Wisconsin County Institutions grounds. Part of the presentation included a simulated train derailment involving hazardous materials.

The objective of the program was to relate to the group the effectiveness of the Milwaukee Road's preparedness response plan and to convey to local authorities and health officials the importance of pre-planning for all emergencies involving hazardous materials, whatever the means of transportation, rail, highway, air or water.

The seminar was sponsored by the Milwaukee County Department of Health and Human services, which commended the Milwaukee Road on its contribution to the success of the program, saying, in part, "the format . . . was well organized and the special effects of a simulated derailment dialog was very effective in attempting to interject some realism into the presentation."

The MCDHHS added that it has "been impressed with the Milwaukee Road's commitment to lessening the potential for hazardous materials spillage and its willingness to become involved in making its education services available to interested parties."

Last week, Phil Marbut, Manager Hazardous Materials, represented our road in a discussion of hazardous chemicals in Muscatine, Iowa county.

In a public meeting sponsored by the Muscatine League of Women Voters, Phil appeared on a panel with representatives of Monsanto Chemical Company, Grain Processing Corporation, the Iowa Department of Water, Air & Waste Management, the Muscatine Fire Department and the City Administrator.

Both the Milwaukee and Muscatine meetings generated considerable media interest. There's a real need to get local communities involved in preparing for the possibility of an incident involving these commodities and we welcome the opportunity to be of assistance in such efforts.

A handwritten signature in black ink, appearing to read "W. L. Smith". The signature is stylized and cursive, with a large initial "W" and "L".

W. L. Smith  
President

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