

August 8, 1980

Dear Employees and Friends:

As many of you know, I spent most of the last two years working for SORE and New Milwaukee Lines in the effort to try to save the Milwaukee Road from dismemberment and liquidation. As all of you know by now, we came close -- very close -- but we did not succeed in that effort.

I have felt for some time now that before we all go our separate ways a record should be made and preserved of the events that led to the destruction of the Milwaukee as we knew it. I would like to end my involvement in our effort by setting down as carefully as I can an unvarnished account of the facts, as I see them, about what really happened.

To this end, I have investigated the possibility of writing a book that those of us who want a written record can own and retain as a comprehensive account of the last years of the Milwaukee Road's existence in the West. If we could not prevent the ruin of the railroad I would at least like for as many people as possible to have an opportunity to read a true account of how and why the railroad was destroyed. In particular, I think that as many libraries as possible should get copies.

Given the work that has already been done, and the records and evidence gathered by SORE and New Milwaukee, it should be possible to do a first-rate job of documenting what really happened. Tom Brewer, SORE's attorney who first cross-examined Stanley Hillman and who played a key role in writing our legal briefs, has agreed to help research the record and to assist in editing the book. Bill Brodsky, and many of the other participants, are also willing to help.

I would also like for the book to be a portrait of the last years of the railroad's existence in the West that we can keep as a sort of keepsake or reminder. If you have pictures related to the railroad or details of incidents that might be of interest, please send them along.

I have talked with two of Seattle's leading book printers and it appears that the cost of printing and binding the book in an attractive and durable hard cover, with photographs, would require a minimum sale of about 450 copies at \$25 each. This is a high price but apparently that is what it costs today to print a quality book in relatively small quantities. It should be possible to have a book of approximately 200 pages in print by late October, as some folks have indicated an interest in using the book as a Christmas gift.

If you would like to order the book, please fill out the order form below and send it to me along with your check. The books should reach you in mid-November. If the response is insufficient to justify going ahead, your checks will be returned.

Since we need a minimum number of orders to be able to proceed, I would appreciate it if you could mention the idea to any friends whom you think might be interested.

Regardless of whether the book is of interest to you, I would like to close by saying that it has been a pleasure, and a privilege, to work with you in the battle to save our railroad. I wish each of you the best of luck in the future and hope that we can stay in touch. You are a fine group of people who deserved to be treated better.

Sincerely,

J. Fred Simpson
J. Fred Simpson

If you want to order the book, please fill out this form and send it along with your payment to J. Fred Simpson, P. O. Box 10629, Bainbridge Island, WA 98110.

Please send me _____ copies at \$25 per copy. My check for \$ _____ is enclosed. Please send my order to:	
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City/State:	_____
	_____ ZIP

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Robert J. Freeman

