

# 1st MONDAY 3rd MONDAY

Prepared for employees by the  
Milwaukee Road's Corporate Relations Department  
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Telephone 312 648-3324

February 2, 1981

To All Milwaukee Road Employees:

We are in the process of taking delivery of 500 gondolas which are being acquired under a long-term lease. The 100-ton capacity cars measure 52'6" inside length and 4'6" inside height. The solid bottom gons have fixed ends and are designed for general purpose use.

Being built by Pacific Car & Foundry in Renton, Washington, the cars have been coming off the line at a rate of about ten a day. If that production pace continues, we should have all 500 in service by March.

The cars have a total value of approximately \$20 million and will fill a void our Car Management people feel has existed in our overall car fleet. This demonstrates our determination to fulfill our obligation to meet customer needs while the reorganization process continues.

Trustee Ogilvie will participate in ceremonies in Milwaukee this week, where he will accept the first car into service. Also participating will be representatives of Railease, Inc., Pacific Car & Foundry and BRAE Corp. The cars are being leased from Railease, which is a joint venture of BRAE and Pacific Car & Foundry.

The acquisition of this equipment through long-term lease is another indication of the faith we have in our future.

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Milwaukee was also the scene last month of a ceremony at the Central Public Library, which will become the official repository of certain railroad historical data. We have started an ongoing program of placing with the library items of interest which will include, but not be limited to, correspondence, employee publications, engineering reports, pamphlets, and other printed material. Several years ago, the library received from our railroad a large quantity of mechanical drawings and materials, principally from the Milwaukee Shops.

It is appropriate that we establish this program in Milwaukee, the city of our birth. Our predecessor company, Milwaukee & Mississippi Railroad, began operations on November 20, 1850, with a run of five miles from Milwaukee to Wauwatosa. So, it was with a great degree of satisfaction that I signed a Donor's Agreement with city librarian, Henry E. Bates, Jr., to implement the program.

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In Davenport, Iowa, last week, our railroad participated in an environmental protection exercise conducted under the auspices of the U. S. Coast Guard - Environmental Protection Agency (USCG - EPA) On-Scene Coordinator/Regional Response Team (OSC/RRT).

The purpose of the exercise was to simulate a hazardous materials spill and allow EPA personnel to use their contingency plans to combat the emergency. The scenario involved a hypothetical railroad casualty to trigger various local, state, and federal response entities.

The fictional occurrence involved DRI Line "train," which struck a "fuel oil truck" at a grade crossing, derailing several cars including two cars of "anhydrous ammonia." One of which was ruptured and the other had a valve leaking. A hopper car of "ammonium nitrate" was also ruptured and a tank car of "acrylonitrile," a toxic compound, was supposedly leaking into Cedar Creek. This occurred near the edge of the small town of Moscow. Striving for as much realism as possible, the DRI Line conductor notified the dispatcher of the mishap by radio. The fire department and ambulance services were contacted as were all necessary state and federal offices. From all reports, the test proved a success.

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The Interstate Commerce Commission approved of the application of Cedar Rapids and Iowa City Railway Company (Crandic) to acquire approximately 23.1 miles of our line between Cedar Rapids and Middle Amana, Iowa, for a purchase price of \$2 million. We closed the sale last month.

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Finishing touches are being put on the refurbished main waiting room in Union Station - Chicago, in preparation of a ribbon-cutting ceremony scheduled for 10:00 a.m., Tuesday, February 10. Mayor Jane Byrne will participate in the festivities, officially reopening the beautifully restored room, which was damaged by fire last July.

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Arrangements are being made to have a monthly news letter prepared on the division level. It will contain items of local interest and zero in on such topics as revenue and carloading information for the division; significant marketing developments involving local industries; any car, locomotive and track work planned on the division; terminal performance figures; budget information; division personnel changes, including retirements and miscellaneous items. There seems to be quite a bit of enthusiasm for this type of publication, and it should serve as a conduit for exchanging thoughts and ideas on local issues. The correspondents will need your help if it is to be a meaningful medium.

Look for the first Illinois-Iowa and Minnesota Division issues the beginning of March. The Wisconsin Division has had its own publication for some time and it will be continued.

A handwritten signature in cursive script, appearing to read 'W. L. Smith', written in dark ink.

W. L. Smith  
President