



**MILWAUKEE ROAD  
NEWS BUREAU**

824 Union Station, Chicago, Ill. 60606

Telephone 236-7600

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

November 10, 1966

FOR IMMEDIATE RELEASE

The Milwaukee Road has announced that the contract has been awarded for construction of a 6.4-mile branch line extending from a main line point about 2.5 miles east of Smyrna, Wash., to Royal City, Wash., in the Columbia Basin.

President Curtiss E. Crippen of the Milwaukee Road, who made the announcement in Chicago, said that the railroad has exercised options on the land required for the right-of-way and that construction is starting today (Nov. 10).

The work will be carried out under the supervision of T. M. Pajari, the railroad's division engineer headquartered in Tacoma. A contract for the work has been let to the firm of Dravo-Degerstrom, Inc., of Spokane. The project calls for the longest new branch line construction undertaken by the railroad in many years.

The Royal Slope area, which the 6-mile branch out of Smyrna will serve, contains more than 90,500 irrigable acres, of which approximately 70,000 acres are now receiving water and are in production. The balance of the acreage in the area will receive irrigation water in the future.

Mr. Crippen noted that it was less than a year ago that the Milwaukee had sought Interstate Commerce Commission authority to construct this branch line and another one in the Columbia Basin which would extend 22.5 miles in a southerly direction from Beverly, Wash., through the vicinity of Mattawa to the western portion of the Wahluke Slope.

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"The Milwaukee Road has great expectations for these areas which are coming into production through irrigation", he said. "It is very gratifying that we were able to get early Commission authority for the line into the Royal Slope area so that we could move ahead with our plans. I am hopeful that the Commission will also grant the Milwaukee Road the authority it is seeking for the branch line to serve the very promising Wahluke Slope region."

Mr. Crippen testified regarding the importance of the Wahluke Slope authority at Interstate Commerce Commission hearings held in Spokane last June. He was at that time Milwaukee Road vice president - finance and accounting. He became president of the railroad on Oct. 12.

He pointed out that the western portion of the Wahluke Slope is contiguous to the Milwaukee Road's main line through Beverly, and that to reach its ultimate capability the area should be served by the Milwaukee's proposed 22.5-mile branch line.

Commenting on the 6.4-mile line into the Royal Slope area, Mr. Crippen said that a substantial part of the grading for the track should be completed this year and that the entire project, estimated to cost approximately \$1 million, should be completed early in 1967.

In connection with the line construction now starting, he also observed that approximately 400 acres of land have already been set aside for industrial development in the vicinity of Royal City.

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A 6.4-mile railroad branch line recently constructed by the Milwaukee Road in the Columbia Basin of Washington state to tap the fertile Royal Slope region will be officially dedicated and placed in operation on June 10 in traditional fashion - with spike mauls, manpower and a golden spike.

Curtiss E. Crippen, president of the Milwaukee Road, will join local, state and federal dignitaries at the ceremony in the outskirts of Royal City, Wash., the town of 568 population at the terminus of the new line.

A crowd of several thousand people is expected to gather at the rail head on the broad, open plateau to witness the line dedication and take part in the day-long activities which local officials have scheduled for the occasion.

Owing to the recognized importance of rail service into the very heart of this highly productive irrigated region, the event has gained widespread attention throughout the Pacific Northwest.

President Crippen, whose career with the Milwaukee Road began as an engineer in line construction, commented that "there is more than incidental significance in our resorting to spike mauls for the launching of this very important piece of railroad".

"This old-fashioned but traditional method", he said, "is a radical departure from the modern machinery we brought in to build this line, just as the Royal Slope and the entire Columbia Basin are today vastly different from what they were before irrigation came in only a few years ago. Water, plus fertile soil and a long and favorable growing season, have combined with the hard work and faith of people in the Columbia Basin to establish here an area of exceptional promise."

He pointed out that the Royal Slope is one of the most promising sections of the entire Basin. It lies in the southern half of the Quincy Irrigation District, one of the three irrigation districts comprising the Columbia Basin Project in south central Washington. It is an area approximately 11 miles wide (north and south) and 32 miles long, blanketing the south slope of the Frenchman Hills

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in Grant County. It is bounded on the west by the Columbia River.

The Royal Slope area contains more than 90,500 irrigable acres, of which approximately 73,000 acres are occupied by farm units that now have water available. In 1966, a total of 356,399 tons of crops valued at almost \$11 million was produced on 61,569 acres in the region.

Built at a cost of approximately \$1 million, the Milwaukee Road's new 6.4-mile branch line represented a difficult engineering challenge. In order to rise from the connecting point on the main line east of Smyrna to its terminus near Royal City, it was necessary to build the right of way in a long looping curve around Natural Corral Coulee on a huge fill approximately one-half mile long and 80 feet high.

The spike driving ceremony will take place in one of the two industrial districts already laid out for the locating of agricultural industries and other interested firms near Royal City.

One of the industrial sites, the Hiawatha Industrial District, was established by the Milwaukee Land Company, a subsidiary of the railroad, and the other by the Beverly - Royal City Port District. Together, they embrace 475 acres.

"It is our hope", the Milwaukee Road president said, "that having the rail head in the heart of the producing area will encourage production of crops such as potatoes, onions, apples and other fruits and vegetables susceptible to rail movement."

Crippen pointed out that, as an example, the time is not far distant when apples can be boxed for shipment from Royal City. The present alternative of trucking them long distances to other points has discouraged production on the scale that can now be anticipated. The same conditions have applied to the production of various other fruits and vegetables.

"The Milwaukee Road will now be making a concerted effort to attract to the Royal Slope area a wide variety of industries engaged in fruit and vegetable processing", he said.

A number of new Milwaukee Road freight cars of the types suitable for the movement of farm products, processed foods, fertilizer and other commodities will serve as a backdrop for the dedication activities.

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Please hold for afternoon editions  
of Saturday, June 10, 1967.

Royal City, Wash. - June 10 - "The Milwaukee Road intends always to be a vital part of the Columbia Basin economy", Curtiss E. Crippen, president of the railroad, told a large crowd of Washington residents and visiting dignitaries today in an address dedicating a 6.4-mile branch line extending into the fertile Royal Slope region.

Reminding his audience that the Milwaukee Road is a long-time resident of Washington state, he pointed out that the railroad's main line through the Columbia Basin was constructed in 1908 and that the branch lines to Marcellus and Moses Lake, Wash., were built in 1910 and 1912 respectively.

He stated that the railroad has been interested and involved in the development of the Columbia Basin since the 1920s.

"Our most recent involvement in Columbia Basin affairs", Crippen said, "has been in connection with this new railroad to Royal City, a line which I have heard referred to, very appropriately as 'the Royal Road to Prosperity'."

The dedication of the new branch line tapping the 90,500-acre Royal Slope area was the highlight of a day-long celebration staged by the residents of Royal City to mark the arrival of the railroad in the very heart of that irrigated area and the opening of two new industrial districts for food processing plants and other industries.

The other principal speakers on the dedication program were S. M. Poarch, mayor of Royal City; Harold T. Nelson, regional director of the Bureau of Reclamation; and Dale Smith, general manager of Western Farmers Association. Among the federal and state

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officials and dignitaries of the region who addressed the throng briefly were Abe McGregor Goff, commissioner of the Interstate Commerce Commission; Richard Beebe, manager of the Industrial Development Division, Department of Commerce, State of Washington; Nat Washington, state senator; S. E. Flanagan, state representative; and Joshua Green, Sr., honorary chairman of the board, Peoples National Bank, and a director of the Milwaukee Road.

The dedication program was followed by a free barbecue for the huge crowd of people assembled from all parts of the state. It was held in the railroad's newly laid out Hiawatha Industrial District and near the trackage on which selected types of new Milwaukee Road freight cars were on display for the benefit of shippers, visiting industrialists and the general public.

"What we see as a reality here today began a little more than a year and a half ago with the Milwaukee Road application to the Interstate Commerce Commission for authority to build two branch lines in this area", Crippen said.

He observed that one request involved the Royal City line and that the other related to a line planned to serve the Wahluke Slope. Final action on the latter proposal has not yet been taken by the Commission, but authority was granted for the Royal City line and construction began not long afterward, in November of 1966.

"Now, in June of 1967, we stand here ready to dedicate the newest six miles of rail on the entire Milwaukee Road", he declared. "It cost approximately \$1 million to build the line, and I believe it goes without saying that a great deal of Milwaukee Road faith was pounded into these ties along with the steel spikes."

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Crippen expressed the feeling that "this area, and particularly the industrial land set aside here, will establish new records for quick growth, even in the Columbia Basin, which has developed something of a reputation for quick growth."

He described the Royal Slope area of the Basin as a land of promise.

"The dream that many Royal City people dreamed", he said, "is now becoming a reality."

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Please hold for p.m. release  
Tuesday, November 21, 1967

SPOKANE, WASH. - Nov. 21 - There have been more significant developments in the railroad industry within the past few years than at any time in the preceding 50 years, Curtiss E. Crippen, president of the Milwaukee Road, told a group of business men here today.

Speaking at a Spokane Chamber of Commerce luncheon, he added that "much of this growth is not recognized by the general public".

As an example of the "positive developments" in the industry, Crippen pointed to the fast freight service offered between the Pacific Northwest and Chicago by the Milwaukee's "XL Special" and "Thunderhawk" freight trains which serve Spokane. A full day was cut off previous schedules when these trains were introduced in late 1963, a time saving made possible by a substantial investment in equipment, engineering and the manpower needed to maintain high speeds.

"This is money from private enterprise, not public subsidy", he said. "It is money invested because we have confidence in this great Northwest."

Crippen also cited the remarkable growth of piggybacking, noting that between 1956 and 1966 the industry's piggyback volume grew from 200,000 carloads of trailers per year to more than 1,000,000, or better than a five-times increase in a 10-year period.

"Piggybacking is an excellent example of the new competitive strength which railroads have", he said.

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He cited the unit train as another highly successful innovation, commenting that before development of that concept, railroads experienced difficulty competing for some types of traffic handled by barge or pipeline. Today, unit trains offer competitive advantages of economy, efficiency and better utilization of equipment. They have been effective in attracting traffic from barges and pipelines.

The Milwaukee Road president pointed to the handling of automobiles in multi-level rack cars as still another railroad innovation that has been outstandingly successful, the railroad industry's share of that traffic having risen from 8 per cent in 1959 to an anticipated 50 per cent in 1967.

Calling particular attention to the new branch line which the Milwaukee Road built into the Royal Slope area of the Columbia Basin this year, Crippen stated that his railroad will be making a concerted effort to attract to that area a wide variety of industries engaged in fruit and vegetable processing.

He discussed the growing trend toward containerization of freight, adding that a container really is just a highway trailer without wheels.

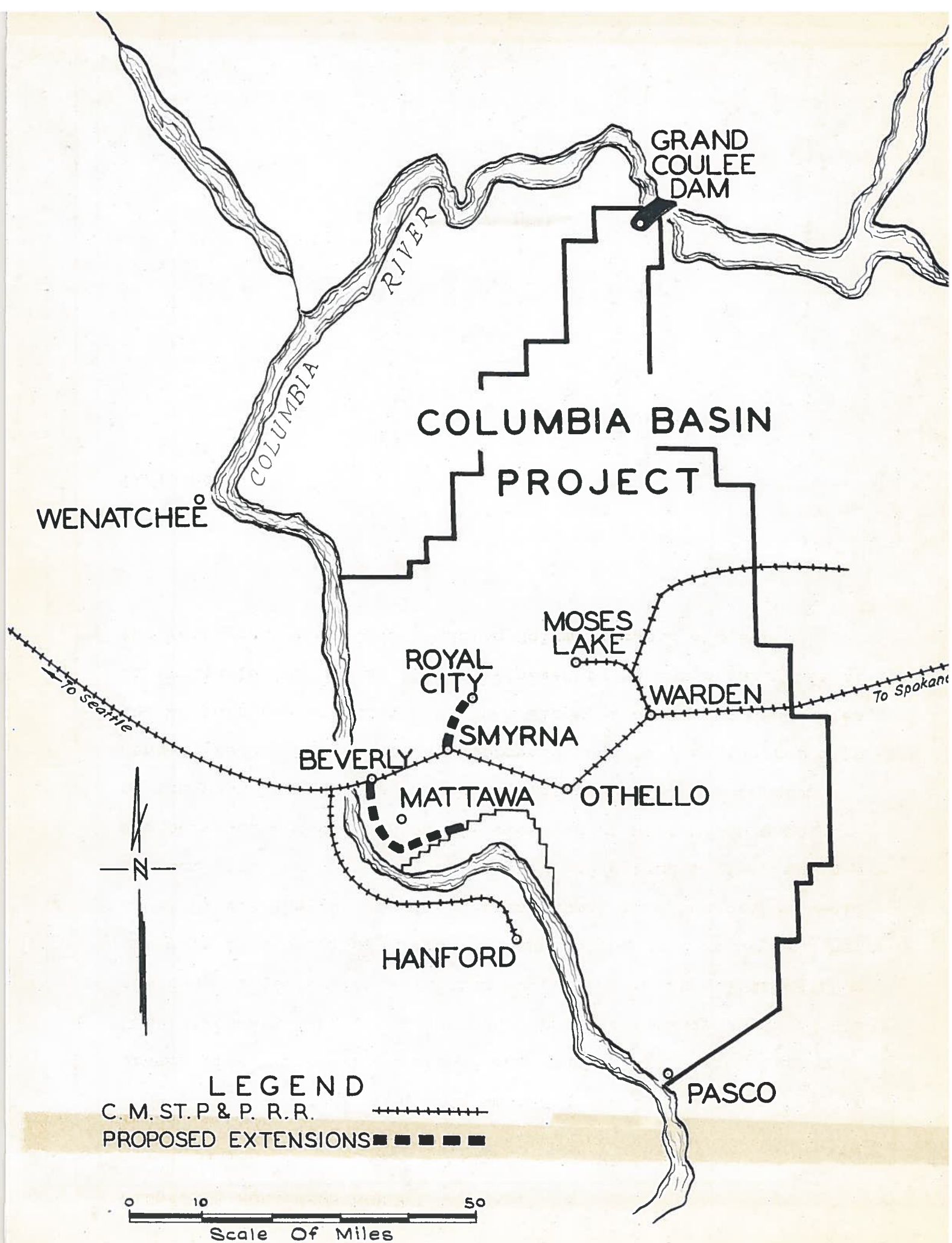
Overseas shipments of cargo carried in containers have led to the development of an important new approach in shipping in which the United States will be used as a land bridge between Europe and the Far East. Containerized cargo will be unloaded on one coast, put aboard fast freight trains, hustled to the opposite coast and reloaded aboard ships, with important savings in distance and time.

Crippen said that using the United States as a land bridge can save from 16 to 26 days compared with routes between the Far East and Europe via the Suez Canal or the Cape of Good Hope at the southern tip of Africa.

In the future, he said, as more container ships become available and more ports are fully equipped for container handling, railroads such as the Milwaukee Road, serving the west coast ports of Seattle, Tacoma and others, will probably have a substantial volume of business moving over the land bridge.

"In many ways the railroad industry is really just beginning to roll", Crippen declared in conclusion. "The years immediately before us will see great progress, further sweeping technological change and a broad array of improvements, all of which will help to make one of America's most vital industries even more important and more useful to our great nation."

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MILWAUKEE ROAD NEWS BUREAU

Map of the Chicago, Milwaukee, St. Paul and Pacific Railroad (the Milwaukee Road) in the Columbia Basin area, showing the two branch lines which the railroad has sought Interstate Commerce Commission authority to construct. The one already approved and now under construction (starting Nov. 10) extends 6.4 miles from the main line at Smyrna into the Pasco area.