

Dispatch

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

Volume 3, Issue No. 2

APRIL 1990

THE WI&M THAT NEVER WAS

By Tom Burg

In 1905-06 the Washington, Idaho & Montana Railway Company extended its tracks east from Palouse, Washington, through Potlatch, Deary, and Bovill to Purdue, Idaho, to serve the Potlatch Lumber Company mill at Potlatch and reach its timber resources to the east. End of track remained at Purdue until the Chicago, Milwaukee and Puget Sound branch to Elk River, Idaho, arrived and followed it into Bovill. From this point on, the practical end of the WI&M was Bovill, Id., where interchanges took place. Even after the Milwaukee Road's purchase of the WI&M in 1962, the WI&M continued to operate between Palouse and Bovill.

There was, however, almost a different WI&M than the steam shortline and logging road of 46 miles that we now know.

In 1907 the WI&M, apparently distressed over freight rates on the Northern Pacific, surveyed a proposed extension west from Palouse City to Elberton, Washington, along the Palouse River, a total of 13 miles. The purpose was to connect there with the Union Pacific for another traffic outlet. The WI&M Chief Engineer estimated the cost at \$352,000 on 12/4/07. Correspondence in WI&M files continued until 1913 regarding the idea, but the extension was never built. By this time the WI&M had the additional connections at both Palouse (The Spokane & Inland Empire) and Bovill (The Milwaukee).

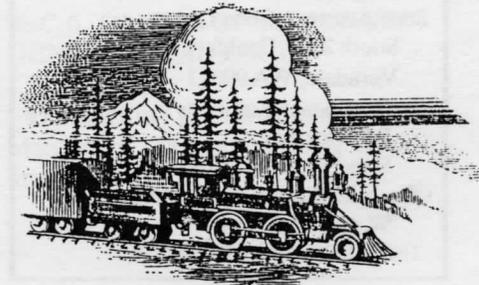
In 1916 the WI&M considered a 12 mile branch line from Cornell, Idaho (between Deary and Bovill, Idaho, at approximately the point where the highway crosses the WI&M tracks) in a southward direction. Initial survey determined that a tunnel and a number of trestles would be needed; an estimate of \$150,000 appears in WI&M company records (this seems low). This extension was also not constructed. One presumes that its purpose was to tap the forests in this direction; this was accomplished by the Potlatch Lumber Company trackage leaving the WI&M somewhat east of Cornell along the Potlatch River.

Probably the most fascinating of all, however, appears in WI&M records in the form of a January 1, 1906 report of the Westinghouse Electric and Manufacturing Co. of Pittsburgh, Pa., entitled, "Project for the electrification of the Washington, Idaho, and Montana Ry. with Westinghouse Single Phase Equipment". The purpose of the report was to show "whether or not electrification was warrantable" for the 46 miles from Palouse to "Bovill's ranch". The 39 page report proposed single phase 25 cycle 660 volt power to catenary trolley system, with a generating station located near the sawmill and planing mill (Potlatch) which would require a distinct separate boiler. Transformer stations were proposed about every 10 miles. The system would also supply electric lighting systems for

towns served along the route. Among the interesting equipment proposed were 42 ton locomotives like those being supplied to the Spokane & Inland Empire (connecting with the WI&M at Palouse), 5 such locos would be required. Two locos would be needed to bring logs from camps to the mill; one loco each for transportation of finished lumber from the sawmill to Palouse, and one for general public freight service and for spurs.

For passenger service, two trains were proposed, each consisting of one motor car and one trailer. The motor car was to be 25-30 tons, 40-45 feet long, equipped with four 75 horsepower motors. It would seat at least 30 persons plus contain a baggage compartment. Each trailer would seat 40-45 people.

Obviously, this electric operation also was never constructed, but an "interurban WI&M" is interesting to contemplate. As a steam road, the WI&M of this era operated with the same 5 locos, used for both passenger and freight service. - Tom Burg



MILWEST BY-LAWS

Editors Note: One of the items of business at the Annual MEET this year will be the adoption of By-Laws for the operation of MILWEST as an organization. Following is the text of the By-Laws as approved by your Board of Directors. They are printed here so all members may have ample time to give comment on them prior to, or during the Annual MEET where it is hoped we can officially adopt them.

BYLAWS OF MILWEST

ARTICLE I

CATEGORIES AND RULES OF MEMBERSHIP

SEC. 1. Membership is open to any person who submits a completed application to the Secretary and pays the annual dues, and keeps their annual dues current each succeeding year.

SEC. 2. MEMBERSHIP PRIVILEGES - Members in Good Standing are entitled to voting rights and MILWEST privileges and participation in all MILWEST activities. A member in good standing is defined as one who has their current annual dues paid, and has consistently observed the RULES OF CONDUCT as defined under Article VIII, following.

SEC. 3. GUESTS - Guests shall have no MILWEST privileges. The member inviting the guest assumes all responsibility for the actions of the guest.

An uninvited guest should be treated courteously but shall not be allowed to disrupt MILWEST activities, nor shall the uninvited guest be extended any MILWEST privileges. The uninvited guest must obey the MILWEST Rules of Conduct while attending MILWEST activities and shall be encouraged to make application for membership.

SEC. 4. REVOCATION OF MEMBERSHIP - Membership shall be revoked automatically under any of the following conditions and without prior review by the Board of Directors:

- a) a letter of resignation from the member to the Secretary (letter may be submitted through any board member); or
- b) payment of annual dues has been in arrears for (3) three months.

The Board of Directors may also revoke membership following a review of the RULES OF CONDUCT when the member in question is placed in "Non-Privilege" status for violation(s) of same.

Revocation of membership results in immediate forfeiture of dues paid and removal from the Dispatch mailing list.

A membership revoked may be restored through the procedures

described in the preceding Sections and following a review by the Board of Directors. The restoration of membership may include paying a previous outstanding balance of dues, and shall not include any back-issues of the Dispatch released during the period of revocation.

ARTICLE II

MEETINGS

SEC. 1. ANNUAL BUSINESS MEETING - The annual Business Meeting of MILWEST shall be held during the Annual MEET at a time and place selected by the General Manager and approved by the Board of Directors. Election of the Board of Directors for the following Business Year shall be conducted at this meeting. The Business Year for MILWEST shall correspond to the standard calendar year, beginning on January 1 and ending on December 31. The new Board of Directors elected at the previous Business Meeting shall take office at the beginning of the Business Year.

SEC. 2. ANNUAL MEET - An Annual Meet of the general membership shall take place at a time and date selected by the General Manager and approved by the Board of Directors. This meet shall take place between August 1st and October 31st of each calendar year. The meet shall be of at least two (2) days duration and conform to the following guidelines:

- a) The Annual MEET shall be held in a community located on a railroad of interest to MILWEST and that has facilities suitable for display of models, artifacts/memorabilia, slides/movies, and is capable of accommodating approximately one-half the current membership within one building; and

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MilWest Management

MilWest was organized in October, 1987 and incorporated in Washington State as a non-profit corporation in December, 1989. It serves to preserve and promote the history of the (former) CM&PS/CM&StP/CMStP&P/ MILW Lines West.

General Manager, Art Jacobsen
1870 Easy Street
Helena, MT 59601-1172

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

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

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

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

Staff Assistant, Kirk Petty
P.O. Box 423
Ranchester, WY 82839

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

MILWESTBY-LAWS

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b) This community shall have available accommodations (hotels, motels, campgrounds, restaurants) and primary public roadways providing transport within 2.5 hours driving time of commercial airports.

c) The Annual MEET shall be held West of the Idaho-Montana border in odd-numbered years, and East of the Idaho-Montana border in even-numbered years; and

d) The Annual MEET shall not be held in the same community more than once every five (5) years.

SEC. 3. SPECIAL MEETINGS - A Board of Directors meeting may be called at anytime by the General Manager if the matter for discussion cannot wait until the next Annual Business Meeting. This meeting may be conducted in person, by mail, by telephone, or by other means of communication as deemed most expedient and cost effective to MILWEST by the General Manager.

ARTICLE III**BOARD OF DIRECTORS AND DUTIES**

SEC. 1. A duly elected Board of Directors shall administer the affairs of MILWEST to the best interest of all members. A quorum shall consist of the General Manager or Assistant General Manager and three (3) other Board members.

SEC. 2. The Board of Directors is hereby authorized to spend MILWEST funds, or be re-imbursed for personal expenditures for any MILWEST related matters. These include (but are not limited to) administrative items (communications, stationary, etc.), promotional items (advertisements, production of flyers or display boards, etc.) and Annual MEET items (rental fees, tour expenses, etc.).

The Board of Directors expenditures shall be limited to an annual amount not to exceed fifteen (15%) of the total of dues collected during the preceding Business Year. All expenditures shall be recorded by the Treasurer as to the date, amount, and purpose. All expenditures must be approved by a Quorum of the Board of Directors.

If these expenditures exceed the 15% limit, the Board may appeal to the membership for additional funds to be disbursed from the Treasury. This shall only be done at the Business Meeting and the amount shall not exceed \$100.00 U.S. for all additional expenditures. Any expenses in excess of this limit shall be satisfied by the Board of Directors individual resources and are not eligible for future reimbursement by the Treasury.

All expenses for the production, distribution and sales of the Dispatch are hereby exempt from the Board of Directors expenditure limit. All expenses incurred by the Managing Editor for the Dispatch production are exempt from this limit. The Managing Editor must maintain current financial records of all transactions for Dispatch production, showing date, amount, and purpose, to receive reimbursement from the Treasurer.

SEC. 3. Each board member has specific duties outlined elsewhere in this Article, however it is expected that the Board of Directors shall work as a team and lend assistance to one another as needed in the performance of their various duties. All Board members are expected to attend the Business Meeting during the Annual MEET. If a Board member cannot attend, any of the other Board members should be notified in advance. Board members are also expected to give brief accounts of their activities relating to the organization during the Business meeting.

SEC. 4. The following elected officers shall constitute the Board of Directors of MILWEST:

General Manager, One (1) year term.
Assistant General Manager, One (1) year term.
Secretary, One (1) year term.
Treasurer, One (1) year term.
Staff Assistant, One (1) year term.
Staff Assistant, One (1) year term.
Managing Editor, MILWEST DISPATCH, term in effect until resignation or removal by a majority vote of the Board of Directors.

SEC. 5. DUTIES OF THE GENERAL MANAGER -

- a. Preside over all business meetings using commonly accepted practices for meeting conduct.
- b. Appoint all committee chairpersons from the names provided by the nominating committee.
- c. Represent MILWEST to its best interest and promote new membership.
- d. Provide leadership and guidance in MILWEST affairs to all members and provide overall co-ordination of MILWEST activities.

e. Provides guidance and/or suggestions concerning the format and content of the Annual MEET. The primary involvement of this officer in planning the Annual MEET is to assure that the guidelines specified under ARTICLE II - Section 2 are applied to the event.

SEC. 6. DUTIES OF ASSISTANT GENERAL MANAGER -

- a. Substitute for the General Manager if General Manager is unable to preside for any reason.

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b. Provide assistance to the General Manager as requested in the administration of MILWEST.

SEC. 7. DUTIES OF THE SECRETARY -

a. Communicate with all correspondents in the affairs of MILWEST.

b. Maintain proper minutes of all meetings, record all votes and decisions, and maintain all such records for future reference.

c. Maintain a current membership mailing list.

d. Receive and catalog historical information with respect to the history of people, places, things, and events about the club.

e. Maintain the historical information in a manner usable to the club membership and keep the information current with continual additions to the information as time progresses.

SEC. 8. DUTIES OF THE TREASURER -

a. Receive member dues and any other revenues, and deposit, disperse and account for all MILWEST funds.

b. Maintain accurate records of all MILWEST financial transactions.

c. Report at the annual business meeting on the financial status of MILWEST. This report shall provide summary details of all income and expenditures since the last annual business meeting.

d. Provide quarterly reports of the financial status of MILWEST to all members of the Board of Directors. These reports shall contain itemized detail of all expenditures, and summary totals of all income.

SEC. 9. DUTIES OF THE STAFF ASSISTANTS -

a. Assist the other Board members as required in the administration of MILWEST affairs as directed by the General Manager.

SEC. 8. DUTIES OF THE MANAGING EDITOR, MILWEST DISPATCH

a. Responsible for the content, layout, and appearance of the DISPATCH. May also act as Publisher. Work with any and all outside vendors of services in the production of the DISPATCH to get the most cost effective use of MILWEST funds expended for the DISPATCH. Co-ordinate with the Treasurer to keep production costs within the MILWEST funds available for the DISPATCH. The Editor shall also respectfully consider input from other members of the Board of Directors as to content, layout, and appearance of the DISPATCH, but the Editor shall have the final approval of these matters.

b. Establish and maintain a regular publication schedule. Receive materials submitted for possible publication in the DISPATCH, and maintain a proper filing system for the various categories of material submitted, both published and unpublished. Verify the accuracy of information submitted as best possible with the resources available to the Editor.

c. Receive and evaluate suggestions from MILWEST members to add, delete, or change features and content of the DISPATCH. Solicit submission of material for possible publication from the MILWEST members, and any other available sources. May solicit assistance from other members to assist with production and distribution, and perform research/verification on subjects such as prototype information, modeling data, historical

data, or anything else contributing to the content and production of the DISPATCH.

SEC. 10. In the event a vacancy occurs on the Board of Directors, the remaining members of the Board shall appoint a new director from the general membership to complete the term of office within two (2) months of the vacancy occurring. Names of candidates chosen for the position shall be provided to the Board of Directors by the General Manager. A vacancy may be filled in the interim period by another member of the Board upon an approval vote by a Quorum of the Board.

ARTICLE IV

ELECTIONS AND VOTING

SEC. 1. ELIGIBILITY TO VOTE - All members not in violation of the RULES OF CONDUCT or otherwise suspended from voting under the provisions of ARTICLE I, Section 4, are considered eligible to vote. Any matter presented to the membership for a vote may be voted on by mail, or during a Business meeting, whichever method is deemed most applicable by the Board.

SEC. 2. BALLOTS - The normal voting procedure shall be by a show of hands at a MILWEST business meeting. If requested by any member (in good standing) present, a written secret ballot shall be used instead. A written absentee ballot shall be counted from an eligible member if said ballot is delivered to the MILWEST Secretary prior to the vote being taken.

SEC. 3. PROCEDURE - The General Manager shall conduct the voting procedure and supervise ballot counting. The vote results shall be recorded by the Secretary.

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SEC. 4. ELIGIBILITY TO BE ELECTED TO BOARD OF DIRECTORS

- Any member may be elected to the Board of Directors provided said member is a Member in Good Standing per the rules of membership (see Article I). Failure to maintain Member in Good Standing status shall be cause for removal from office upon approval by a majority vote of the Board of Directors. All duly elected Directors must retain their "Member in Good Standing" status as defined under ARTICLE I - Section 2, in order to remain on the Board.

SEC. 5. NUMBER OF TERMS OF OFFICE - Any member may serve in as many different offices and terms of office as the membership nominates and elects said member to. No member may hold more than one elected office at one time.

SEC. 6. NOMINATIONS - Nominations for the Board of Directors may be made by any member who is not currently serving on the Board. Nominations for the Board of Directors will be solicited through the Dispatch in the issue prior to the next regular Business Meeting. Nominations will be made in writing and submitted to the Secretary at any time prior to the Business Meeting. The members making such nominations shall retain a copy of same to verify their candidate's name at the time of the election. The Secretary has the responsibility of verifying the candidate's eligibility and that only one office is being nominated.

ARTICLE V

DUES

SEC. 1. Dues shall be collected from each member annually, beginning at the annual meet, but no later than December 31st of each calendar year. Dues not paid as December 31st shall be considered in arrears. Dues

may be paid ahead if member desires but no refunds shall be given for any reason.

SEC. 2. Donations of merchandise or services to MILWEST in lieu of cash payment of dues is not allowable.

SEC. 3. Annual dues of \$10.00 shall be paid with membership application for new members, and in accordance with Article V, Sec. 1 for current members.

ARTICLE VI

COMMITTEES

SEC. 1. Committee chairman shall be appointed by the General Manager.

SEC. 2. Except in special circumstances, the formation of a committee should be by the committee chairman.

SEC. 3. The Board of Directors shall have the right to disapprove a General Manager committee chairman appointment by a majority vote at a special business meeting.

ARTICLE VII

DONATIONS AND PURCHASES

SEC. 1. DONATIONS OF MERCHANDISE - Donations of items to MILWEST shall be limited to the following:

- a. Photographs, negatives, or slides.
- b. Paper items such as forms, documents, books, manuscripts, etc.

Donations may be made to any Board member. The Secretary shall keep a record of all such items which shall include a description, date of donation, and the name of the donor. The Managing Editor shall also keep a similar record of all items submitted for publication. Donated items will be retained by the Secretary or the Managing Editor, as applicable. Items deemed unsuitable

for the above stated purposes shall be returned to the donor, at the donor's expense if necessary.

SEC. 2. PURCHASE OF MERCHANDISE OR SERVICES - No member shall obligate MILWEST for purchase of any merchandise or services without prior authorization by the Board of Directors. No member shall receive reimbursement of personal funds from MILWEST for merchandise or services without prior authorization for the purchase by the Board of Directors. All authorized purchases shall be co-ordinated through the General Manager.

ARTICLE VIII

RULES OF CONDUCT

SEC. 1. CONTROLLED SUBSTANCES - No member may bring, or allow any person for which the member has responsibility, to bring, any controlled substance onto MILWEST premises or to any MILWEST function. The only exception shall be prescription medicine currently being prescribed to the person carrying the medicine. This prohibition shall include, but is not limited to alcoholic beverages.

An exception for consumption of alcoholic beverages may be granted if the MILWEST function is in a public facility licensed to serve alcoholic beverages and members are served only by said licensed facility. "MILWEST premises", shall be defined as "any premises, be it land, building, or transport vehicle, under the control of any member or members of the Board, for the purpose of conducting any MILWEST activity, whether the use of the use of said premises is donated or purchased."

SEC. 2. MEMBER BEHAVIOR - All members, and guests are expected to be on good behavior towards one another at all MILWEST functions.

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Disruptive or abusive behavior shall not be tolerated. No person shall be allowed to attend a MILWEST function in a condition indicative of intoxication or other controlled substance use. It shall be the responsibility of the ranking MILWEST officer present to initiate necessary actions for removal of the offender from the premises. In the event no MILWEST officer is present, this responsibility shall pass to the other members present. It is the responsibility of all members present to assist in the offender's removal as necessary.

SEC.3. MINORS - Minor children of members, and at least six(6) years of age, may be present at MILWEST functions provided minor is accompanied at all times by a Parent or Guardian and that the minor's activities are directly supervised at all times by the Parent or Guardian. Minors shall not be allowed to engage in any actions disruptive to the membership. Parent or Guardian accepts all responsibility for the safety and welfare of the minor, as well as responsibility for any damage to MILWEST's or any member's property caused by said minor. Excursions are planned for the benefit and interest of the members, therefore, a Parent or Guardian desiring to bring a minor on an excursion will be expected to provide proper accommodations for said minor(s). Furthermore, members will take priority over minor(s) in the event of limited space availability.

ARTICLE IX

AMENDMENTS

SEC.1. These bylaws may be amended by a vote of the total voting membership of MILWEST, present at the annual Business meeting. An approval vote by 70% of the voting membership present shall be required for amendment approval.

SEC.2. Amendment proposals must be written, and make reference to Article, Section and paragraph proposed for change, signed by the proposing member, and be presented to the MILWEST Secretary prior to the annual business meeting to be eligible for consideration at said meeting. Proposals shall include the desired wording of the change, as well as the reasons the change is needed.

END OF BYLAWS



I'm sorry to announce that our printer, Jerry Miller, who has typeset and printed all the issues of the Dispatch, except the first one, has chosen not to produce the Dispatch anymore. This was simply a business decision on his part and does not reflect any problem he had with Milwest. I want to thank him for the fine job he did since getting involved in the Dispatch as he was very instrumental in upgrading the production quality of the Dispatch from its infancy. He has been very helpful to me since I took over as Editor and I will miss his advice and expertise.

We will now be using the same printer in Spokane that already produces the photo insert for us to print the Dispatch as well. That will allow me to work closer with him than I could with Jerry simply because of geographic distance. I am also going to do as much of the typesetting as possible myself as I now have a desktop publishing program and a laser printer to produce the camera ready copy. I'll have the printer do whatever I can't do. While our printing costs will increase, we should save on the typesetting, so our hope is that this change will not increase the cost of Dispatch production significantly. It will allow me more control over the layout of the Dispatch, and more time to produce the issue after the deadline for each issue. It will certainly mean some changes in the look of the Dispatch as I don't use the same computer and program as Jerry did and therefore can't produce the same graphics he did. As I continue to learn to use my program and upgrade it as time goes on, you will probably continue to see changes in the

look of the Dispatch. However, we will always strive to keep it a logical layout and hopefully easy and enjoyable to read.

Towards that end I remind all members that I continually need articles, stories, and photos to print. My "to print" file is very low right now so come on folks, send me some items for print consideration. The Dispatch can't be any better than the members make it because I depend on your submissions to have something to print. Historical information and current events regarding the MILW in our area of interest are always welcome, but I would really like to have some modeling articles to run. I know many of our members have done some fine models, but from the input in my mailbox one would get the idea that we have no modelers in the group. Surely some of you have done some modeling projects that would be of interest to the other members; why not send me an article on your model.

In the January, 1990 issue of the Dispatch we gave information on the MRHA, another MILW historical group. I received a letter from the editor for the "Lines West" section of their quarterly publication, "The Milwaukee Railroader". He asked me to clarify to Milwest members that the MRHA does in fact cover the entire railroad, and not just the Midwest. Some people may draw that conclusion from the text in the article and we at Milwest want to be sure our members have no mis-understanding. He also said the upcoming MRHA annual convention will not be the first in "Lines West" territory as stated in the article, as there was such a meet in Deer Lodge in 1974. Our purpose in printing information on the MRHA was a to be sure all Milwest members are aware of the MRHA, should they have any interest in that group and their activities and we don't want our members to have any misconceptions about the MRHA. - Rocky Gibbs

**If you enjoy your
MilWest Membership
why not ask a friend
to join MilWest.**

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.

ANNUAL MEET

Milwest General Manager Art Jacobsen, wishes to announce that the 1990 Annual MEET will be held in Tenino, WA, on August 24 and 25. Tenino is South of Tacoma. We will have full details of the MEET in the July issue of the Dispatch but for now, we wanted to publish the MEET dates early enough for members to make plans to attend.

Some events we hope to have (not definite yet) would be a tour of the Chehalis Western Railroad operation, and perhaps a ride on the Mt. Rainier Scenic Railway, both ex-MILW trackage. Another event may be a model contest for MILW models on Friday night. Models would not be judged on NMRA standards, but on MILW standards. There would probably not be any prizes, but perhaps some certificates or such. Another possible item is some layout tours in the area.

Since we are having to pay for the use of facilities this year there will be a small charge for each attendee and we will be having pre-registration at a lower rate. Those members who were able to attend the Harlowton MEET in 1989 know the fun we had, and we hope to make this MEET as enjoyable.

MILW CABOOSE

My inquiry about the MILW caboose at Gold Creek, MT in the January, 1990 Dispatch, brought several responses. The caboose, #991847, and the substation are owned by Joe Brand of Helena, MT.

The caboose has recently been seen in Helena loaded on a "low-boy" tractor/trailer along with another flatbed trailer carrying the trucks and a section of track. We have been unable to contact Mr. Brand for details as to what is happening to this caboose but we can guess that it has been sold as it is known that he has had it for sale for some time. According to Art Jacobsen, this caboose was one of 75 built in 1939 (#01800 - 01874) in Milwaukee. These were the first all-steel (and horizontal rib) cabooses built on the MILW. We will publish further information on the current events regarding this caboose if it becomes available. - Rocky Gibbs

POVA NEWS

The Pend O'reille Vally Railroad, (ex MILW from Newport, WA to Metaline Falls, WA, has just lost a major customer. The cement plant at Metaline Falls will close in June, 1990. This plant has been the major customer on this line for many years. The POVA had just gained traffic flow with the opening in October, 1989 of the Ponderay Newsprint plant at Usk, WA. Now the only two customers left will be Vaagen Brothers Lumber, Inc. in Ione, WA and Ponderay Newsprint. Railroad management indicated this loss will cost the railroad more than \$500,000 per year in lost revenue, forcing them to scale their budget back to about \$650,000 in 1991. Management further indicated they may move the locomotive maintenance shed from Metaline Falls to Newport. - Rocky Gibbs

MilWest
Annual MEET
August 24-25, 1990
Tenino, WA

"DFW"

This column serves for miscellaneous news items about the former MILWAUKEE ROAD's operations. Like the symbol for "Dead Freight - West" it utilizes, the subjects found here are a "catch-all" from a variety of sources.

DISAPPEARING BRIDGES

Two more bridges on the former Rocky Mountain/Montana Division have been removed. The Montana Dept. of Highways Missoula District maintenance crew for Superior contracted for the removal of the structure crossing River Street in Superior, MT, in November of 1989. This was #DD-162B at m/p 1703.3 which had been a steel multi-beam span between concrete abutments. Originally the structure was a 40 foot through/deck girder with trestle approaches which were replaced as part of the S-169(4) project in October, 1973. Located on the main line just a few hundred feet east of the east switch at Superior, the new bridge had been in service through the 'embargo' of ten years ago. The tracks were pulled on this part of the main line in 1982. The bridge removal was done at the request of a logging contractor cutting in the Lolo National Forest north of the community. The removal included obliterating the approach fill on the east side and both abutments. The other structure was removed in January this year by Montana Rail Link at the east side of Bozeman. This was on the former GV line from Bozeman to Menard crossing the MRL (ex-BN/NP main line). The structure was #CC-806, a 70 foot through girder with pile trestle approaches at m/p 38.75. Like the bridge removed at Superior, the trackage on this structure was

"DFW" (continued from page 7)

electrified. However, this was operated at 600V-DC and only served the "Bozeman Mill" (locally known as "Storey Mill") on the north side of town. The trolley was removed in 1934. The trestle approaches were severely damaged in a fire along the right-of-way in the late 1960's. The last movement over this bridge by the MILW was when MP-15AC #471 returned from the "Bozeman Mill" with a loaded C-6 on April 22, 1978.

The trackage was removed from this area during the summer of 1979. - Information courtesy of Ed Lynch and Bill Taylor.

DEPOT DEFAULT

The "Clark Fork Station" at 3rd and Myrtle Streets on the south side of the Clark Fork river in Missoula closed as of January 1, 1990. This had been a restaurant/bar operating in the former CMStP&P depot in Missoula since late 1983. A casino had been added to the business last summer, but revenues were not generating a large enough profit margin to warrant continued operations. The four partners formerly operating the business maintain offices on the second floor.

The building was constructed in 1910 and remodeled in 1952. It had been used by the MILW until the "embargo" seventy years later. The last passenger train was #16, the last eastbound Olympian Hiawatha with a pair of FP-7A's on the

morning of May 24, 1961. The structure uses a unique "Spanish Renaissance" style with stucco walls and tile roof, more akin to the AT&SF or the SP in the southwest than the CMStP&P. The structure may be remodeled for commercial office or retail space.
- Information courtesy of Ed Lynch and Bill Taylor.

Waybills

Info Wanted: Can anyone furnish information on the Jade Green colored MILW cars that are seen in the videotape "The Milwaukee Electrics". Any prototype information would be appreciated.
- Robert James Marshall, P.O. Box 6244, Albany, CA 94706-0244.

For Sale: NJ International brass MILWAUKEE ribbed boxcars, one of each version, two painted, two unpainted. \$100 each for the painted, \$85 each for the unpainted, or all four for \$360. - Richard Yaremko, 116 Deercross Road SE, Calgary Alberta Canada T2J 6G7.

DISPATCH back issues: Back issues of the DISPATCH are available, until stock is depleted, from Ron Hamilton, Milwest Secretary, at \$2.75 each, U. S., including postage.

1988
January - 7 copies (these are photocopies of an original)

April - 90 copies
July - 9 copies
September - 45 copies

1989
February - 5 copies
April - 46 copies
July - 3 copies
October - 44 copies

1990
January - 57 copies

PHOTO INSERT ONLY, \$1.25 each, U. S., including postage.

1988
July - 10 copies
October - 122 copies

1990
January - 50 copies

MILWAUKEE MODEL NOTES

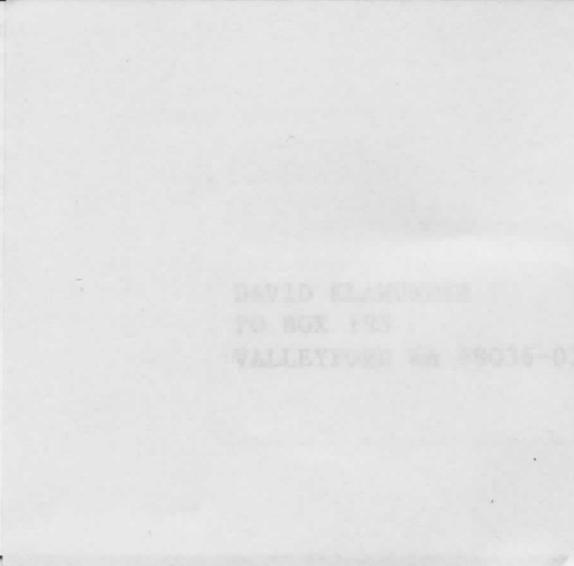
By Rick Yaremko

In my last column I commented on the new Athern GP40-2 versus the old Atlas GP40 that has been released under the Con Cor banner. I've since had a chance to compare the two models and have revised my opinion of the Athern unit, it definitely is the better of the two units to convert to MILWAUKEE ROAD.

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The curtain is about to fall on the Milwaukee Road's rail operations in the west. GP 9, #298, is pulling cars around the Othello yard in preparation for the last run eastward, March 15, 1980. An attitude of disbelief was prevalent; it did not seem possible that the Milwaukee Road would ever cease its operations.

Photo by Jerry Quinn.



The Milwaukee slug SG1, in company with a number of U25Bs and U28Bs, was among the various pieces of equipment gathered up for the eastward trek. The SG1 Slug was a cut-down Alco RS unit that received electricity for its traction motors from a powered unit. Its last assignment was working the Tacoma Hill, adding its effort to move freight.

Photo by Jerry Quinn.



In the early years of the 20th century, the four major rail systems serving Seattle - the Union Pacific, Northern Pacific, Great Northern, and CM & St.P all had offices in the same building. An item of note in the CM & St. P Railway window is a photo of steamship promoting connecting passenger service from the railroad to the Orient. Of interest in the Union Pacific window are the names of the roads in the UP system: The UP Railroad Company, the Oregon Short Line RR Company, the Oregon Railway and Navigation Company, the St. Joseph and Grand Island Railway Company, and the San Francisco and Portland Steamship Company. That gave the customer a lot of choices for traveling or shipping in one convenient location.

Photo from Wil Davis collection.