

Dispatch

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

Volume 3, Issue No. 1

JANUARY 1990

'A Railroad Not As Long As Its Name'

The WHITE SULPHUR SPRINGS & YELLOWSTONE PARK RY.

Part II

By Art Jacobsen

A major factor that kept the WSS&YP operating until it lost the one rail connection to the outside was its very informal work practices. During its first decade a pattern was established among the employees that would continue all through the next seventy years. Aside of the daily-except-Sunday passenger service there was no regular operating schedule on the railway. Freight moved as-needed about once to three times a week depending on seasonal livestock shipments. With the introduction of mixed freight/passenger service only one train crew was needed, and this was normally a three, sometimes only a two man job. The other full-time employees consisted of an agent at White Sulphur Springs and two general laborers.

The titles of "agent," "engineer" or "laborer" did not restrict their owners to those positions alone. It was not uncommon to find the entire railway's workforce engaged in track work one week, bridge and culvert maintenance the next, and digging the train out of snowdrifts the following month! Other seasonally-related occupations consisted of cutting ties in the Spring for track work that Summer, followed by culvert and ditch cleaning where the runoff was backing-up over the track. Summer track work and related structure maintenance was performed by locals, either ranchhands or high school students in later years. These were hired at minimal wages for a three-month period of digging out rotted ties, bolting broken rails or leveling low spots.

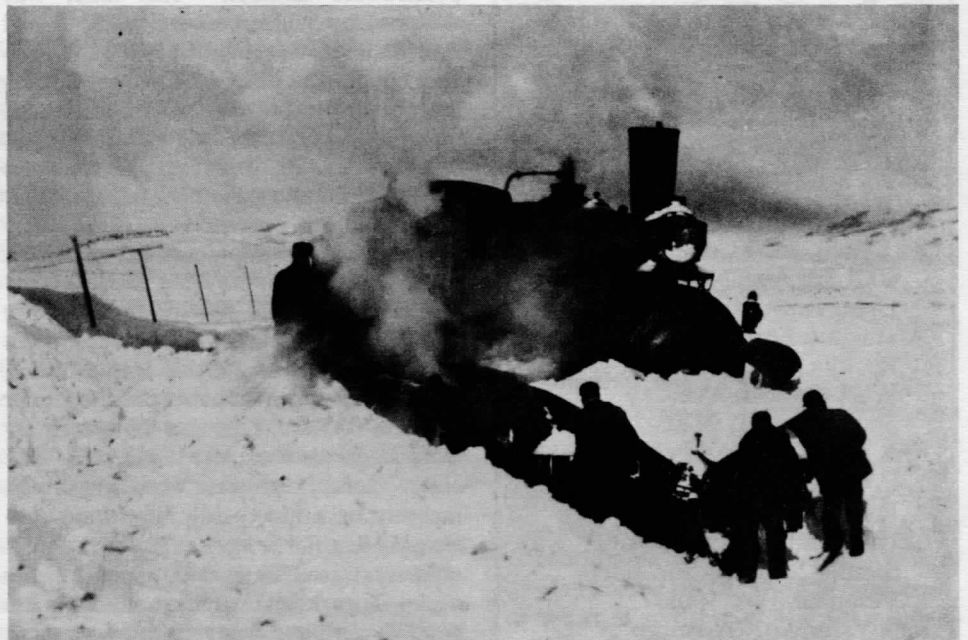
This pattern was retained throughout the Wetherell years, the only change being the agent doubled as the mail/express/passenger truck driver after "motor" #2 was retired. Willson reduced the permanent workforce to three after acquiring the railway in 1974. The occasional steam excursions in the last three full years of operations

were handled by a mix of the regular WSS&YP employees and "volunteer" helpers. These latter were current or former railroad personnel and area rail enthusiasts. When the rails came up in the Summer of 1981 the salvage contractor hired the same seasonal laborers that had been working on those tracks two years before. Although the WSS&YP's very informal work force was not unique, it was only found on that kind of marginal operation. These were similar if somewhat shorter in length and were scattered around the nation. Some still exist on the remnants of segments abandoned by larger systems.

Today there are still tracings of the grade between the former MONTANA R.R. near the site of old Dorsey and the US Highways 12 and 87 crossing near Calkins. The

depot at White Sulphur Springs still stands, as do the terminal facilities such as they were. These included an unpainted one-stall rough-cut-wood enginehouse, a former tank car body for fuel storage, and a few very weathered sheds. The most notable item is the decrepit open-platform wood combine carbody, CMStP&P #2515, about a block southerly of the enginehouse. This had its origins in the N.P., and was converted to the MONTANA R.R. as part of the former's original construction agreements! It was last used as a bunkhouse for the summer track gang workers in the late 1950's. The enginehouse is empty; the 2-6-2 #18 was sold to a party in Atlantic, Iowa and hauled out on two "low-boy" truck/trailer rigs on Memorial Day weekend of 1985. The loco was to

(Continued on next page)



First winter on the Ringling RR at White Sulphur Springs, MT. They were unable to get the engine out for two weeks, finally having to come after it with another engine. (Ernest White photo, courtesy of Montana Historical Society, Helena, MT)

WSS&YP Ry.

(Continued from page 1)

run on the former Rock Island main west of Des Moines as part of yet another tourist venture (which has not operated to date).

The remaining rolling stock is spotted between the depot and grain elevator. Every season brings more deterioration to equipment already decayed. The two coaches were once in fair condition, and did actually run on the WSS&YP between 1976 and 1979. The former CMStP&P solarium-observation is still in much-faded orange and maroon paint with a maroon letterboard, "THE MILWAUKEE ROAD" and "COAST" still legible in washed-out gold lettering. Three of the stock cars were scrapped, one was relocated to the Grant Kohrs Ranch National Historic Site on the north side of Deer Lodge, and the ballast hopper still remains. The most poignant reminder of what once was a railway is the wedge plow just north of Ringling. There standing on a piece of track just long enough to support it remains a monument of sorts to the line that began as part of a larger scheme. The car was from the former owner of the WSS&YP, and it is per-

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/CMSStP&P/MILW Lines West. Officers are:

Art Jacobsen, General Manager
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haps fitting that it is a non-revenue type that served the railway from its first days to the very end. The WHITE SULPHUR SPRINGS & YELLOWSTONE PARK Railway was opened with a speech from a man with the unlikely name of Napoleon Bonaparte Smith. Its last owner disliked his given first name and preferred a self-proclaimed title of royalty, so it was perhaps with appropriate irony that the line closed with "king" (Clarence) Wilson.

Capital investments on the WSS&YP were minimal with less than a half-dozen buildings, and very few bridges over one span (8' to 10') in length. The largest of the former were the depot and single stall enginehouse, all located in White Sulphur Springs. At one time a telegraph line paralleled the track between the terminals. This was discontinued around 1940 although the poles and sections of line still remained into the 1960's. The majority of rolling stock was leased, although one locomotive was actually lettered for the railway. This was "W.S.S.&Y.P. RY", an ex-CMStP class H-8 4-4-0 converted to oil. The 2-6-2 (#18) bought by Willson in 1976 was painted in a GN-style green boiler scheme, but never lettered for either the WSS&YP or the "paper (tourist) railroad" venture. The Mack railbus (#2) of c.1937-1950 probably was an ex-NP unit.

Most of the cars owned by the WSS&YP were the battered standard "heavyweight" passenger cars acquired by Willson as part of his tourist railroad scheme in the late 1970's. Others included the Mack railbus, and former CM&PS/CM&StP peaked-roof cabooses. This latter was scrapped by Willson around 1975. It had been out of service since the 1960's. Willson also bought the stock cars, ballast hopper and snowplow described earlier. But for the most part the WSS&YP originated its freight in leased cars. The passenger cars were also leased during the three decades of regular and mixed train operations.

All leased equipment used on the line in its early years was from the CM&PS/CM&StP, including two or three former MONTANA (ex-N.P.) wooden open-vestibule passenger cars. Other leased rolling stock included two cabooses, one the former CM&PS/CM&StP type and the other may have been another ex-MONTANA/N.P. car. General freight cars were leased on a monthly or a ninety-day rate; these consisted of box, flat or stock cars. Work equipment was leased "as needed," usually for the seasonal track maintenance although the gondola-mounted wedge plow was on an annual retainer.

Except for the two steam locos men-

tioned, motive power was also leased from the CM&PS/CM&StP/CMSStP&P/MILW. Steam power was rebuilt turn of the century varieties from the MILWAUKEE'S Puget Sound extension building years and included both the 4-4-0 and 4-6-0 types. Diesels came in 1955 with the G.E. 44-tonners, and E.M.D. SW-1's by 1960. A partial roster of the WSS&YP motive power follows.

Steam Locomotives

There was one 4-4-0 type known to have been used on the WSS&YP — this was renumbered no less than three times while being leased to the railway beginning in the 1920's! The story of this rather unique loco, the only one to actually be lettered for the WSS&YP, began with its construction in August, 1904 at Rogers as #6232. Delivered to the Southern Indiana Ry. as their #210, it was conveyed (along with the rest of the Sou. Ind.) to the CTH&SE under the same number in 1910. The CM&StP renumbered it to #904, and classified it as an H-8 after the CTH&SE was leased in 1922. For those unfamiliar with former "Lines East" subsidiaries, the CTH&SE was the Chicago, Terre Haute & Southeastern in eastern Illinois.

The tender may have carried "WSS&YP" sublettering on the coal bunker when the "American-Standard" type was leased by the CM&StP/CMSStP&P to the railway. Renumbered twice more — to #42 in 1938, and then #36 three years later — it became CMSStP&P #99 in 1945. By then the WSS&YP had been divested from the MILWAUKEE, and (apparently) the two new owners had the loco converted to oil. At the same time they had the tender repainted from the former owner's old "full-name" herald to the "W.S.S.&Y.P. Ry." The railway's only such lettered locomotive was retired by the lessor/owner in September, 1949. It was also the only oil-fired 4-4-0 on the CMSStP&P.

Only two other steam engines were known to have been leased from the CMSStP&P, and both were 4-6-0's. One was the first loco used on the WSS&YP in 1910/1911 as CM&StP #32, a G-5 class built by Rhode Island in November, 1881 with construction #1049. Delivered to the "St. Paul Road" as their #462 it was renumbered in 1899 and received a G-5 classification. It became #2210 in the 1912/1913 general renumberings and was retired by the CMSStP&P in June, 1932.

The last steam loco leased by the WSS&YP was CMSStP&P #1166, a G-6ms class scrapped in March, 1955. Like the 4-4-0 it replaced, this loco also had a lengthy

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history of rebuilding and renumberings. It began as a Vauclain "compound" built as Baldwin #16158 in August of 1889. This was CM&StP #862 and renumbered #231 the following year as one of forty-four B-2 class "Ten-Wheelers." Renumbered again in 1905 as #869, it became the #4116 in the general 1912/1913 roster revisions. Then came two rebuildings, first to a "simplified" G-6ms class in January, 1921 as #2377, then to one of the eighteen G-6ms units in 1927-1930. It received its final number in late 1938.

All the leased CM&StP/CMStP&P steam locomotives had "wedge" snowplows mounted on the pilots during the Winter. The #1166 had a sheet metal pilot as well, the others had the standard "boiler tube" types. Aside of the converted #99, all (including the 2-6-2 bought by Willson in 1976) were coal-fired by hand. The last leased steamer was the largest and heaviest used on the WSS&YP, exceeded in total weight only by the SW-1's. The #18 was somewhat smaller than the K-1 types built by Alco and the MILWAUKEE fifteen years earlier. None of these latter were known to have operated on the WSS&YP, although the CM&PS owned and ran 145 of them on the mainline through Ringling.

Minutes of Annual Meet

August 25-26, 1989 — Harlowton, MT

The third annual meeting of Milwest was held on the weekend of August 25-26, 1989, at the Harlowton Youth Center, Harlowton, MT.

Thirty-two members, guests and visitors were present as the 7:30 p.m. business meeting was called to order by General Manager Art Jacobsen.

Following the introduction of the Advisory Council, there was a discussion of

the matter of Milwest's incorporation as a non-profit organization. The topic was discussed as an old business issue, the matter having been discussed at the previous year's annual meet in Spokane. At that time it was deemed necessary to further research the need for incorporation and investigate the legal steps to do so. Managing Editor Rocky Gibbs and General Manager Art Jacobsen researched the matter during the past year. It was then announced that this item would be discussed as new business in view of additional information now available.

Members of the Advisory Council each detailed the various work and accomplishments of their office for the past year. A summary of each follows:

Art Jacobsen — General Manager:

Overseeing the organization and operation of all Milwest activities including promotion of Milwest at many railroad functions, contributing several articles to the Dispatch, and working extensively to organize the 1989 annual meet.

Ed Lynch — Assistant General Manager:

Coordinated the arrangements and details for the bus tour into 16 Mile Canyon to Eagle's Nest Tunnel by securing landowner permission to do so, and checking the entire right-of-way the prior week, clearing slides and debris. Ed has also worked developing organization publicity and had tirelessly represented our group at railfan events.

Rick Yaremko — Treasurer:

Rick was unable to attend the meet due to business commitments. He prepared a treasurer's report which was read by Art Jacobsen. Dated August 8, 1989, the report showed a cash balance of \$379.17, with printing expenses for the July Milwest Dispatch still outstanding.

Ron Hamilton — Secretary:

Maintained the membership list, collected dues and forwarded funds to the treasurer. Membership was reported to total 109, a 30%+ growth rate for the second consecutive year. Montana and Washington states account for over 60 members with the remainder representing 21 other states and Canadian Provinces. Advertisements in national railroad publications, the continued use of display boards at rail functions, and word-of-mouth advertising by Milwest members have prompted many inquiries for informa-

This completes the series on The MILWAUKEE ROAD's history relating to the Harlowton - upper Musselshell and Smith River areas. Three separate lines were covered, beginning with the first railroad in the area (the MONTANA R.R. in 1896) and concluding with the last one built which ended with the MILW's "embargo" of March, 1980.

Diesel Locomotives

Built by	Build Date	Loco Type	Const. No.	Original CMStP&P #	1959 MILW #	1959 Class	Date Retired
G.E.	11-41	44 T.	15039	1700	991(2nd)	3.8GS	1966
G.E.	11-41	44 T.	15040	1701	992 (2nd)	3.8GS	1966
E.M.D.	10-40	SW-1	1178	1625	970	6.ES	8/79
E.M.D.	10-40	SW-1	1184	1631	975	6.ES	4/80

NOTES:

1. The G.E. 44-tonners were leased to the WSS&YP under their original CMStP&P road numbers. Although the MILW renumbered its diesels in mid-1959, these units were returned by January, 1960 still in these original numbers.
2. Dispositions of these G.E.'s were as follows: The #991 was sold to Cargill, Inc. in Minneapolis in early 1966, and the #992 was sold to RelCo Equipment (a used-loco dealer) in 1967. Both have since been retired, and the MILW's "other" G.E. 44-tonner, #1699 (blt. 8/40) later the #990 (2nd) was never leased to the WSS&YP.
3. All SW-1's still on MILW's roster after April, 1972 were renumbered due to the "GP-20" (GP-9M) rebuilding program. Those leased to the WSS&YP were as follows: 1959 number 970 was renumbered April, 1972 to #942 and renumbered in March, 1974 to #873. 1959 number 975 was renumbered April, 1972 to #947 and renumbered March, 1974 to #879.
4. The #873 (WSS&YP's first SW-1 as the #9970) was sold to Chrome Crankshaft of Chicago following a major mechanical failure at White Sulphur Springs in mid-1979. It was towed behind the #18 to the MILW interchange at Ringling and "swapped" for the #879.
5. The #879 was the last diesel (and the last locomotive) leased and used by the WSS&YP. It was subsequently sold by the MILW to Superior Tie & Timber to become their #7 in mid-October, 1980.
6. None of the diesels were equipped for multiple-unit operation, and although all had cab radio, the railway had no "base station" in the White Sulphur Springs office. Train-office communications were first handled by way of the MILW's agent in Ringling calling long-distance to White Sulphur. Willson, in an attempt to economize on telephone charges, installed "CB" radios in the SW-1, office and "hi-rail" pickup truck in 1977. The 2-6-2 (#18) was not so equipped, it relied on "smoke-order" operations (as long as it made smoke it was functioning)!

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Minutes . . .

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tion. Comments about Milwest's objectives, Dispatch content, etc., have been very positive.

Gerry Quinn — Staff Assistant: Constructed an additional photo display board used in the advertising and promotion of Milwest at various northwest rail functions. Gerry also worked to upgrade the quality of the slick paper photo inserts in the Milwest Dispatch.

Kirk Petty — Staff Assistant: Working with the Managing Editor, Kirk is now overseeing the distribution of the Dispatch. This change has eliminated several logistical problems previously encountered with the Dispatch distribution.

Rocky Gibbs — Managing Editor: Explained the process involved in the production of the Dispatch and the coordinated work with our printer, Jerry Miller in Harlowton, and the subsequent distribution by Kirk Petty. Rocky also developed the draft version of the Articles of Incorporation for Milwest and is developing the draft version of By-Laws for Milwest.

NEW BUSINESS: Several items were presented and discussed as new business.

1. Art Jacobsen presented the "Articles of Incorporation" and together with Rocky Gibbs, answered questions and offered explanations as to their need by Milwest:

a. Incorporation is the first step towards obtaining IRS tax-exempt status for Milwest, which would allow donations to Milwest to be tax-deductible to the donor.

b. Incorporation makes Milwest a legal organization (in the state of incorporation), and registers the name "Milwest" to our group.

c. In most circumstances, personal liability for legal claims is eliminated or reduced for the members of Milwest and the Board of Directors.

Costs of incorporation are \$20.00 to file, and an annual filing fee of \$5.00. It was moved, seconded, and unanimously voted to adopt the Articles of incorporation as presented. The Articles will be filed in Washington state. It was also decided that to conform to the guidelines for Incorporation, the term "Advisory Council" would be dropped and replaced with "Board of Directors" for reference to the 7 member ruling body of Milwest.

2. Inquiries were made as to whether a membership list could be made available to Milwest members, and other interested parties with the intent of solicitation of members

Railcars of the WI&M

By Tom Burg

During the year 1932, in the depths of the depression, the Washington, Idaho and Montana Railway (WI&M) decided to discontinue its daily passenger and mixed train service. Still wanting to keep its mail and express business, and provide daily passenger service along its line, the WI&M built in its own shops, a railcar from an old Stude-

baker automobile that had been purchased from its parent company, Potlatch Forests, Inc. This car, given road number ten, was locally known as the "bug." On December 12, 1932, the Idaho Public Utilities Commission gave permission for the WI&M to discontinue daily mixed train service, and operate instead the steam train tri-weekly (Tuesday, Thursday and Saturday), and the motorcar on the alternate days (Monday, Wednesday and Friday), between the WI&M terminals of Palouse, Washington and Bovill, Idaho. Records of the WI&M now in the special collections section of the University of Idaho Library reflect that #10 had an overall length of 21 feet, a wheelbase of 10 foot, 3 inches, a height of 9 feet, and a width of seven foot, 3 inches. Total weight, in working order, was 7220 lbs. It was powered by a Studebaker 6-cylinder gasoline engine. In July, 1935, the WI&M received an inquiry from William M. Greene of the Review Publishing Co., Moscow, Idaho, inquiring about "the contraption you people built from an automobile to run on your railroad tracks." Greene had a photograph of the "contraption" and was seeking information to use in a caption under it when published. (This photograph, either original or as printed in this publication, has not yet been located by the writer; it is hoped that a Milwest member in proximity to, or with easy access to Moscow, might undertake such a search.) W. J. Gamble, Assistant General Manager of the WI&M, responded that this automobile on railroad tracks was necessary because of not enough revenue to justify the expense of daily steam train operation. The railcar provided daily mail and express service to the towns along the WI&M, and could handle 8 passengers in addition to the mail and express. It operated on a regular schedule at 30 miles per hour, and would develop 55 mph. Gasoline consumption was about 25 mpg, providing enough economy to give daily service. By August, 1935, it had run about 65,000 miles.

3. After discussion, it was agreed that the Dispatch will allow commercial advertising with the following restrictions:

Advertisements are restricted to items or products common to the history, operation and general interest of the Milwaukee Road Lines West geographic area and associated railroads. Products aimed at or promoting the Lines East area or other U. S. or foreign railroads will not be accepted. The cost will be \$5.00 per column inch. Submit advertisements, with payment, to the Managing Editor, or contact him for further details.

4. By-Laws for Milwest will be developed in the coming months and information concerning their adoption will be published in the Dispatch.

5. Art Jacobsen announced that the Milwest annual meet for 1990 will be held in the Tacoma, Washington area. Activities are now being planned. Pre-registration may be necessary as Milwest may have to pay for the use of a meeting facility. It was suggested to include a model contest as part of the activities. Further details will be in the Dispatch as available.

6. Ed Lynch will send a "Thank You" card signed by all those present at Harlowton to C. A. "Buck" Anderson for allowing us access over his property into 16 Mile Canyon.

The meeting adjourned at 9:30 p.m. Minutes respectfully submitted by Ron Hamilton — Secretary, Milwest.

baker automobile that had been purchased from its parent company, Potlatch Forests, Inc. This car, given road number ten, was locally known as the "bug." On December 12, 1932, the Idaho Public Utilities Commission gave permission for the WI&M to discontinue daily mixed train service, and operate instead the steam train tri-weekly (Tuesday, Thursday and Saturday), and the motorcar on the alternate days (Monday, Wednesday and Friday), between the WI&M terminals of Palouse, Washington and Bovill, Idaho. Records of the WI&M now in the special collections section of the University of Idaho Library reflect that #10 had an overall length of 21 feet, a wheelbase of 10 foot, 3 inches, a height of 9 feet, and a width of seven foot, 3 inches. Total weight, in working order, was 7220 lbs. It was powered by a Studebaker 6-cylinder gasoline engine. In July, 1935, the WI&M received an inquiry from William M. Greene of the Review Publishing Co., Moscow, Idaho, inquiring about "the contraption you people built from an automobile to run on your railroad tracks." Greene had a photograph of the "contraption" and was seeking information to use in a caption under it when published. (This photograph, either original or as printed in this publication, has not yet been located by the writer; it is hoped that a Milwest member in proximity to, or with easy access to Moscow, might undertake such a search.) W. J. Gamble, Assistant General Manager of the WI&M, responded that this automobile on railroad tracks was necessary because of not enough revenue to justify the expense of daily steam train operation. The railcar provided daily mail and express service to the towns along the WI&M, and could handle 8 passengers in addition to the mail and express. It operated on a regular schedule at 30 miles per hour, and would develop 55 mph. Gasoline consumption was about 25 mpg, providing enough economy to give daily service. By August, 1935, it had run about 65,000 miles.

During the year 1936, in order to continue this service, the WI&M was required to build a trailer car for the "bug" from an old push car with a canvas top.

By January, 1937, the WI&M sought to obtain a larger unit to replace the "bug," a unit designed to better handle the needs of its service on a 5 days per week basis. On a trip east (because of the Weyerhaeuser ownership of Potlatch Lumber Co., later Potlatch

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Railcars . . .

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Forests, Inc. (PFI), much business was regularly transacted with the owners in Minneapolis-St. Paul). Gamble stopped at the factory of Fairmont Railway Motors at Fairmont, Minnesota, and obtained specifications and a quotation on such a coach. With the cost being approximately \$9,000, the WI&M proposed that the new coach, operated on a 5 day per week basis rather than the 3 days per week mixed train, would pay for itself in about two years via savings of locomotive fuel and train crew wages.

The unit that the WI&M selected was Fairmont's 5100 coach, one of which was already performing well in service of the International Lumber Co. The body was the same as Fairmont's 4100 coach, but on a more substantial chassis. Fairmont's quotations, FOB Fairmont, Minnesota, was \$9,800 for the coach, arranged for 12 passengers and driver, with a separate baggage compartment. The plan included a 4-wheel front truck. Body and chassis specifications provided by Fairmont Railway Motor, Inc. on January 8, 1937, were as follows:

GENERAL SPECIFICATIONS —

Engine mounted inside, completely insulated to eliminate noise and gases. Arranged for right hand operation. One door at front on each side. Seating space for 12, in non-reversible double seats upholstered in genuine leather. Partition window height with door between passenger and baggage compartment. Baggage compartment to be 14' 8" long by 8' wide. Height inside 4' wide on each side of baggage compartment with two rear windows protected by bars. Floor to be

of white pine. Passenger compartment covered with battleship linoleum.

INTERIOR OF BODY — Side walls veneer to window height. Top finished in imitation leather and general construction in the same as our standard 4100 coach.

BODY — Completely insulated with Balsam Wool, outside to be 22 gauge stretcher level body steel. Windows and windshield shatterproof glass with mechanical type window regulators of sliding sash type, depending upon location. Body insulated from frame to minimize wheel noise.

ACCESSORIES — to include heater, headlight front and rear, air horn, classification lights and flag brackets, windshield wiper front and rear, defrosting fan at front, metal rail sweeps. Grab iron at all doors, all steps to be of raised diamond tread type.

ENGINE — Waukesha 110 H.P. 6-cylinder, having a 4" bore and a 4 3/4" stroke. Delco ignition. Heavy duty type radiator.

TRANSMISSION. Spicer 4-speed with helical cut gears of sufficient size to assure maximum performance.

CLUTCH — Spicer 4" plate.

AXLES — 4" S.A.E. 1045

BEARINGS — Timken double row heavy duty type bearings of sufficient capacity to insure safe operation at all times.

BRAKES — Westinghouse air brakes. Design approved by Westinghouse as being of sufficient size and of correct design and application to provide absolute protection at all times and at all speeds.

SERVICE BRAKE — Operates independently of the braking system, of sufficient power to slide all four wheels.

FRAME — Structural steel, bolted construction, with use of cross beams and gusset plates to assure permanent alignment. All members of sufficient size to care for your requirements with a large margin of safety.

WHEELS — Davis steel, 24" diameter with triple heat treated tread.

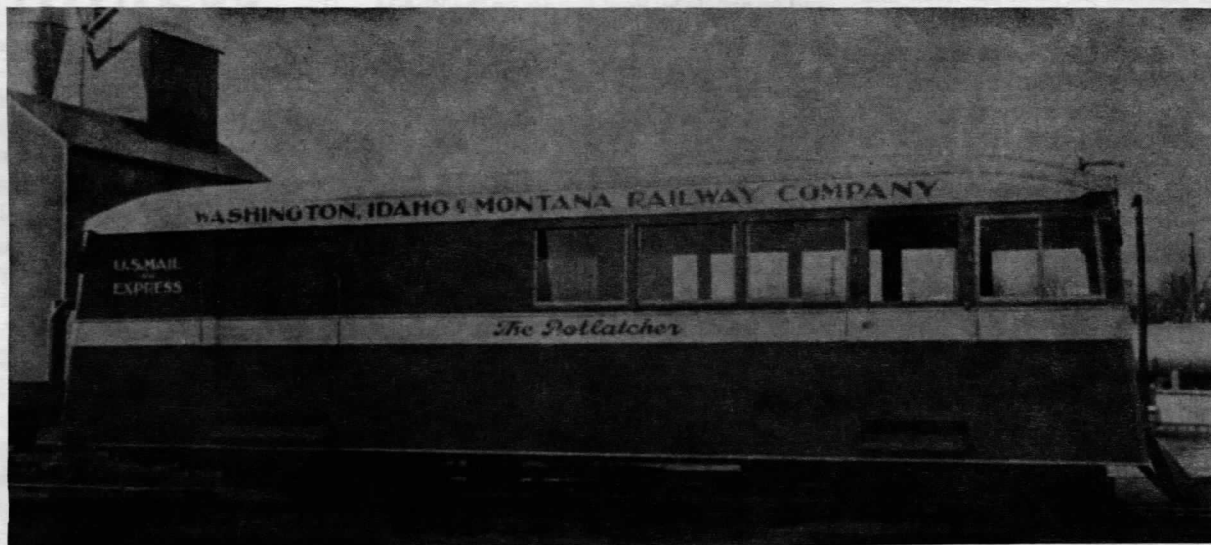
FOUR WHEEL FRONT TRUCK — Ruggedly constructed, see print #8921 for details.

PILOT — Standard railroad design as shown in print 8290.

SPRINGS — Deep coil type as illustrated, of sufficient capacity to carry your loads and assure maximum riding comfort. Hydraulic shock absorbers to further smooth the ride are standard equipment.

The WI&M inquired about alternate power, either a smaller gasoline engine, the Waukesha 60-75 horsepower Hesselman engine, which Fairmont considered to be about 25% underpowered; and a diesel engine. Fairmont could supply such a diesel engine, which would provide a fuel savings, but cautioned against the diesel's cold weather starting problems. The cost of the coach with Waukesha Comet diesel engine 6D-100-462, with the same coach body was quoted at \$10,750, FOB Fairmont, MN. The WI&M accepted Fairmont's initial recommendation for the 110 H.P. gasoline engine, and in a telephone conversation of March 29, 1937, placed the order for Fairmont to proceed with manufacturing the railcar. The WI&M hoped to have the coach delivered in time for a visit of the road's

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WI&M railcar the "Potlatch" shortly after delivery. Photo from the 9/60 issue of "The Potlatch Story," copyright Potlatch Forests, Inc., Ted Holloway Collection.

Railcars . . .

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directors to Potlatch on May 17, 1937. This however, proved to be not possible for Fairmont.

WI&M Master Mechanic Andrew visited Fairmont and inspected the body and chassis during construction. At that time he mentioned the inclusion of a box under the floor of the baggage compartment to carry iced fish, and at times, maintenance of way tools. By letter of October 27, 1937, Fairmont provided sketches of this box. Including the fish box added \$85 to the coach price.

By November, 1937, construction had progressed to the point that paint schemes began being discussed. The WI&M wanted the color scheme as used on the Greyhound buses. Fairmont was concerned over the possibility of Greyhound having a copyright on this color scheme. The proposal submitted to the WI&M was as follows:

The entire top would be aluminum, with a white center band and the balance blue. The underframe and running gear would be black. Fairmont initially proposed a yellow color for contrast with the blue. By letter of November 5, 1937, Fairmont suggested that lettering could be either above or below the windows, and suggested that some name for the car, such as "the Potlatch," be worked up and lettered on the car. By return letter of November 8, 1937, the WI&M requested that the company name be lettered above the windows, and the name, "The Potlatcher," lettered in script on the side of the body. The words "U. S. Mail and Express" were required and directed to be printed to the rear of the large sliding door, and the car number on both the front and rear. The Potlatcher became WI&M unit #11.

On December 2, 1937, the Potlatcher received an 80 mile track test by Fairmont, and the front springs were found to be a bit soft. These were stiffened, and the final tests completed. The coach was shipped from Fairmont on December 16, 1937, via CStPM&O car 59803, waybill 110, routed CStPM&O to St. Paul; Great Northern Railway c/o Spokane, Coeur D'alene & Palouse to Palouse, WA, for delivery onto the WI&M. It entered into service in early 1938. The WI&M estimated its date of retirement to be January 1, 1945.

The Potlatcher lasted significantly longer than that. In about 1945 it was repainted, with the style of lettering being changed from the original to Railroad Roman. Photographs of the Potlatcher, as delivered, appear in the September, 1975 issue of Model Railroader, along with its plans,

Olympiangram

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

Larry Zeuschel reports that MILW Road caboose 992097 has been donated to the city of Alberton, MT for display at the former MILW depot. It was shipped by rail free of charge on SOO, BN and MRL. While in transit, it was involved in a derailment on MRL east of Belgrade, MT. Fortunately, the caboose was undamaged even though the track and some wood chip cars were severely damaged. The caboose is reported to be in good shape with the interior and all windows intact. It has horizontal rib sides and the drop-center style trucks. We are indeed fortunate that another piece of MILW equipment has been saved for us all to enjoy.

(Editor inquiry) — Does anyone know who owns the MILW caboose shoved off the track on the west side of the former MILW substation at Gold Creek, MT? I inspected it last August and it too seems mostly intact but it was just pushed off the end of the track in the dirt and is being left to rust away. Perhaps some Milwest member(s) would like to contact the owner and appeal for the salvation of this caboose, and take on a project of arranging for its proper disposition and display somewhere. Its a pity to see it just going to ruin where its at.

and an article by Fred Bendix on the WI&M. The original plans are in the records at the University of Idaho in Moscow. A photograph in the later lettering scheme appears on page 47 of Edmund Keilty's "The Shortline Doodlebug." Keilty's book reflects that the Potlatcher was retired in 1955. It remained on the WI&M for at least some period of time, as monthly inspection reports for September and October, 1956, in the possession of this author, reflect it to still be at Potlatch in good condition. It was thereafter retired and served as a concession stand and locker room at the local Potlatch ballfield. It later burned and was scrapped.

Keilty's book missed the existence of the "Bug." The Potlatcher was undoubtedly the most distinctive piece of equipment on the WI&M. In a recent railfanning trip to WI&M territory, many people contacted reminisced about riding in it, and it continues to live on in many memories.

Ronald V. Nixon Photo Collection:

The collection of slides, black & white negatives, and documents of the late Ron Nixon has been loaned by his widow to M.S.U.'s Museum of the Rockies. The museum is offering to purchase this as an estate, which is one of the most extensive and better organized collections in the region. Ron provided many photos to magazines, books and railfans/historians on our railroad of interest for nearly fifty years. The earliest photos in the collection were taken by his mother in the Three Forks area around 1910. Ron was very well known among both local and nationally prominent rail photographers, and was a member of numerous rail historical groups. Keeping his photo collection intact as an estate assures that it will be available for future reference to all. Contributions towards retaining this estate should be made to:

Ronald V. Nixon Photo Collection
c/o Steve Jackson, Curator of Art & Photography
Museum of the Rockies — Montana State University
Bozeman, MT 59717

Waybills

The Milton Depot Complex is a railroad museum looking for information on the current whereabouts and disposition of the former WSS&YP 2-6-2 #18. It was originally built for the Bagdad Land and Lumber Co. and this museum is interested in possible acquisition. Anyone who can provide further information, please contact the following: L. S. Panzik, Director, West Florida Railroad Museum, The Milton Depot Complex, 206 Henry St., Milton, FL 32570.

David Jensen is seeking additional details of the Feb 1977 wreck involving SD40-2's #200 and #201 west of Pandora referred to in the July '89 Olympiangram section. If you can provide details please contact the following: Mr. David J. Jensen, 1610 18th Ave., Arkdale, WI 54613.

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

Reminder on Dues — Ron Hamilton, Secretary, asked me to remind all members that MILWEST dues are payable by the calendar year. Therefore, if you have not yet sent your 1990 dues to Ron, please do ASAP. It is vital to the financial health of our group that dues be kept current and we do appreciate your response.

MILWEST Incorporation — In Ron's minutes of the annual meet, discussion of MILWEST Incorporation as a non-profit corporation in the State of Washington was discussed. I am pleased to announce that on December 7, 1989 MILWEST officially became a non-profit corporation as granted by the office of Secretary of State, of Washington State.



Editor's note: For those of you who may not know, there is another group interested in MILW history. It is the Milwaukee Road Historical Assoc. (MRHA), founded in 1970. Their primary area of interest is in the Midwest, but they do claim to cover the entire railroad, in fact their annual meet will be in Missoula, MT, June 18-19, 1990. This will be their first ever meet in "Lines West" territory. We are herein reprinting information from their membership solicitation flyer as a courtesy to MILWEST members who may be interested in this group also.

Milwaukee Road Historical Association, Inc. is a not-for-profit, tax exempt corporation chartered in the State of Wisconsin, MRHA, formerly known as the Milwaukee Road Railfans Association, was founded in 1970 to study and preserve the history and technology of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company (THE MILWAUKEE ROAD) and its predecessor lines. Donations to the Association may be deductible to the donor.

Membership benefits:

Subscription to The Milwaukee Railroader, a high-quality, slick paper quarterly magazine published in March, June, September and December. Articles of history, photographs, maps and drawings are featured.

Subscription to the quarterly Newsletter. This publication is designed to keep members posted on current events, classified advertising for members, product and book reviews, question/answer column and more.

Opportunity to attend the Annual Meet. Held in June, these events may include a tour of facilities, banquet, program, auction and more. Terre Haute, Milwaukee, St. Paul and LaCrosse are a few of the sites chosen over the past few years.

Opportunity to join a local chapter of MRHA or form one in your area providing there is sufficient interest and one does not already exist. These "divisions" are now active in Illinois, Indiana, Iowa, Southeastern Wisconsin and the State of Washington. For more information, please see the directory in TMR or contact the Secretary.

Membership Types and Dues:

Regular — \$14.00

Sustaining — \$28.00 or more (for those desiring to make a monetary contribution to MRHA — names are listed in each issue of TMR)

Junior — \$7.00 (available to anyone under 16 years of age)

Note: Memberships are for the calendar year. New members will receive all publications for the current year. Those joining after September 1 must specify if they wish a current or following year membership.

MRHA is made up of railroad historians, enthusiasts, modelers and former employees numbering more than 1000 throughout the USA and several foreign countries. Why not join us and help preserve the history of this most fascinating of railroads — THE MILWAUKEE ROAD!

For more information contact Wendell E. Murphy, Treasurer, 7504 W. Ruby Avenue, Milwaukee, WI 53218-5458.

Editor's Desk

Policy on Corrections — As with all volunteer efforts, errors will happen, and nowhere is this more true than in editing this publication. Recently there have been comments to me regarding "typos" and other errors in the articles appearing in the Dispatch. So for the record, I am stating the following policy which I use as a guide, and will continue to do so until I see a reason to change: "If an error is printed that impacts the accuracy of the content of the story, i.e. (wrong name, place, date, number, etc.), I will print the correction in a future issue. However, if the error is only a mistyped character or incorrect spelling of a word not critical to the accuracy of the story, then I do not feel it is worth taking more print space to correct errors that are not critical to the accuracy of the story." Remember, with most of the articles run, I don't personally know the accuracy of the facts presented and therefore I must trust the author and not presume to make changes to the content even though something may not seem correct to me. Time usually does not allow me to verify all facts in a story with the author so I must assume they have prepared their article with accurate information.

Waybills

WANTED: Quality slides and/or information on wrecked SOO #6308 (ex-MILW #24) with cab & nose demolished, and MNSOO/MILW display car #100 and flatcar displaying wrecked auto and crossing signals. Will pay for dupe or print costs. Also want MILW RD postcards of Lines West area. Ron Hamilton, MILWEST Secretary, 532 SW Rimrock, #3, Redmond, OR 97756.

MAIN STREETS of the NORTHWEST

A review by Ed Lynch

Volume I — Oregon, Idaho, Montana, by T. O. Repp

Published by — Trans-Anglo Books, P. O. Box 6444, Glendale, CA 91225

Price — \$45.00, pages — 160, photos — 200 black and white. All photos by the author, time period 1969-1987. Maps — 3.

Volume breakdown: Oregon — 75 pages, Idaho — 32 pages, Western Montana — 39 pages.

Synopsis: The first half of the book is entirely

(Continued on next page)

Main Streets of the Northwest

(Continued from page 7)

on railroad operations in Oregon and is well covered with excellent photographs and accompanying map.

Areas of Interest to Milwest

1. Idaho Panhandle Section — Section starts out with a full page photo of a W/B Milwaukee Road freight on Benewah Trestle. This section also includes the following:

Pend O'Reille Valley (POVA) — 2 photos
Milwaukee unelectrified gap — 3 photos
St. Maries River RR (STMA) — 5 photos, 2 on Avery line removed in 1985.

2. Western Montana Section.

Milwaukee Road — 12 photos
Butte, Anaconda & Pacific (BA&P) — 4 photos

RARUS Railway (RARW) — 4 photos
3 photos of abandoned Milwaukee Road grade and bridge at Lombard, including a section of bridge over the Montana Railink that was knocked down.

3. Missing Items

No electrified action, only the Little Joe deadline in Deer Lodge. Washington, Idaho & Montana RR will be covered in the next volume covering Washington, British Columbia, & Alberta. The Idaho map does not show Milwaukee trackage rights on the Burlington Northern ex-GN line from Spokane to Newport, WA 1975-1979.

The Montana map does not show the Milwaukee branch line from Bozeman to Menard.

BP line west of Anaconda is not shown. Photo of Milwaukee meet on page #150 at Ramsey, is actually at Dawson and is misidentified. The Milwaukee trains are meeting each other, not the BA&P which is on its own track.

Setting aside minor errors and typos, this book is very well put together with a good mix of excellent photos and text. All photos are clear with interesting composition. For railfans of northwest railroads, this

Milwaukee Model Notes

By Rick Yaremko

Exciting news from Overland Models, Inc., who have announced that they will be importing models of the last built bay window cabooses for the MILW. These were the vans that were built and delivered in 1973 by the International Car Co. To insure your success in obtaining these models, you should place reservations now with your favorite dealer. Reserve OMI #1284 MILW bay window caboose, International Car series 992215-992229. The long framed versions used on MILW's unit coal train operations for the Otter Tail Power Co. will also be produced. Reserve OMI #1285 MILW long caboose series 992298-992299. The latest issue of OVERLAND MAIL had a picture of the pilot model for this caboose and it looks very nice with lots of fine detail, even including the open propane bottle rack with bottles used to fire the roof mounted heater. This unique caboose is sure to become a "Collectors item" even if your layout doesn't include the unit train operations.

Also listed in the latest OMI Bulletin are the MILW SD45's which are shown for February 1990 delivery at a suggested retail price of \$359.00. Realistically, I would expect these models to be available in March. Deleted from OMI's price list are the early version SD40-2's (OMI #5315) which means they are now sold out. If you are interested in obtaining some of the limited number of MILW SD45's, reserve OMI #6074 now with your favorite dealer.

I have received my NJ International, Inc. MILW RD ribbed side boxcars and I am

book is a must for your collection. All major railroads are covered which include — SP, UP, BN and MILW, with looks at the Camas Prairie, POVA, RARUS and BA&P.

Of special note are the sections which cover the Union Pacific in the Columbia River Gorge, Burlington Northern operations on Marias Pass, as well as Southern Pacific in Oregon and other logging railroads — Oregon, Pacific & Eastern, and the Oregon, California & Eastern.

I highly recommend this book to all Milwest members. — Ed Lynch

sorry that I bought them before seeing them. While they are nicely detailed and include such features as "see-through" roof walks, complete under body flooring and brake rigging, and the famous end "grain-lumber" door, the ribbed side panels are not long enough between the side grab irons/ladders and the doors. This makes the double-door versions even more incorrect than the single door version. Measurements taken from MILW boxcar 27199 determined that the distance between the end of the car and the start of the ribbed panel should be 21 1/2 inches. This distance on the model measures out to 29 inches, a difference of 7 1/2 inches at each end of the car for a total of 15 inches per side. On the prototype the ribs stop at 11 inches from the doors, leaving a plain vertical panel of 11 inches in width. On the model this panel measures 24 inches on each side of the door, a difference of 13 inches per panel, or 26 inches per side. These combined errors add up to 41 inches per side that the ribbed panels are short. For the amount of money asked for these models, errors of this magnitude are not acceptable to me. To improve the looks of my models, I've decided to convert the single door cars to the modified versions that sported larger doors. The double door cars I'm going to run with the doors glued in an open position to camouflage the large side panel error. Unfortunately, there is nothing I can do with the grab iron/ladder panel error. This model is essentially a remake of the Model Die Casting plastic version. It's too bad that NJ International didn't do their homework and give us long-suffering MILW modelers the full ribbed panel side and intermediate ribbed panel side versions.

On the plastics front, the old ATLAS GP40 will be available again under the Con Cor banner. While the underbody and frame of these models is obsolete, the body shell is still nicer than anything else available, including the new GP40-2 from Athearn. Also, the long awaited HIGHLINERS generic EMD F-B unit shells are in the hobby shops, with the F-A unit becoming available later this year.

That wraps it up for this edition of the MILWAUKEE MODEL REPORT.

— Rick Yaremko

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JANUARY 1990

MilWest Dispatch

West 444 15th Ave. Spokane, WA 99203-2110

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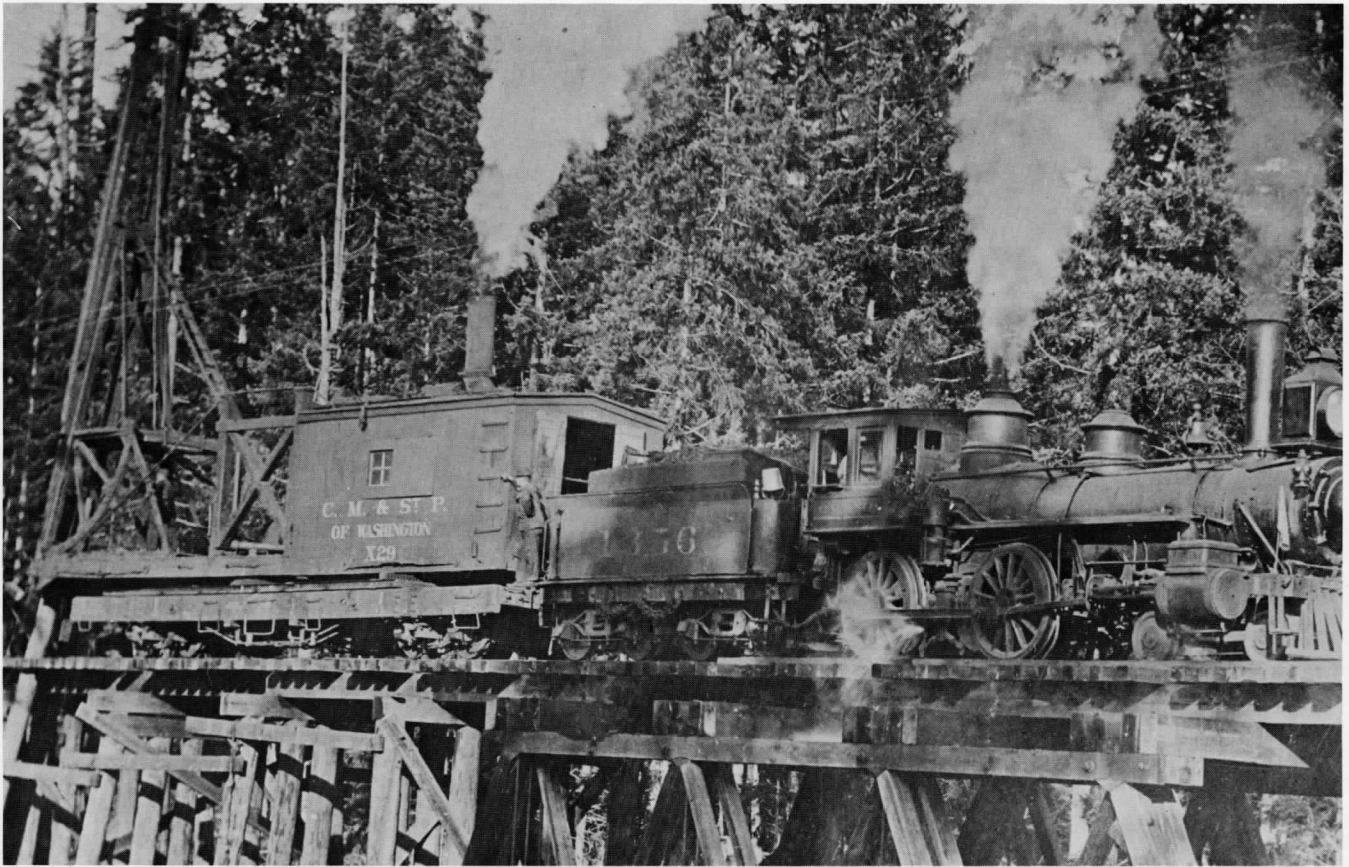




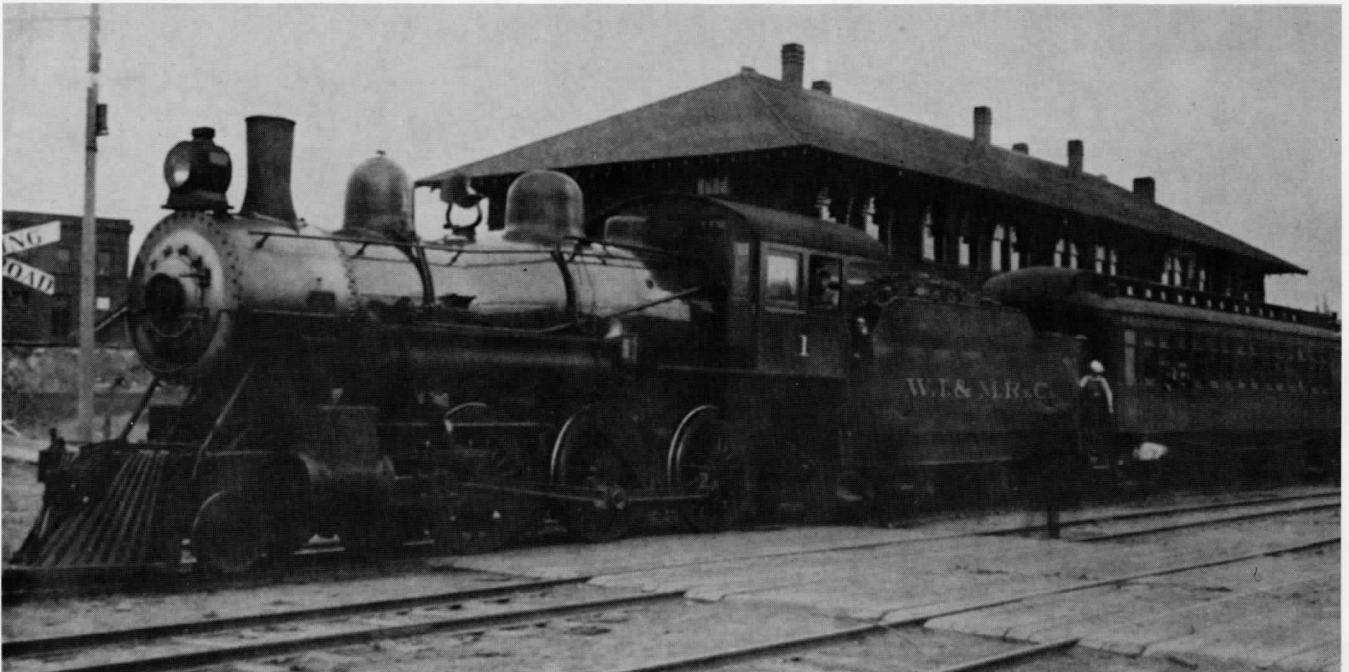
At their annual meet in August 1989, the MILWEST Members enjoyed posing with the former Harlowtown Switcher E57B. This unit is attractively displayed in downtown Harlowtown. Photo taken by John Chase.



Southbound on the Bovill Run from St. Maries, Milwaukee Road units 365 and 361 are caught passing the water tower at Fernwood, Idaho. Photo taken in 1973 by Ted Holloway.



Chicago, Milwaukee & St. Paul #1356 and Piledriver #X29 are shown driving pilings for a bridge in the Bovill area. Photo taken in 1925 by Clyde Parent, Ted Holloway collection.



Washington, Idaho & Montana Railway Company #1 ready to depart westbound from Potlatch, Idaho. The 4-6-0 is now on display in a park at Potlatch. Photo taken from the Sept. 1960 issue of "The Potlatch Story". © by Potlatch Forests, Inc., Ted Holloway collection.