

Dispatch

Dedicated to the historic preservation and/or modeling of the former CMStP&P/Milw. "Lines West"

Volume 2, Issue No. 1

FEBRUARY 1989

NOTES from the General Manager...

This column consists of organizational matters of concern to the general membership.

Comments or questions about these matters should be directed to the General Manager, or Staff Assistants listed in these newsletters.

This section aims to provide better communication and operation for all MILWEST members.

By Art Jacobsen

Farewell to Keith

Our first editor did a very fine job on the **Dispatch** from the second issue on. Working with our publisher, he established a standard format and style that probably will continue for many volumes ahead. Although his departure marks the end of MILWEST's initial organizing period, the **Dispatch** remains with his standards. Getting the newsletter set up and ready for printing always takes a considerable amount of time and effort. Speaking for the other Advisory Council members, I'm sorry we're losing Keith. He will be missed, but he has left us with a darn good newsletter to continue.

Crew change

I'm about to cease being **Dispatch** editor and become a plain old member of MILWEST.

I'd like to thank all of you who contributed to the **Dispatch**. I don't know many of you, but I'm sure we'll meet eventually. I'd particularly like to thank Bill Wilkerson for his fantastic stories which portray the mixture of dedication, humor and savvy that made the Milwaukee Road what it was.

Please support MILWEST and the **Dispatch** like you have in the past. Send articles and news to Rocky Gibbs, whose address is given on page 2.

See you around.

— Keith Newsom

Second Annual MILWEST Meet

Spokane, Washington, October 21-22, 1988

Our annual meet was held at Tidyman's Market in north Spokane. It included an expanded slide show; a tour of the former MILW operations in the area; and a fine display of models, memorabilia, artwork and photos.

Friday night, Gerry Quinn showed slides of the former Union Station and the old GN/SP&S facility in Spokane. Gerry was directly involved with the attempt to save these buildings for the Expo '74 exhibit. As his slides showed, it was an effort that should have succeeded. Union Station (which included the Spokane International and Oregon-Washington RR/UP as well as the CM&StP&P as tenants) was one of the best examples of neoclassical architecture in the region.

Carl Sonner gave us a good look at the recent history of the Washington, Idaho & Montana, and the Elk River branch of the MILW, as well as a summary of the St. Maries River RR since its post-1980 "embargo" beginnings. Ed Lynch and Art Jacobsen gave an audio/visual presentation on MILW operations between Roland and Othello, including the various branches, and even showed some slides dating back to the early 1950's.

Saturday morning we formed a small caravan where Union Station once stood, near the MILW freight house. With Gerry "on the point," we visited

the site of the former UP tower where the MILW crossed the double-track NP/BN main, and saw a transfer run and the inbound Grand Forks turn on the latter. We then proceeded to the old East Spokane Yard, now used by UP instead of their own rather diminished facility, and went eastward again to the still-intact Dishman depot. We paralleled the 1.7% UP grade up Mica Hill, which was a helper district for both freight and passenger trains in former times on the MILW, and stopped briefly at Plummer, where the Spokane branch of 1912 joined the original 1908 CM&PS main.

The main event on Saturday was the St. Maries River RR tour at St. Maries, the former terminal point between the Montana and Washington divisions in the last five years of MILW operations. Jim Tule, STMA General Manager, and Gary Hart, Motive Power Superintendent, were very gracious escorting us through the former CM&PS depot (now STMA headquarters) and their new shop building. Gary was more than helpful in running two of the former MILW GP-9s (now STMA 101 and 103, rebuilt by M-K in 1981) out of the shop and into the bright sunshine for the benefit of our photographers.

Our freight and non-revenue mainte-

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Minutes of 2nd Annual Meeting

The second annual meeting of the Milwaukee Road — Lines West Organization was held the weekend of October 21-22, 1988 in the Tidymen's Market conference room in Northtown, Spokane, WA. There were 38 members in attendance.

The business meeting was called to order by the General Manager at 6:30 p.m. on Saturday the 22nd.

Members of the executive board were introduced, and each detailed the work and accomplishments of his office for the past year:

ART JACOBSEN, General Manager — Overall organization and coordination of all phases of operations: the first newsletter; finances; annual meet functions; representing (at his expense) our organization at the annual Milwaukee Road Historical Association meet in Mason City, IA, this past summer; mid-year work meetings with all advisory council members.

MILWEST Management

MILWEST was organized at a meeting in Spokane, WA on October 24, 1987. It is composed of individuals interested in the historic preservation and/or modelling of the (former) CM&PS/CM&StP/CMStP&P/MILW Lines West. Officers elected were:

Art Jacobsen, General Manager

1870 Easy Street
Helena, MT 59601-1172

Ron Hamilton, Secretary
532 SW Rimrock, # 3
Redmond, OR 97756

Ed Lynch, Ass't General Manager
4001 5th Ave. North
Great Falls, MT 59401

Managing Editor:

Rocky Gibbs
W. 444 15th Ave.
Spokane, WA 99203-2110

Kirk Petty, Staff Assistant
P. O. Box 423

Ranchester, WY 92839

Gerry Quinn, Staff Assistant
South 2208 Conklin Court
Veradale, WA 99037

Rick Yaremko, Treasurer
116 DeerCross Road, SE
Calgary, AB, Canada T2J 6G7

ED LYNCH, Assistant General Manager — Organizational publicity, drafting and printing of flyers and paperwork. Coordinating work on first M.D. issue; writing articles for second and third issues; organizational promotion at various swap meets.

RON HAMILTON, Secretary — Maintaining a membership list; collecting dues; sending funds to the Treasurer; providing membership list to G. M., Treasurer, Editor, and the M. D. Publisher, Jerry Miller in Harlowton. Total membership is now seventy with half from Montana. The remainder represent 16 other states, stretching from coast to coast. There are also four Canadian members. The Secretary has received many positive comments about the organization via the mail. Many references to our orange promotional flyers and word-of-mouth "advertisement" prompted several new memberships.

RICK YAREMKO, Treasurer — Presented a detailed balance sheet of the organization's financial status. Current balance as of 9/30/88 was \$218.82. Rick answered questions about exchange rate, as well as how/where funds were kept.

KIRK PETTY, Staff Assistant — Kirk was recognized for his efforts the past several months in putting together a highly successful tour of the St. Maries River RR held earlier in the morning.

GERRY QUINN, Staff Assistant — Again this year Gerry was able to secure a large meeting area at no cost to the organization. Prior to the St. Maries trip, Gerry also led the organization members on a Spokane "car pool" tour of the former Milwaukee operation sites between Union Station and Dishman.

KEITH NEWSOM, Editor — Unable to attend. Keith has been Editor of the M. D. for the first year, a very time consuming job!

At this point nominations were accepted for any offices for the following year. It was M/S that the current slate of officers continue to serve for another year. Vote was unanimous.

A general question and answer

session followed:

1. The G. M. explained the need and reasons for mid-year get-togethers with various officers.

2. The Treasurer addressed further general inquiries about how our funding was maintained.

3. G. M. explained how postage costs restrict the M. D. to its current size for the time being.

4. G. M./Treasurer answered inquiries as to why no membership list is available, explaining there is a liability potential involved. In that regard, there is also some question relating to the organization's status as profit/non-profit. It was M/S/A that the G. M./Treasurer will research the matter and report in the newsletter and/or at next year's business meeting.

5. There was discussion on several comments relating to less-than-desirable quality of photos in the M. D. insert page. Since a newspaper office prints the M. D., we assume a news photo process is being used to reproduce our pictures, producing a grainy photo containing less-than-desired detail. Ed Lynch and others will investigate other cost-affordable alternatives. The number and size of photos was also discussed.

6. It was suggested that the Secretary send a "thank you" letter to the St. Maries Railroad for their time/efforts in making our tour of their facilities a meeting highlight.

The G. M. then outlined some basic needs/goals for our organization in the coming year:

1. Although we currently have publishable materials, we constantly need more articles for our newsletter. Members are encouraged to submit rough draft articles with topical information. Polished articles are not necessarily expected, as the M. D. Editor and others can fine-tune them for print. Black and white prints are also needed for the photo insert.

2. To increase membership:

a. Continue to use our display board at as many railroad gatherings as

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MINUTES

(Continued from Page 2)

possible,

b. Construct an additional board for the same purpose.

c. Word-of-mouth

d. National magazines/press.

Final item of business was selection of the 1989 annual meeting site. After discussion and consideration of the offer from the City of Harlowton to meet there in the summer of 1989 in honor of their Centennial, it was M/S/A that we will do so.

In keeping with MILWEST's intention to meet annually in some city along the former Milwaukee Lines West, the 1990 meet will tentatively be held in Tacoma, WA. Dave Haskins of Coquitlam, BC, and Phil Kresek of Edmonds, WA have been designated to do preliminary work for hosting the meet.

It was suggested that we contact more "on line" newspapers for advertising our organization and activities.

Meeting adjourned.

Respectfully submitted,
RONALD R. HAMILTON
MILWEST Secretary.

Bad-Orders: REPAIRED

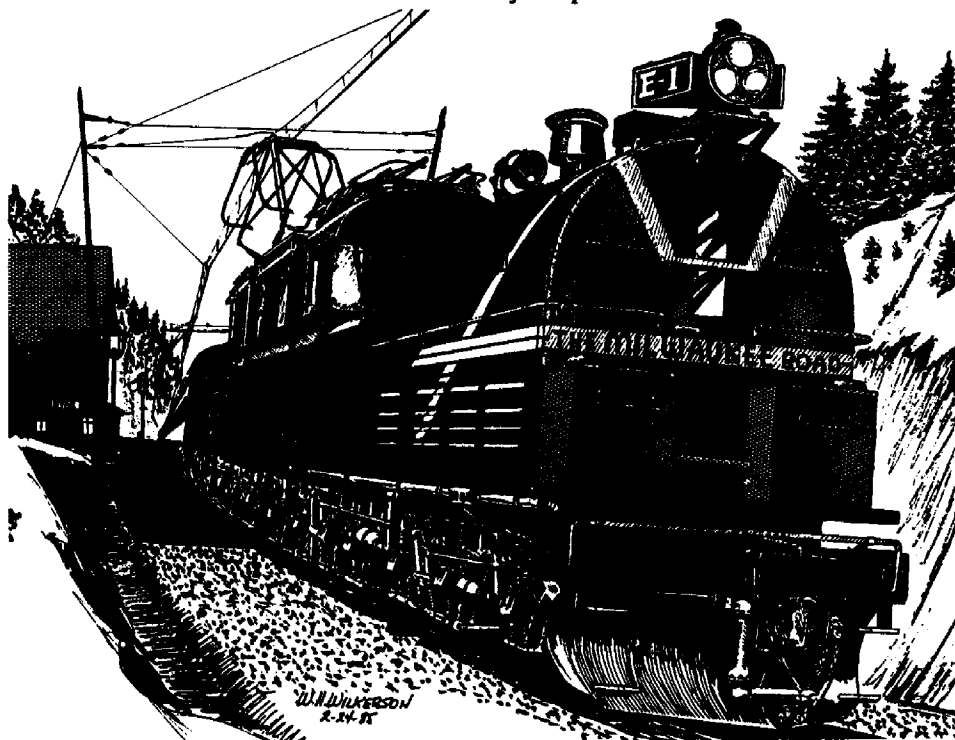
We manage to produce a few boo-boos each issue. Here are the corrections:

There were two "typos" in the left column on Page 4 of the previous issue, Volume 1, #4 for September, 1988. These came under the Lombard bridge fall story, first the word "POWER" on the column section heading should have read "FORMER." The last word in the column should have read "SPRINT."

The photo insert carried in this issue has a w/b with E-71/4000/1 at East Portal. The train was identified as #253, when in fact it is #263.

Those of us who have the "Magificent TRAINS" calendar for this year may note that this month contains a scene from our area of interest. This is the Keith Ardinger print from a slide taken at Three Forks of the EF-5 class motor #E-47BDCA in 1968. The slightly green vegetation indicates it was taken in March or early April, however the train is facing northerly (eastbound) —

NOT "westbound" as stated on the caption. The train is on the passing track just west of the depot, and the photographer is on the grade crossing by m/p 1449.8.



Westbound at Hyak, Washington on the curve into the 11,888 ft. Snoqualmie Tunnel.

WAYBILLS

SELL: The "official group photo" of the St. Maries River RR tour at St. Maries, Idaho October 22, 1988, is available as an 8x10 glossy black and white print for \$3.50 US, postpaid, from Tom Radoman, 7840 Trenton, Butte, MT 59701.

BUY/SELL/TRADE: CM&PS/CM&StP/MILW hardware and paperwork items. Send large SSAE to Norm Bestwick, South 2822 Wilbur Road, Spokane, WA 99206.

WANTED: Track diagrams, depot, rolling stock and structure plans, slides/prints; and other information on the former Coast/Washington and Montana divisions between Avery and Plummer, Idaho for 1974-1980. Contact Steven A. Depolo, 22229 NE 66th Place, Redmond, WA 98053.

SELL: Official MILWEST caps, black with orange or black front, \$9 US postpaid. Also T-shirts in orange with black and silk screen of Bill Wilkerson artwork — either pair of EF-4s in maroon scheme e/b at Three Forks, or the E-57B Harlowton display unit — \$9 US, postpaid. Cap plus shirt for \$17 US. T-shirt sizes are M (38-40), L (42-44), and XL (46-48) for EF-4s; and S (34-36) of E-57B. Also Three Forks T-shirt in maroon with orange silkscreen in M size. Art Jacobsen, 1870 Easy Street, Helena MT 59601-1172. Proceeds go to the MILWEST treasury.

SELL: 8x12 color prints of MILW electrics on the 4th subdivision of the Rocky Mountain Division. Five photos taken on 10-1-70 (including the #263 in the photo insert) feature EF-4s in action, and the EF-2 helper motor #E-45BCA at Haugan. Also a final look at the "dead line" of nine EF-4s at Deer Lodge on 7-6-74. Price \$6.50 each, \$18 / set of three, or \$34 for all six. Send SSAE to Art Jacobsen for information.

SELL: Official MILW station plat of the Tideflats Yard facilities, 1927 to 1959 time period (24" x 56"), \$10.00 US, postpaid. Also have CM&StP station plat of the Everett yard, and right-of-way plats along the Snohomish River (20" x 45") for \$8.00 US, postpaid. Inquiries please send S.S.A.E., order from Dave Haskins, 564 Ebert Avenue, Coquitlam, B. C., CANADA V3J 2L2.

SELL: Caps with EF-4 "Little Joe" black silk-screen drawing on orange front, \$6.50 from Jack Dorsey, 15 Lariat Drive, Billings, MT 59102.

SELL: Rail photo wall plaques, use 5x7 color prints with herald and spike, finished hardwood base (5 1/2" x 10" x 3/4"). Inquiries please send S.S.A.E. for details: Rail Research N.W., c/o Phil Kresek, 20903 80th Place W., Edmonds, WA 98020.

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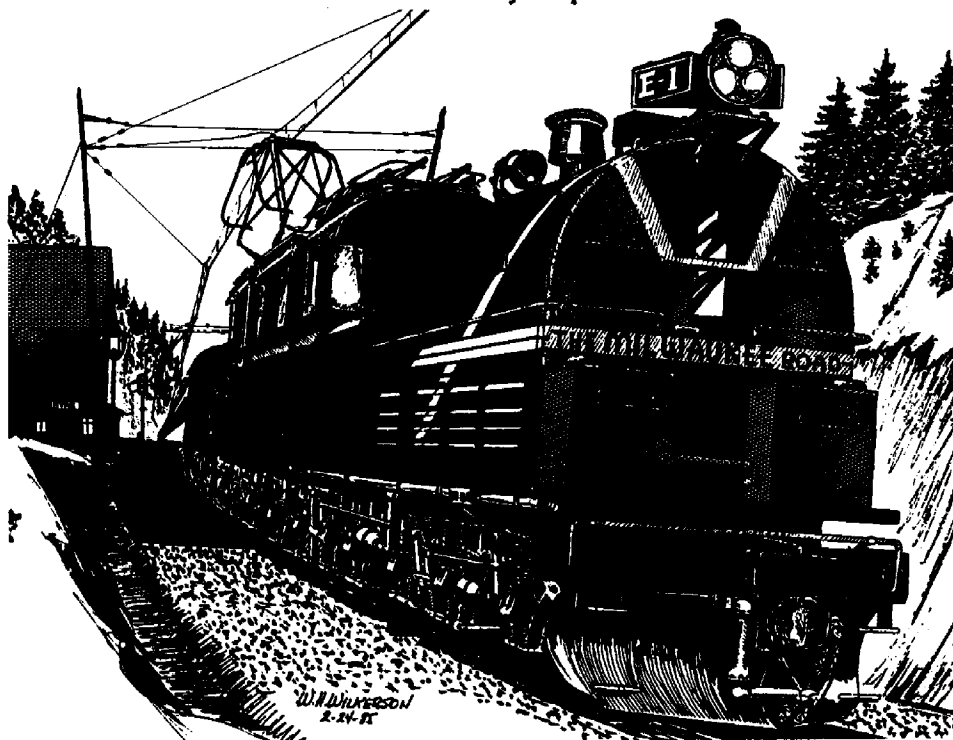
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Olympiangram

The title of this section is derived from the former newsletter for passengers on the "Olympian" (trains No. 15/16) west from Harlowton, MT. Published in Lewistown, MT between 1910 and 1918, it provided the latest wire-service news of the day.

The Milwaukee's Mighty Electrics

VHS or Beta \$39.95 US, Postpaid
Approximately 40 minutes
WB Video Productions
6447 South Heritage Park West
Englewood, CO 80111

In June, 1985 Ed Lynch and I attended the MRHA annual meet in Milwaukee, WI and saw the 16mm color films by Doug Jones. Doug lives in Milwaukee and in the late 1960's ventured west to the MILWAUKEE ROAD's Rocky Mountain Division. In 1965 he covered action between Lombard and Deer Lodge, and even got out to Beverly on the Coast Division. Again in 1968 he returned and found more action on the east end of the Rocky Mountain Division as well as the Sixteen Mile/Montana Canyons and Pipestone Pass. This latter trip included scenes around Missoula, Alberton and west to St. Paul Pass. Doug's filming was great, and he had outstanding weather most of the time. The only thing lacking was sound (he did not have a sound-equipped camera, but tried making tapes on a portable recorder on the 1968 trip). After watching these movies, Ed and I strongly urged Doug to contact one of the commercial video production establishments about reproducing the films.

In 1986 I got a call from Chuck Wearth, a former C&NW dispatcher who was the "W" in WB Video Productions. Chuck wanted information about stereo sound recordings of MILWAUKEE ROAD electrics for use with Doug's films. I referred him to Don Hunter, retired University of Oregon faculty member who had extensively recorded Coast and Rocky Mountain Division action in 1970 and 1973.

The MILWAUKEE'S MIGHTY ELECTRICS is clearly the best video reproduction from any film on the market! The scenes are so sharp that one has to bear in mind that Doug was using

a 16mm camera and not a 1" tape video recorder "on location."

The tape comes in a box with color prints of a pair of EF-4's (E-21 leading, eastbound) on the front, and the EF-2 helper motor set E-29B/36C/29A both taken at Butte Yard. The text on the back cover incorrectly identifies the location of this area as "South" Butte Yard in describing scenes of an ES-2 steeple cab switching. Inside is a cardstock map from a 1965-era passenger timetable showing lines west from Scranton, ND to Puget Sound. The "intro" for the tape features some rather imaginative graphics utilizing the MILW herald. Following the end of Doug's films are various cuts from other WB Video tapes, including a rather interesting collection from 16mm and 8mm movies done in the early 1950's.

The sound transfer is good to excellent, but there are some scenes where the action does not quite match the sound (such as box motors working upgrade but sounding like they are in regeneration). However, the stereo hi-fi sound reproduction is outstanding. There are scenes where the action matches the sound so well that it's hard to believe these are recorded at different times and locations. The narration is by Rege Cordic, and titles for the various locations are also included. There are some mistakes in narration, "Martinsdale" loses its "s" at the beginning and a "St." is added to Francis (perhaps some Minnesota influence creeping in at that point). Janney and Roland are mispronounced.

Toward the end of the tape, the final run of the electrics on June 15, 1974 is with "E-83 and E-20." However, the majority of facts in the narration are accurate.

The coverage has very rare footage of one of the last EF-4's still in maroon paint (the E-76 leading E-71 and GP-9 324 on #264 at Lombard) in 1965, and the E-78 (again in 1965) before it was wrecked and rebuilt. The lead unit on the #263 with E-78 is the E-72, one of the two Joes in the earlier post-maroon

"half black" paint. Equalling these rare views of motive power are the consist scenes, which make it an ideal reference for modeling research. The views at trackside are clear enough to distinguish certain details not readily evident in still photography at times, such as the classification light brackets on both ends of EF-4's as late as 1968.

Some scenes are missing: there are no views of helper action on St. Paul Pass, although there is one brief eastbound scene with a single Joe and four GP-40's above the Forest Service road near Kyle. Coast Division action is confined to rather distant views of the eastbound with the E-50 motor helper set at Beverly. However, there is an added treat in the promotional material following the end of the Doug Jones films: The cuts from the "50's Express" include a ten-second look at the #16 "Olympian Hiawatha" arriving at Three Forks, followed by a pair of EF-4's on #263 at the same location. The #16 is being powered by Westinghouse EP-3 motor E-13, while the Joes are in the original gold lettering on the maroon stripes. The video transfer from the 16mm looks to be equally as good as those on Doug Jones'. Despite some obvious and minor errors, the MILWAUKEE'S MIGHTY ELECTRICS is by far the best video on the former electrified operations to date. The clarity of the reproduction alone surpasses any of the various types done from later films in the history of rail videos. Anyone with an interest in these operations should get this tape, for it is the definitive MILWAUKEE ROAD electrics action video in the final decade of operations. As an organization with its main interest in this operation, we should encourage the continued coverage of this area. There are many films done by railfans of these scenes that deserve to be reproduced (and preserved). We welcome all of our members to contact WB Video and others to promote the availability and expansion of these materials.

— Art Jacobsen

Bruce Butler selling video copy of 8mm movies

Bruce Butler is also selling a videotape copy of the 8mm movies he had at our Spokane meet. This includes a typed copy of each scene on the tape, plus sounds recorded "on location" at the time of the filming. Besides the views of the E-39 work extra eastbound from Cabin Creek to Cle Elum, there are views of Rocky Mountain division action in the early 1960's (EF-4's in maroon) and 1970's. The locations are generally the Three Forks—Butte—Deer Lodge areas in both time periods. There are also a few "clips" of an e/b with three MP-15AC's climbing UP's Mica Hill bound for Plummer, and a GP-9 doing "clean-up" work at Othello yard at the very end of operations (March, 1980). The total viewing time is about half an hour. Send inquiries (S.S.A.E., please) to:

Bruce Butler
N. 8222 Jefferson Drive
Spokane, WA 99208



Call Board

Our next issue will be under a new Managing Editor, Rocky Gibbs of Spokane. Rocky offered his services after Keith announced he was stepping down from this post. The Advisory Council has previously met Rocky at the Spokane meets, and we welcome him aboard. The next issue will include an introduction.

Upcoming features include a modelling story on the drop-bottom chip gondolas, and historical materials on the Harlowton area. Future issues of the *Dispatch* for this year will focus on former MILW operations in central Montana, including the old Montana RR (commonly known as "the Jawbone"), and the railroad that wasn't quite as long as its name — the White Sulphur Springs & Yellowstone Park Ry.

— Art Jacobsen

October Nights

By Art Jacobsen

Returning from the second annual meet in Spokane this past October, Ed and I took a "side trip" along old and not-so-familiar territory. This was done well after sunset when clouds were obviously bringing an end to an otherwise perfect-weather weekend. Driving through downtown Wallace brought back memories of the long haul over Moon Pass to descend into the North Fork canyon opposite old Pearson (m/p 1763). The road on the southerly side of Moon Pass follows the logging spur that once diverged by way of a series of switchbacks from the main line at Pearson. Very little evidence remains of that long-abandoned line today as it was constructed shortly before the great Idaho fires of 1910 virtually obliterated the timber in the region. Ed and Ron's venture to Avery the day previous brought a much more recent abandonment to mind, for it was just nine years before we had been getting the shots in this very locale that were used in our slide show.

The hour was getting late, and while Ed was hankering after a "side trip" up to Kyle and other sites along the great Adair Loop, we opted instead for a shorter excursion on the Montana side of the Bitterroots. I first visited East Portal when it was still an operating substation just over eighteen years ago (early September, 1970), and the last time was in mid-1980 with silent, rusted rails and dark block signals. This night was not so much nostalgia as it was downright spooky — the moon obscured by the gathering overcast and only Ed's Datsun wagon headlights revealing the utter ruins of the substation operator's bungalows and section houses (only the concrete roof remains in the decayed rubble of Substation #13). Now Ed is a former "spelunker" and has a habit of wanting to investigate any chance hole in the hillsides — so it was perfectly natural for him to go poking right into the east portal of the tunnel.

There is little doubt in my mind that Ed would have driven (or at least made

an attempt) the Datsun right through the St. Paul Pass Tunnel #20, all 8,771 feet of it, had the rather substantial barrier of concrete "Jersey rail" and old ballast not blocked the way! Instead, and with me in tow, he walked about thirty yards inside the bore, with a strong breeze coming in from Idaho in our faces and the sounds of dripping water echoing in otherwise all-too-silent place.

Thinking back on it now, I am reminded of another after-dark experience at the east end of another tunnel on another divide eighteen Octobers before. This was on the Donald side of Pipestone Pass, waiting for the helper motor #E-45 to emerge and parallel at a leisurely 25mph pace to Grace, Cedric, Vendome, and ultimately Piedmont. St. Paul Pass and all the other tunnels in Montana, Idaho and Washington on the former main line are forever empty in fact, but not in our memories.

Old memories aside, it wasn't all that comfortable standing in that man-made "wind tunnel" staring at a very faint image only slightly less black than the surroundings. Ed was more than half-tempted to "hoof it" on to Roland, but after convincing him that I had better things to do than stumble through an abandoned hole in the mountains, we climbed into the Datsun and headed east.

However, we did not venture back down the Rainy Creek road to the Taft exit on I-90. Instead, we decided to see how far we could get down the former main line grade, expecting to find a rockslide or a missing bridge or culvert barring the path around the next bend. There was evidence of much of the former along the right-of-way, leaving no doubt as to the necessity of slide fences. However, we had no problem about the latter until we were within five miles of St. Regis where the short pile bridge #DD-176 at m/p 1720.5 was obliterated. We doubled back through Foraker and returned to I-90 at Ward Creek Road exit.

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No Driver's License!

By Bill Wilkerson

Just a few days before Christmas 1975, I was called at Harlowton for a dead freight east. The call was around supper time. Those who wanted a white Christmas were happy, as we had enough snow to last well beyond Christmas. A chinook wind had crusted it over so it didn't blow.

I had three SD 40-2's with the 186 ahead. We got out of Harlowton around 8:00 p.m., and the dynamic brakes held the train at a steady 50 MPH all the way to Ryegate (30 miles). We set out six covered hoppers at the elevators for grain loading. The train was heavy but rolled easily and we were soon back to 50 MPH.

Roundup was laid out on a long "S" curve, first to the right and then left past the depot. There was a short stretch of straight track east of the depot about 30 car lengths, to the east switch. About 100 feet west of the east switch was the fairgrounds road crossing. The speedometer was right on 50 as we passed the depot. I could see the green reflection of the east block on the crusted snow. As we hit the straight track, the headlight picked up a cream-colored 1970 Ford standing right on the crossing. I had just started my crossing whistle, and when it didn't move, I started a series of short panic whistles, but still no movement. When I could see that we were going to hit the car, I pulled the brake into full service. Over the years, I had conditioned myself never to go into emergency if I was going to hit a car or truck or anything else. When you go into emergency, you have lost control of your train. A 20-pound reduction will give you the same braking effort, and you can always release a full service application if a fire breaks out on the car or truck. If you go into emergency, you have to wait until your train comes to a stop and all the triple valves reset before you can pump the brakes off, so if there is a fire, you burn.

Just before the impact, I could see a girl on the passenger side towards me, as the car was facing south. The drawbar hit right behind the right front

wheel. We threw the car off the track, turning it nearly 180 degrees against a telephone pole on the east leg of the wye.

I called Conductor Paul Smith and told him I had hit a car on the fairground cross, and then called the Melstone operator, told him to call the authorities on the phone, and gave him the time as 10:01 p.m.

When we stopped, I told my head brakeman, Tom Worlie, that we would have to walk back and see if we could do anything. He said "at the speed we hit them, they are probably dead by now." I left the air set so there wouldn't be any movement by slack action. I pulled out the reverse, and pulled the generator field button so no one could get up in the cab and play engineer while we were gone.

When we got back to the car, the young man and woman were sitting on the trunk lid holding each other and rocking back and forth. I asked them how bad they were hurt and told them we had help coming. The guy just looked at me and said, "Man, are we spaced out!" When I could see that they didn't seem to be hurt, I asked him why the hell he was parked on the crossing. He said, "Man, that light was green." I told him that light was for me, not him, and if he had looked at the red dwarf signal it would have told him there was a train on the main line. They were both all doped up and had been playing their tape player so loud that they didn't even hear my whistle. I don't know where they figured all that light came from, even if they couldn't hear the whistle.

The ambulance, Sheriff and Highway Patrolman all arrived about the same time. They loaded the couple into the ambulance and took them to the hospital. The girl was barefooted. I had shoved the door in so far it locked her shoes against the floorboards. If she had them on, I don't know how she got out of them, as the Patrolman couldn't pull them loose.

After the ambulance left, the Patrolman asked me if I was the engineer. I admitted I was, and he asked for my

driver's license. I told him "No." He said, "What do you mean, no?" I told him just what I said — No — and in case he couldn't see, that was a freight train standing there. I wasn't driving a car. He said, "You had an accident on a highway crossing." I told him, "No, the driver had the accident, not me." I told him we had been instructed not to give our driver's license because the insurance companies had been classing us as having accidents and raising our rates.

The Sheriff was listening, and told me I would either do as I was instructed or he would take me to jail. I told him it was after 10:00 p.m., cold, and I had three stations to work before I got to Miles City, so if he had a nice warm jail it would be all right with me, but I wasn't producing a driver's license. I also told him that if he took me to jail, he would have to figure out how to get that train off the crossing (I had the reverse lever hidden in the nose).

The Patrolman wanted to know when I applied my brakes. I told him a couple of hundred feet back when I could see that we were going to hit the car. He wanted to know why I didn't apply them sooner, and I told him it wouldn't have made any difference. By the time I saw the car, there was no way I could stop before hitting it. The Sheriff said I probably could have stopped if I had acted sooner and used my emergency brake. I told him there was no emergency brake and I had stopped from 50 MPH in about a half mile. The conductor was looking at his list and told them that the car on the crossing was 35th from the head end, and asked them what more they thought I could have done.

It seemed to me they were sure trying hard to make it look like my fault. I finally said, "These must be kids from prominent families around here, the way you're acting." I told them there were a few smart kids in Roundup who would sit on the crossings until the engineer went into emergency, and just a few feet before the engine got to the

(Continued on Page 7)

St. Maries River Railroad

Current Roster

Unit Model (all are M-K rebUILds)	STMA Number	Delivered to MILW	Original MILW Number	Final MILW Number
GP-9M (chop-nose)	101	5-1-59	292	same
GP-9M (chop-nose)	102	5-19-59	301	same
GP-9M (chop-nose)	103	7-1-59	322	same
SW-1200M	501	1-1-55	2060 (1st)	612
SW-1200M	502	1-18-54	1641	618

Notes:

The three GP-9s delivered to MILW were part of the final order of this model, and all were from traded-in FT sets off the former Idaho/Coast and Trans-Missouri divisions. These are dynamic-brake equipped units.

The two SW-1200s were in separate orders, and were renumbered during the general diesel roster revision in July, 1959. They have m/u at both ends, although the former 618 (ex-1641) was built with m/u at the rear (cab) end only.

Information from the November, 1986 CTC Board (issue #137), which may still be available from the magazine's office (P. O. Box 55, Denver, CO 80201) for \$2.75 US. It also may be purchased from the STMA office (P. O. Box 619, St. Maries, ID 83861-0619).

The STMA also has a very fine cast pewter belt buckle of the 103 at the west end of the St. Maries depot, for \$12 US, postpaid. Several from the tour group purchased these on the spot!

No Driver's License

(Continued from Page 6)

crossing, they would pop the clutch and peel out. A couple of engineers had torn up their trains going into emergency, and it had been reported to the law officers by the Milwaukee, so they knew what was going on. I told them I wasn't ever going into emergency for any of them. If they want to play "chicken" with me, the odds are about 5,000 to 1 in my favor, and they had better pass the information on to their smart drivers.

The Sheriff found some spin marks in the icy road where someone spun down to gravel. I told him anyone could see they weren't from this car as it had left deep black tire marks sideways when I shoved the car sideways. If the kid had wanted off the crossing, all he had to do was back up as there was a slight rise up to the tracks. Besides, he had admitted to me that he didn't move because the block light was green and he thought he was safe.

I told them the Milwaukee had a legal department to take care of these things, and I would turn in my accident report to the Superintendent as required, but I wouldn't sign anything for them. Whatever the Milwaukee wanted me to sign or say, they would instruct me and I would do it. I couldn't see where the accident was any fault of

mine or the Milwaukee's. There is no way I could have turned out to avoid hitting the car, as a locomotive can only move sideways a maximum of one inch.

When they saw I wasn't going to cooperate or back down, they decided to let us go a little after 11:00 p.m.

No one was hurt in the accident. The couple had a few cuts and bruises, but they were released after being examined at the hospital.

The car was a total wreck. The left side was crushed in so the door was on the floor boards. The engine and transmission were knocked out onto the left fender and wheel. No. 186 had a slight bend in the bottom left step and hand-rail, and yellow paint marks on the front and the fuel tank.

I made out my report when I tied up. In a couple of days the claims agent came to see me, and I gave him a full account of the events leading up to the accident. I never heard any more about the accident or the people involved.

I don't remember what we had for cars and tonnage that night, but we were pretty heavy. With the weight of the three units, I would say we had a combined weight of around 6,000 tons approaching the car at 50 MPH, so you can see the odds were all on my side.

October Nights

(Continued from Page 5)

All the while we were struck that aside of the bridges and Tunnel #19 just above Dominion Creek, there is very little evidence to suggest this was once a main line railroad. There is an occasional stub of a trolley pole, or communication line straggling along the right-of-way. Drexel substation is even more thoroughly obliterated than East Portal, while the tin shed for the snowplow at Haugan still stands as does the section tool shed at Bryson. There are also random remnants of slide fences, and the odd signal pedestal or battery cellar along the way. This part of the trip lacked the "haunted" feeling at East Portal, and when the moon broke through the overcast above Tunnel #19 and we saw headlights on I-90 down in the St. Regis Valley far below, it was downright fun! This was the kind of scene only observed by freight crews, as we were running a good five or six hours ahead of the e/b passenger schedules of thirty to seventy years previous.

During the summer and dryer parts of the fall months it is possible to repeat this venture. The grade is now under Forest Service jurisdiction from Foraker (m/p 1721) to Calder (m/p 1795). Ed and I will probably repeat this trip again in daylight as it is one of the few places on the former main line with unrestricted access.

Invite a friend to join MilWest. His/her membership will help make our group strong!

2nd annual Meet (Continued from Page 1)

nance car folks were busy getting detail shots of the collection of former MILW rolling stock on hand, much of it still with MILW lettering, including the "Potlatch plow" X900109, and intermediate-seam/horizontal rib caboose STMA 996. Gerry Quinn acquired paint data and lettering dimensions for STMA's locos, which may lead to a decal and painting reference guide. Tom Radoman took the "official group photo" on STMA 101. It is reproduced in our photo insert, and Tom has individual 8x10 prints available (see Waybills).

The guided portion of the tour ended shortly after noon, when various small groups took informal tours along the former MILW lines. One group went up to Avery, but found very little of the former terminal still intact except for the depot, now the community center. Another group investigated the unique skewed-truss bridge No. EE18 at m/p 1802.7 over the St. Joe River, 4 1/2 miles east of St. Joe. They then proceeded west along the original main line, find-

ing all bridges except the wooden pile trestles intact from Tekoa to Malden. Surprisingly, the foundations of the roundhouse and water tank (with pump house) still remain at this old Idaho Division terminal. Of course, the unique features along the old grade are concrete arch bridges No. EE90A (crossing the ex-NP/BN "P&L" line) and No. EE90B (over the old highway and former S&IE/GN grade) at "short" milepost 1871 south of Rosalia. Unfortunately the depot at Malden burned down due to juvenile vandalism in fall 1986, but the "beanery" (former bunkhouse) to the east is still intact.

We all returned to Tidyman's Saturday evening for the rest of the Program. Rick Yaremko showed slides of wood (outside-braced) and all-steel boxcars of the 1960-1980 era of operations. Both mechanical and iced refrigerators were represented, and a wide assortment of the horizontal ribbed cars. The business meeting lasted less than an hour. Its minutes are printed in this issue.

The final portion of our Second An-

nual Meet included a historical background of the original CM&PS construction in the Inland Empire (Palouse region) by Dale Martin. Gerry had slides of the MILW operations in the 1970s in the Palouse and around Spokane. Kirk Petty showed the STMA on the former main line to Avery and the Bovil (former Elk River) branch. Glen Icanberry had a good series riding "Hi-Rails" and section speeders on both lines in rather dreary weather. Bruce Butler provided an extra treat with his 8mm movies of one of the final operations on the former Coast Division electrification: the E-39/47 motor on a work extra out of Cle Elum in late summer 1972.

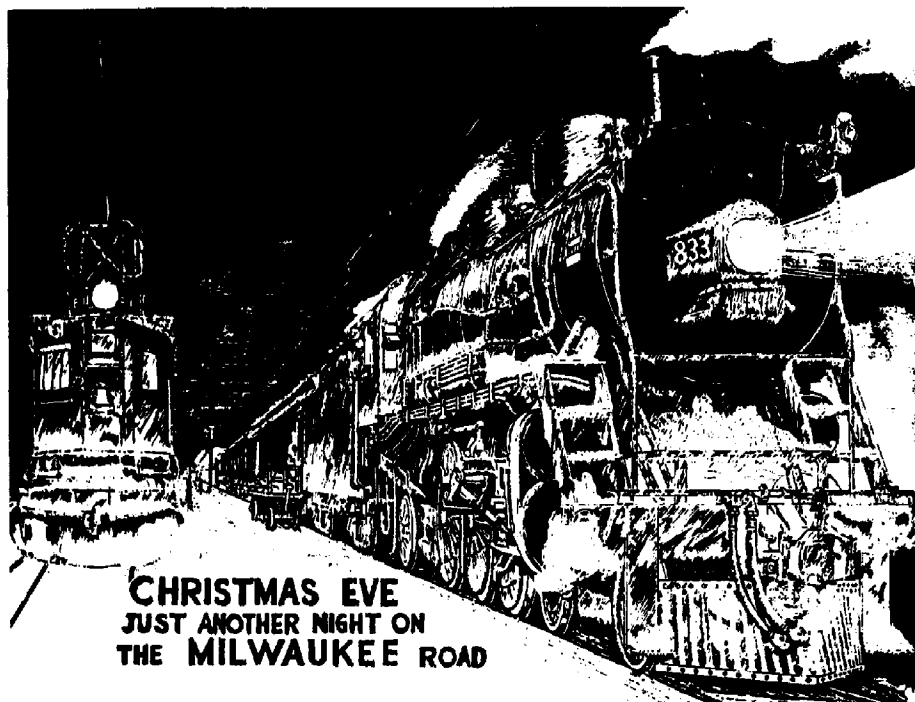
To all of you who provided this year's displays and audio/visual presentations, I say **THANK YOU VERY MUCH!** It was a job well done. To those who attended this function, **THANKS FOR YOUR SUPPORT.** We look forward to seeing everyone in Harlowton in 1989!

— Art Jacobsen

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MilWest Dispatch

532 S.W. Rimrock # 3, Redmond, OR 97756



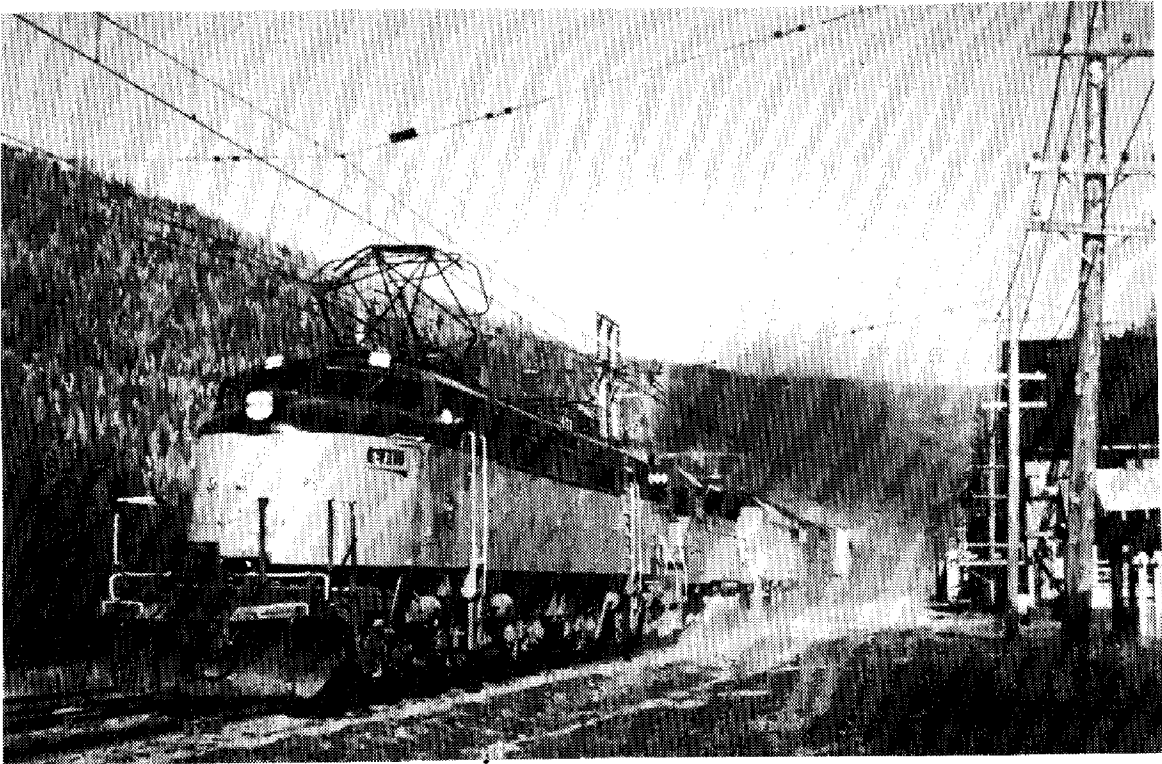
**CHRISTMAS EVE
JUST ANOTHER NIGHT ON
THE MILWAUKEE ROAD**



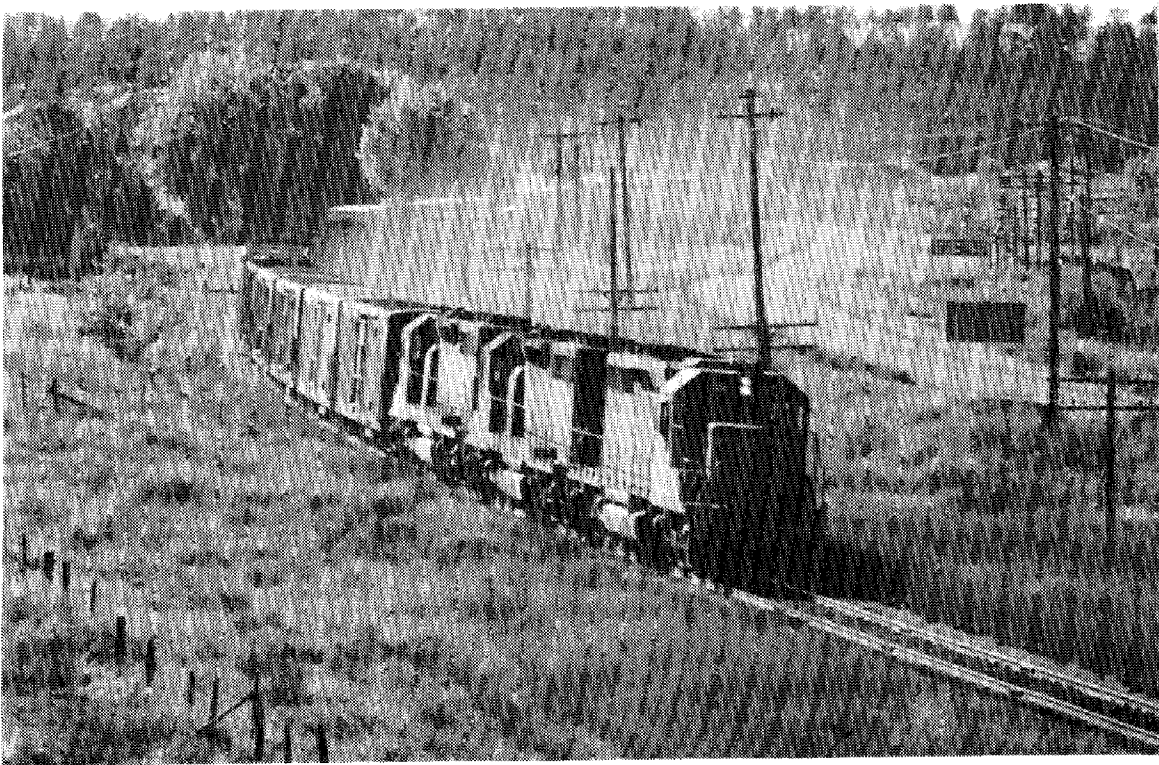
CMSt. P&P F-5 class 4-6-2 #875 east of the Spokane Union Station - C.1950
G. Christen photo



-MILWEST- 2nd Annual Meet Tour at STMA shops, ST. Maries, ID. 10-22-88
Tom Radoman photo



**Train #253 with E-71 / 4000 / 1 near mile post #1749 at East Portal on 10-1-71
Print from Bruce Black slide**



Milw. Train #200, with 3-SD40-2's (#141 / #132 / #158) at Milepost #1267.8 near West Roundup, Montana Oct. 7, 1978. Print from slide by Art Jacobsen