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CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

FOR IMMEDIATE RELEASE

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company has set June 16, 1974 as the date on which it will terminate all electrified operations and go to fully-dieselized service on its Rocky Mountain Division in Montana and Idaho, Worthington L. Smith, president of the railroad, announced.

On that date, the entire 10,200-mile Milwaukee Road system will be operated by diesel power for the first time, he said, and trolley crews will begin removing the overhead catenary and the trolley feeder line on the 440-mile stretch of main line trackage between Harlowton, Mont., and Avery, Idaho.

For a number of years, fast freight trains powered by diesel locomotives have been operating the entire distance between Chicago and Seattle/Tacoma without the need to change locomotives anywhere en route. Other diesel-powered trains have used electric motors for auxiliary power on the Rocky Mountain Division.

The Coast Division, in the state of Washington, was completely dieselized more than two years ago, and in February of 1973 the Milwaukee Road announced its intention to phase out its remaining electrified service. Since that time, approximately 75 per cent of the catenary and trolley feeder line on the Coast Division has been dismantled.

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According to present estimates, removing the catenary and feeder line on the Rocky Mountain Division may require as much as 1½ years. The substations will be phased out as the work progresses.

The relatively small group of Electrical Department employees directly affected by the decision to terminate electrified operations has been kept fully informed of the company's proposed actions and will have the benefit of a wage protection agreement liberally applied.

Mr. Smith stated that "We hope to find employment opportunities on the railroad for all employees who will be affected. We anticipate that these individuals will elect to remain with the railroad."

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