

Mr. S. J. Barry
Supt. Transportation
Tacoma, Washington

November 7, 1975

Cascade Rail Foundation www.milwelectric.org

Attached is the information you requested pertaining to the St. Maries branch and the night switcher.

Please note some information is missing due to the fact that various conductors do not enter all the information in on the delay report. Hope you can get it off of the train dispatcher's train sheets.

P. J. Rooney
Trainmaster

ALL NOTE
& INITIAL
SOT _____
AST 11-15 _____
MEU _____
TCA _____
ATS _____
SEC _____

C. M. ST. P. and P. RR. CO.
DIVISION SUPERINTENDENT
TACOMA

NOV 10 1975

A.M. P.M.
7 8 9 10 11 12 1 2 3 4 5 6

BRANCH LOGGER

<u>FEBRUARY:</u>	<u>Day</u>	<u>Time Called</u>	<u>No. of Units</u>	<u>No. of Cars To</u>	<u>No. of Cars Back</u>	<u>Time Tied Up</u>
	1					
	2					
*	3	10:00AM		2-5=230	None	7:00PM
*	4	2:00PM		None	None	10:00PM
	5	10:00AM		0-72=1575	24-2=1875	10:00PM
	6	10:00AM		1-5=250	91-0=5650	9:50PM
	7	10:00AM		0-15= 410	10-2=1130	8:15PM
	8					
*	9	10:00AM		1-5=235	None	10:00PM
	10	10:00AM		None	2-1=200	12:45PM
*11		7:00AM		0-60=1310	46-0=2760	6:00PM
*12		9:00AM		7-0=425	None	9:50PM
*13		8:30AM		8-0	9-0	8:30PM
	14	10:00AM		0-64=1385	65-3=4770	10:00PM
	15					
	16					
	17					
	18	8:00AM		0-51=1225	60-1=4090	8:00PM
	19	9:00AM		2-0=125	18-0=1150	9:00PM
*20		9:00AM		0-74=1600	None	10:30PM
*21		5:45PM		None	64-0=4135	12:30PM
	22					
	23					
*24		7:00AM		0-62=1265	None	8:30PM
*25		7:00AM		0-61=1380	*62-1=4019	8:30PM
	26	7:00AM		1-54=1175	49-0=3135	5:30PM
	27	9:00AM		0-37=865	72-1=4665	7:30PM
*28		9:00AM		0-33=865	*70-0=4295	10:15PM

633

- * February 3: Snow plow service
Derailed at Mashburn & MP 33.5
Returned to St. Maries by auto
- * February 4: Crew driven to Clarkia
Assisted in rerailling
- * February 9: Train crew tied up Santa
Drove crew to St. Maries
- * February 10: Drove crew to Santa
- * February 11: Train derailed at MP 8
- * February 12: Handled wrecker at derailment
- * February 13: Handled wrecker and got ML cleared
- * February 20: Derailed #365 & had to tie up at Bovill
- * February 24: Ran out of time, had to deadhead crew in from Santa
- * February 25: Ran out of time, had to call deadhead crew & dog catch
- * February 28: Ran out of time

22.61 - PRA

BRANCH LOGGER

<u>MARCH:</u>	<u>Day</u>	<u>Time Called</u>	<u>No. of Units</u>	<u>No. of Cars To</u>	<u>No. of Cars Back</u>	<u>Time Tied Up</u>
	1					
	2					
	3	7:30AM		0-46=1065	15-1=1140	7:30PM
*	4	10:00AM		0-38=985	None	6:10PM
*	5	11:00AM		None	76-2=5100	6:45PM
*	6	8:30AM		0-88=1885	None	8:30PM
*	7	10:00AM		None	80-0=5225	5:30PM
	8					
	9					
	10	7:30AM		0-87=2180	59-0=3710	6:10PM
*11	11	10:00AM		1-91=1920	None	5:30PM
*12	12	9:30AM		None	99-4=6420	5:50PM
*13	13	7:00AM		0-56	None	5:30PM
*14	14	5:30AM		None	93-1=5715	12:40PM
	15					
	16					
	17	7:00AM		1-87=2030	53-0=3660	7:00PM
	18	10:30AM		0-93=1990	55-0=3450	9:45PM
	19	11:00AM		1-88=1985	85-1=5655	10:50PM
	20	10:30AM		0-87=1875	80-0=5250	10:30PM
	21					
	22					
	23					
	24	6:00AM		Handled hook		1:20AM
	25					
	26	6:30AM		1-97=2235	34-3=2570	6:30PM
*27	27	8:00AM		1-94=2075	None	8:00PM
*28	28	5:30AM		None	106-1=6100	12:35PM
	29					
	30					
	31	8:00AM		0-85	81-1=5230	8:00PM

916

29.55 - PLEN DAY

- * March 4: Tied up at Bovill
- * March 5: Bovill to St. Maries only
- * March 6: Tied up at Bovill
- * March 7: Bovill to St. Maries only
- * March 11: Tied up at Bovill
- * March 12: Bovill to St. Maries only
- * March 13: Tied up at Bovill
- * March 14: Bovill to St. Maries only
- * March 27: Tied up at Bovill
- * March 28: Bovill to St. Maries only

BRANCH LOGGER

<u>JULY:</u>	<u>Day</u>	<u>Time Called</u>	<u>No. of Units</u>	<u>No. of Cars To</u>	<u>No. of Cars Back</u>	<u>Time Tied Up</u>
	1	12:01PM	3	0-53=1284	54-1=3820	11:59PM
	2	2:00PM		0-108=2175	72-2=3695	2:00AM
	3	10:00PM		0-35=760	7-0=810	6:25PM
	4					
*	5	2:00		None	None	8:30PM
	6					
	7	9:30AM		0-25=850	83-7=5700	9:30PM
	8	11:30AM		0-118=2715	71-0=4515	11:30PM
	9	1:00PM		0-17=590	67-0=4514	1:00AM
	10	11:00AM		4-106=2270	85-0=5630	11:00PM
*	11	10:30AM		0-32=844	None	10:30PM
*	12	8:30AM	} 2 trips	None	47-0=3465	6:00PM
*	12	10:00AM		0-72=1460	2-0=100	6:00PM
	13					
	14	8:00AM		1-63=1845	48-0=3055	7:10PM
	15	10:00AM		0-86=1850	92-0=5770	10:00PM
	16	10:00AM		0-42=950	68-0=4575	9:15PM
	17	11:00AM		0-49=1025	61-9=4305	11:00PM
	18	11:00AM		0-51=1255	70-0=4570	11:00PM
	19	7:00AM		0-30=960	2-0=150	7:00PM
	20					
	21					
	22	12:01PM	4	0-16=512	88-1=5730	12:01AM
	23	11:00AM	3	0-54=1782	81-1=5300	11:00PM
	24	11:00AM	2	0-46=1472	76-3=5210	11:00PM
	25	11:00AM	4	0-28=739	83-1=5685	11:00PM
	26	9:00AM	2	0-4=100	3-1=265	5:00PM
	27					
	28	11:00AM	3	0-69=1611	66-1=4325	11:00PM
	29	11:00AM	3	0-45=1004	82-5=5455	11:00PM
	30	11:00AM	3	0-45=996	88-1=6036	11:00PM
	31					

1396

- * July 5: Needed no service on branch line
Kept engine at St. Maries for switching
- * July 11: Derailed 2 engines on Simplot track &
had to tie up at Bovill
- * July 12: Bovill to St. Maries only
- * July 12: Ran 2nd branch to Clarkia only

1839

59.32 - PFR 007

BRANCH LOGGER

<u>AUGUST:</u>	<u>Day</u>	<u>Time Called</u>	<u>No. of Units</u>	<u>No. of Cars To</u>	<u>No. of Cars Back</u>	<u>Time Tied Up</u>
	1	11:00AM	3	0-71=1468	67-1=4657	11:00PM
	2	7:00AM	2	0-7=224	2-11=395	7:00PM
	3					
	4	11:00AM		1-70=2322	80-1=4832	11:00PM
	5	11:00AM		3-38=1140	84-8=5547	11:00PM
*	6	11:00AM		0-78=1671	53-0=3191	11:00PM
*	7	11:00AM		3-37=1011	None	6:20PM
*	8	11:00AM	3	0-33=744	79-14=5471	11:00PM
	9	9:30AM	4	None	None	6:30 PM
	10					
	11	11:00AM		0-56=1497	80-0=4921	10:30PM
	12	11:00AM		6-44=2021	80-1=5519	11:00PM
	13	11:00AM	3	0-7=162	37-1=2580	7:00PM
	14	9:45AM	2	None	69-1=4865	3:45PM
*	15	10:15AM	2	16-41=1795	None	10:15AM
*	16	9:15AM	3	4-83=1670	None	9:15PM
	17					
	18					
*	19	9:00AM	2	None	81-1=5465	3:00PM
	20	12:01PM		0-19=608	25-4=1927	12:01AM
	21	11:00AM	4	1-46=1410	55-1=3622	11:00PM
	22	11:00AM	3	0-13=390	59-1=4557	11:00PM
	23	7:00AM	4	Did not leave St. Maries		4:50PM
	24					
*	25	11:30AM	3	6-60=2250	None	6:00PM
*	26	7:00AM	4	None	13-3=1295	6:30PM
	27	11:00AM	3	0-43=1290	88-2=6241	11:00PM
	28	11:00AM	3	0-19=475	88-7=6325	11:00PM
	29	11:00AM	3	None	71-4=4655	8:00PM
*	30	8:30AM	3	2-0=92	7-3=300	8:30PM
	31					

1118

- * August 6: Died at Clarkia, returning
- * August 7: Tied up at Bovill
- * August 8: Used on hook
Did not service any industries
- * August 14: Deadhead crew to Clarkia to get train
- * August 15: Deadhead crew to St. Maries, ran out of time
- * August 19: Deadhead crew to Clarkia account switcher ran out of time, by auto
- * August 25: Deadhead crew to St. Maries, derailed 16 cars at MP 25
- * August 26: Deadhead crew to Tyson Creek by auto to rerailed cars
- * August 30: Rerailed 2 cars at Alder Creek
- * August 16: Derailed at MP 15

1888
60.9 PER DAY

NIGHT SWITCHER TO CLARKIA

<u>JULY:</u>	<u>Day</u>	<u>Call & Dep.</u>	<u>No. of Units</u>	<u>No. of Cars To</u>	<u>No. of Cars Back</u>	<u>Time Returning-Tied Up</u>
	1					
	2					
	3					
	4					
	5					
	6					
	7					
	8					
	9					
	10					
	11					
	12	5:00PM	did not leave St. Maries			
	13					
	14					
	15	7:00PM	did not leave St. Maries			
	16	7:00PM-10:40PM		0-48=1536	40-0=2610	5:00AM- 7:00AM
	17	7:00PM	did not leave St. Maries			
	18	7:00PM-11:05	4	0-34=1120	44-0=2860	4:55AM- 7:00AM
	19	5:00PM-	did not leave St. Maries			5:00AM
	20					
	21	7:00PM-11:10PM		0-64=1300	40-0=2425	5:10AM- 7:00AM
	22	7:00PM-12:45AM		0-68=1380	38-0=2300	6:00AM- 7:00AM
	23	7:00PM-11:00PM		0-85=1800	40-0=2425	5:00AM- 7:00AM
	24	7:00PM-11:30PM		0-40=825	40-0=2425	5:45AM- 7:00AM
	25	7:00PM-12:35AM		0-90=1825	40-0=2425	5:45AM- 7:00AM
	26	5:00PM	did not go to Clarkia			
	27					
	28	7:00PM- 1:05AM		0-40=825	40-0=2425	5:40AM- 7:00AM
	29	7:00PM-11:25PM		0-79=1800	39-0=2365	5:40AM- 7:00AM
	30	7:00PM- 2:00		0-90=1825	40-0=2425	7:00AM- 7:00AM
	31	7:00PM-11:55PM		0-64=1300	38-2=2345	5:25 - 7:00AM

443

NIGHT SWITCHER TO CLARKIA

<u>AUGUST:</u>	<u>Day</u>	<u>Call & Dep.</u>	<u>No. of Units</u>	<u>No. of Cars To</u>	<u>No. of Cars Back</u>	<u>Time Returning-Tied Up</u>
	1	7:00PM-11:05PM	2	1-38=840	23-0=1400	5:15AM - 7:00AM
	2	5:00PM did not go to Clarkia				
	3					
	4	7:00PM-12:50AM	4	0-33=660	36-0=2400	6:15AM - 7:00AM
	5	7:00PM- 2:05AM	2	0-80=1625	36-0=2185	7:00AM - 7:00 AM
	6	7:00PM- 1:25AM	2	0-65=1325	37-0=2245	6:40AM - 7:00AM
	7	7:00PM-12:50AM		1-70=1480	41-0=2485	6:00 - 7:00AM
	* 8	7:00PM-12:30AM		0-74=1500	0-74=4500	7:00AM
	* 9	5:00PM-11:45PM		None	39-0=2365	3:25AM - 5:00AM
	10					
	11	7:00PM- 1:40AM		0-77=1560	34-0=2065	6:15 - 7:00AM
	12	7:00PM- 2:05AM		0-99=2000	38-0=2305	7:00AM - 7:00AM
	* 13	7:00PM- 2:20AM		0-70=1425	None	7:50AM - 8:00AM
	14	7:00PM-10:10PM	2	0-88=1785	75-3=4585	4:50 - 7:00AM
	* 15	7:00PM- 9:45PM		None	98-6=6740	2:45 - 7:00AM
	* 16	5:00PM- 9:30P		None	5-3=300	10:05P - 5:00AM
	17					
	* 18	7:00PM- 2:20		0-74=1500	None	8:25 - 9:00AM
	* 19	7:00PM-11:20PM		0-54=1100	None	9:25 - 10:00AM
	20	8:00PM- 1:05AM		0-38=790	54-0=3265	7:05 - 8:00AM
	21	7:00PM- 1:20AM		0-115=2325	37-0=3250	6:35 - 7:00AM
	22	7:00PM-10:10AM		0-75=1525	42-0=2550	4:30 - 7:00AM
	23	5:00PM did not go to Clarkia				
	24					
	25					
	26	7:00PM- 9:30PM		0-76=1540	75-0=4525	4:00 - 7:00AM
	27	7:00PM-10:35PM		0-73=1480	36-0=2185	5:10 - 7:00AM
	28	7:00PM-12:50PM		0-61=1250	36-0=2185	5:55 - 7:00AM
	* 29	7:00PM- 1:05AM		0-97=1975	28-0=1620	7:10 - 7:30
	30	6:00PM did not leave St. Maries				6:00AM
	31					

770

- * August 8: Derailed at Deadhead crew to St. Maries by auto
- * August 9: Deadhead crew to Clarkia by auto to get train
- * August 13: Deadhead crew to St. Maries from Clarkia ran out of time
- * August 15: Deadhead crew to dog catch branch train by auto
- * August 16: Deadhead crew to MP 6 account branch crew died, by auto
- * August 18: Deadhead crew Clarkia to St. Maries, crew died, by auto
- * August 19: Deadhead crew to St. Maries by auto, ran out of time
- * August 29: Derailed 2 cars