

# Dispatch

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

Volume 3, Issue No. 3

JULY 1990

## Notes from the General Manager

By Art Jacobsen

### MILWEST ANNUAL MEET AUGUST 24 and 25, 1990

The 1990 -MILWEST- Annual Meet will be held on August 24th (Friday night), and 25th (Saturday), in Tenino, WA.

This will be our first such event held west of the Cascade mountains, and I invite all -MILWEST- members to attend.

This year's event will be held at the Tenino School's Multi-purpose building. This is located at 300 Old Highway 99 North, about three blocks north of Sussex Ave. East (Washington Highway 507 to Rainier). Like the 1988 event, this meet will include a tour of former MILWAUKEE ROAD lines and a look at the current operators.

A flyer with a map, preregistration form, and an outline of this year's MEET events is included with this issue of the "DISPATCH".

This year we will attempt a model contest as there have been some requests for such an event in the past. There will be prizes awarded which will include certificates, and I encourage all our modelers to participate. The contest entries will be limited to only our lines of interest with categories of motive power, cars, and structures. Contest entries will be accepted on Friday night and Saturday afternoon from 2:00 to 4:00 pm.

The judging will take place after that and awards will be announced and presented at the close of the Business Meeting on Saturday night (scheduled between 7:30 and 8:00 pm).

This year also marks the first time it is

necessary to charge a registration fee for the MEET. The fee will be \$7.00 (U.S.) at the MEET, or \$5.00 (U.S.) for pre-registration. However, please note, the preregistration fee is valid only IF MAILED TO THE MILWEST SECRETARY NO LATER THAN AUGUST 15, 1990. This fee is for the MEET only, as there are additional optional events. These optional events include a ride on the Mt. Rainier Scenic Ry.'s (MRSR) regular excursion between Elbe and Mineral over the ex-TE/CM&StP/MILW's Morton branch. The round trip ticket for the excursion is \$6.50 (U.S.) at the MRSR's Elbe office.

Another option is a "no-host" dinner at "The Lodge" at Offut Lake on Saturday night from 5:00 to 6:00 pm. This lodge is located five miles northeasterly of the Tenino School and within two miles of the Chehalis Western Ry.'s (CWR) shop and headquarters at Western Junction. If thirty (30) members preregister by August 1st, this optional "no-host" dinner will be available at \$10.00 (U.S.).

Friday night activities will include registration beginning at 7:00 pm PDT, and set-up of displays. The evening will include a discussion on working the former Tacoma Eastern Ry. (TE, also known as the "T & E") and MILWAUKEE ROAD main line on the former Coast/Washington Division out of Tacoma. This discussion will be by former MILW conductor/brakeman and -MILWEST- member, R. L. Shreves of Tacoma. Future issues of the DISPATCH will feature the TE, which had some rather unusual second-hand motive power. Members are also

encouraged to show slides (40 maximum per person please) of former MILW, or current CWR/MRSR operations in the vicinity (between Cedar Falls and Chehalis).

The Saturday morning tour begins at the Tenino School at 9:00 am. All members interested in what could well be the last look at the CWR Western Jct. facilities are encouraged to participate in this excursion. The CWR has essentially ceased operations, and this tour may be canceled if the line is "embargoed". The CWR tour will be followed by a caravan to Elbe to ride (or chase for those so inclined) the 11:00 am MRSR train for Mineral and return. A map for all tour participants will be available by Friday night.

Saturday afternoon is essentially open to explore the area; Tenino is on the joint BN/UP double-track main between Seattle and Portland. The original NP line to Tacoma, commonly known as the "Prairie Line", diverged eastward on the south side of the town. This line has been "embargoed" by BN between Tenino and Ft. Lewis since 1986, but an ex-NP water tank still stands at Roy and the stone depot in Tenino is now a museum. Another steam excursion operates on Saturdays and Sundays out of Centralia. The Chehalis-Centralia RR runs three times between Centralia and Chehalis on the TE/MILW/CWR, and once in the afternoon to Ruth (on the ex-P&E/PS&WH/MILW/CM&E).

(Continued on Page 2)

## GM Notes

(Continued from page 1)

A modeling forum on rolling stock detailing and weathering will be held at the MEET site between 2:00 and 4:00 pm for those interested.

The -MILWEST- fourth Annual Business Meeting will be held at the Tenino School between 6:30 and 8:00 pm on Saturday evening. This is a half-hour longer than past Business Meetings due to the discussion and revision/adoption of the By-Laws. These were printed in the April, 1990 issue of the DISPATCH. If any By-Laws are changed from the draft version, the changes will be announced in the October, 1990 issue of the DISPATCH. There will also be the election of the Board of Directors, plus a decision on next year's meet location.

This year's audio/visual presentation is hoped to be the best we have ever had. This will be essentially a "triple feature" beginning with former MILW employee and noted Coast/Washington Division photographer Wade Stephenson of

Othello! Wade has some absolutely outstanding material, much of which looks like it was taken last month, but in fact dates from 1948. This includes steam on the former Idaho Division (including the last steam engine out of Othello) and Beverly branch (rare oil-burning L-2's), and of course the "Eries" and EP-2 "Bi-Polars" in glorious living color with trains #15 and #16 on the main line. Wade has so many great shots of boxmotors on the Coast that one could almost get saturated on them.

After a short break there will be a "double-feature/multi-media" presentation by myself and Ed Lynch. This will be a look at both the main line from Harlowton to Tacoma with electrics, and returning east to the first station west of Miles City (Paragon, M/P 1127.1) with diesels for the c. 1955-1980 time period. The final part of the hour is our own tribute to the MILWAUKEE ROAD's former "Lines West" (of Miles City) for the past thirty-five years. This show is just under a half-hour in length, and should compliment the entire MEET's activities for this year - the tenth since the infamous final "embargo" of all former MILWAUKEE ROAD trackage west of Miles City.

Accommodations for this year's event are available in motels in Centralia/Chehalis, Tacoma, and Tumwater/Olympia.

Unfortunately, there are no accommodations in Tenino. The Miller-Sylvania State Park has complete camping facilities and is within six miles of the MEET site (north of Maytown, west of Tilley Road South). Restaurants are available in these locations as well as in Tenino off I-5 at the Grand Mound exit (#88 for U.S. 12, and Old Highway 99 S. E. to Tenino from the south), and Rainier/Yelm/Roy. Tenino is almost exactly midway between Seattle and Portland, and slightly closer to the former's SEA-TAC airport. Amtrak has three daily trains each way that stop at Centralia/Chehalis and Tacoma (car rental facilities may be available at Tacoma). Note that the "East Olympia" stop for Amtrak is actually as far from Tenino as Centralia/Chehalis by road, and there are no direct routes out of this remote locale. This is why Amtrak is building a

new stop at St. Clair, Jct., just north of the Washington Highway 510 overpass east of Olympia. Anyone desiring more information on the area may contact -MILWEST- member Phil Kresik at 20903 20th Place West, Edmonds, WA 98020.

As a final note on this year's MEET, which has all the appearance of being one of our best to date, a comment on its "off-line" location is in order. The locale was determined by Phil Kresik, and although Tenino was never on any former MILW (or any predecessor line's) trackage, the facilities have been inspected and approved as more than adequate to our needs. For the record, the Tenino School is within three miles of the CWR (ex-TE/MILW) line between Western Jct. and Centralia/Chehalis.

Considering the fact that our first two MEETS were held in Spokane - at least as far from a former MILW line (which by then did not even exist) - the only difference is that one can't find a Tenino station on time-tables or official railroad records for the TE/MILW/CWR. For the small cost per person (\$5.00 U.S. by August 15, \$7.00 U.S. thereafter) it's definitely worth the price.

Once again, we welcome all MILWEST members to the 1990 Annual MEET and we sincerely hope to see all of you there.

## 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.*

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## 3 WAY MEET AT WESTERN JUNCTION

By Douglas Hubert

*Editors note - The following story was published some years ago in another publication, and is re-printed here for the enjoyment of Milwest members, with Doug's permission. Doug worked for the MILW on the Coast Division from 1969-1975, as an agent & telegrapher. He worked at the following stations, Western Junction, Chehalis/Chehalis Jct., Tacoma Jct., Sumner, Auburn, Kent, Cedar Falls, Cle Elum, Kittitas, and Beverly. He says "Western J" was his favorite. From 1967 to 1969 he was a "boomer" telegrapher and worked on N.P., SP&S (O.E., O.T.) and U.P. as well as MILW. Doug started modeling in HO at age 5 with a Hobbytown E-7A, Strombecker passenger cars with painted cardboard sides, and two Varney F-3's.*

It was a week before Christmas 1969; I'd only been working for the Milwaukee since September 1st. I'd been assigned to work Western Junction for two weeks, while Joyce Marion, the regular operator took vacation.

Western Junction is literally in the woods between Olympia and Tenino on the Milwaukee "Chehalis Line" that runs from Tacoma to Chehalis Junction, part of which is the old logging line, the Tacoma & Eastern.

Assigned hours were 7am to 4pm with an hour for lunch; this was to cover the line's trains, Tacoma-Longview #863 and Chehalis Western's two trains between Chehalis and Western Jct, CW 492 (FM 10-44) and CW 684 (Alco C415). The depot at "Western J" was more like a summer cabin than a traditional depot. Joyce Marion lived in the depot so it had all the comforts of home, a bed, a shower, a complete kitchen, TV and radio.

Weyerhaeuser built the depot in the 1930's when the C W trains started trackage rights over the Milwaukee. Also the CW and Vail log line trains interchanged at Western Jct. Milwaukee operators had always manned the depot.

About 7:25am this day, the 492's horn echoed in the silence of the woods at

Offut Lake, a little more than a mile upgrade. Soon a headlight appeared and the noise of a log train filled the chilly morning air. I walked outside to the CW line and gave the train a roll-by inspection. As the ex-SP wood cupola caboose came over the Deschutes River Bridge 80 feet from the depot I positioned myself to pick up the order hoop which register ticket conductor Ed Haunreiter had in his hand.

The CW uses an order hoop that is fashioned with a clothes pin attached so orders, messages, and register tickets can be "hooped up" or handed from the caboose to the ground, and vice versa. I took the hoop inside and gave Jimmy Burns the "O.S." and the tonnage for CW 492 West. It would be about two and one-half hours when CW 492 East would return with the empties from South Bay.

Normally meets between Milwaukee 863 and 864 would be at "Western" or Maytown, a junction with Milwaukee's Hoquium line about seven miles south of "Western". 864 would normally meet CW 684 at Maytown or Essex, ten miles north of Chehalis with CW 684 taking the Hoquium line at Maytown if the meet was there. The way events were shaping up it looked like a triple meet at "Western" with 863, 864, and CW 492 East. CW 684 West would leave Chehalis about 10:00am or so and would meet 864 at Maytown as well as CW 492 East.

Jimmy rang Tacoma Junction, me, and Larry at Chehalis. He told me to display a "19 East". I set the Swift train order board and replied "19 East Western Junction". Jimmy put out the meet orders for CW 684 West and 864, 863 and 864 and CW 492 East, and CW 684 West. After Chehalis and "JN" (Tacoma Jct.) repeated each order, I also repeated with each order getting a "complete time". Next came the running orders for CW 684 West and 863 at Chehalis; 863 would be first out of Chehalis followed by CW 684 West ten minutes later.

I cleared 864 on the meet order with 863 at "Western", CW 684 West at Maytown, and got the "O.K." time. Next I gave a call on the radio to get a location on him and his estimated arrival

time at "Western". Since 863 would head in on the CW line to meet 864 I had to call the Vail dispatcher on the city phone to tell him of the meet, and to have him radio CW 492 East and tell them to hold back clear of the Vail line on account 863 would be on the CW main at "Western". All this done I put sets of 864's orders in hoops as I'd have to hand up to both the head end and caboose. Since the Swift order board was red I hung a metal yellow "19" board under it to signify "19 East".

863 was the first to arrive stopping on the Deschutes River bridge just clear of the Junction switch; the head brakeman lined the switch and 863 with its two U-25 and one U-30B and 50 cars eased into the CW line. The rear brakeman lining back after the caboose cleared the Milw main line. Half an hour later 864 came charging upgrade from Skookumchuck, one mile north of "Western" and I took both hoops and positioned myself to hoop up to 864 which had three U25B's and 60 cars. After the head end got their orders, I gave 864 a roll-by and hooped up to Conductor Bonnie Hubbard on the caboose. As soon as 864 cleared the junction switch, the rear brakeman lined the gate so 863 could back out of the CW line. I cleared the order board and rang Jimmy to get running orders for the CW 492 East.

Jimmy rang "JN" and Chehalis, then put out an order to all of us; the gist of this order said that 864 left Western Jct. but had not arrived at Chehalis and that after --- CW 492 East could run Western Jct. to Chehalis prepared to stop short of the train ahead. Next came the meet order with 684 West at Maytown followed by the running order for CW 492 East. Having repeated the orders, I cleared CW 492 East and got an "O.K." time.

While I was busy getting orders, 863 backed out, lined back and headed downgrade for Tacoma. I put the 492's orders in two hoops and walked over to the CW line where the 492 was waiting with its train of empties. The head end picked up the hoop with its orders and the head brakeman lined the switch.

(Continued on Page 4)

### 3 Way Meet

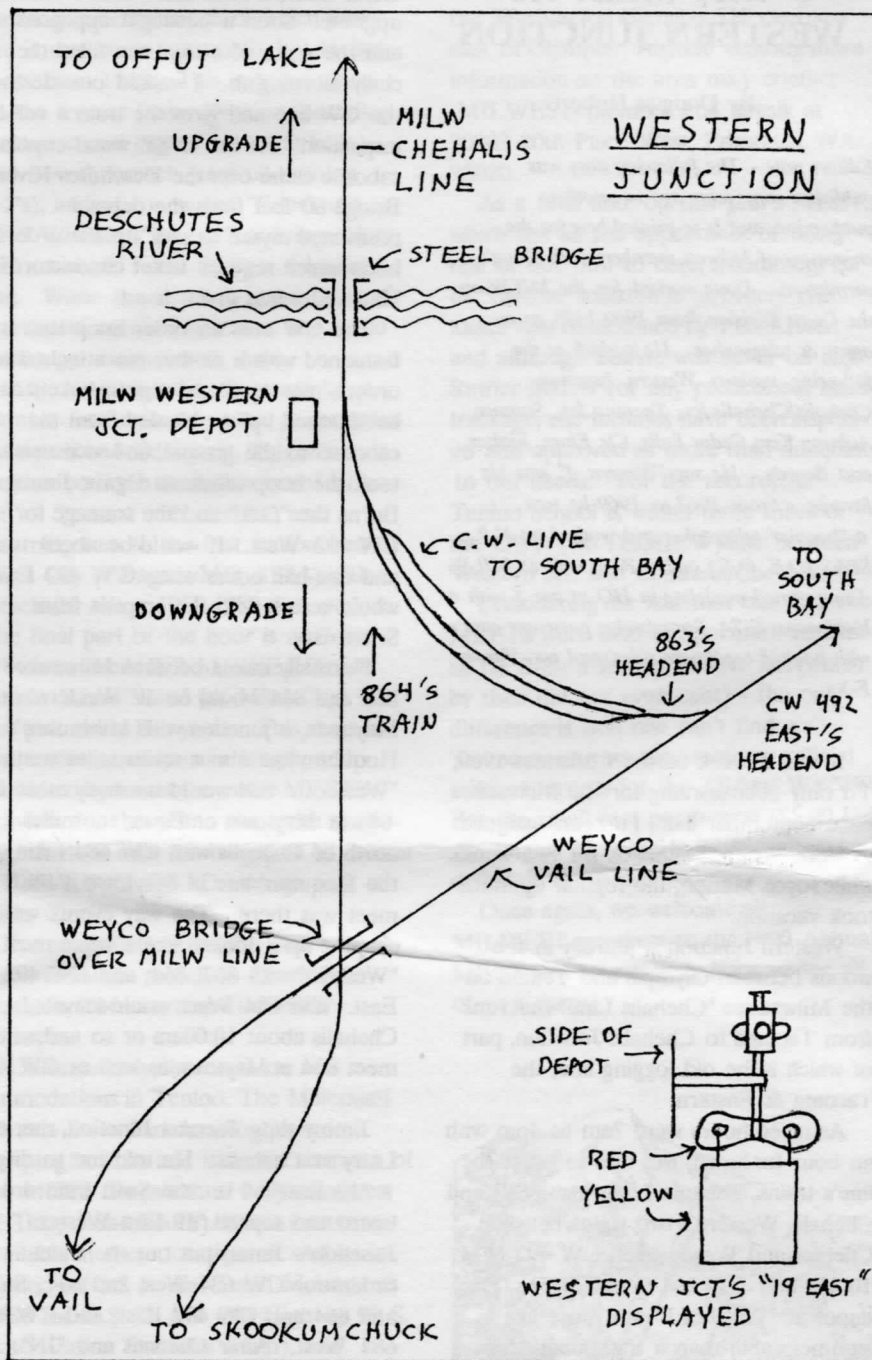
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Slowly CW 492 East headed across the bridge and upgrade; as the caboose came around the curve on the line I exchanged hoops with Conductor Haunreiter again. As I walked slowly back to the depot the air was filled with the clatter of 50 plus skeleton log flats and soon 492's horn blew for the crossing a half mile upgrade. Once in the depot I gave Jimmy the "O.S." on all three trains.

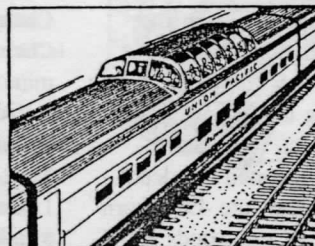
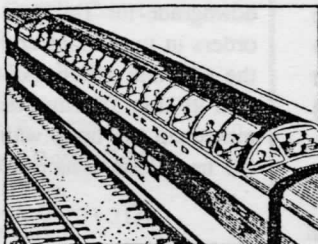
A little after 1:00pm I saw the headlight of CW 684 West and walked outside to the CW line. Within minutes engineer Mallonee waved as the 684 passed me. After giving the train a roll-by I grasped the hoop with register ticket from the conductor on another ex-SP wooden caboose.

About 3:15pm CW 684 East came around the curve and I was ready. Another roll-by and exchange of hoops with the conductor followed. As soon as the caboose cleared the junction switch, I lined it back to the Milwaukee main and gave Jimmy the "O.S.". So ended a "typical" day at Western Junction on the Milwaukee's Chehalis line. - Doug Hubert.

*Editors note - Doug further says that two crews worked out of Pe Ell at this time with CW 492 & 684. Hoggars were Don McClure & Lawrence Mallonee. Conductors were Eddy Haunreiter (retired) and Jim Essena (still working out of Western). In steam days CW nos. 211 & 215, both 2-8-2's, bought from Atlanta, Birmingham & Coast, as well as CW #120, 2-6-6-2, handled loggers out of Pe Ell to South Bay. CW #211 worked with Weyco #102, a smaller 2-8-2, out of Vail to South Bay, with diesels CW #492 & 493 working out of Pe Ell in the late 1940's.*



Route of the  
Super Dome  
*Hiawathas*



Route of the  
Western "Cities"  
*Streamliners*



## Should "it" (the former MILW "Lines West") have been built?

*An essay by Art Jacobsen*

Ten years ago in March 1980 occurred the event that most of us in MILWEST would probably not care to dwell upon. That was when the former MILWAUKEE ROAD ceased operating west of Miles City, MT. Those that may have not been watching events at the time may not recall that the first effective "embargo" had actually occurred on November 1, 1979. This lasted for all of three days before the "Milwaukee Road Restructuring Act" (45 U.S.C. 906) was signed by then-President Carter. Earlier attempts at "embargoing" in late April and June of 1979 had been thwarted by the Federal bankruptcy judge's (Thomas R. McMillen of the U.S. District Court) refusal to rule on an action of such magnitude.

One salient feature dating from the final bankruptcy of December 19, 1977, was the pronouncement to the effect that the Pacific Coast extension of 1905 - 1909 should "never have been built". This curious statement has been attributed to various officers of the CM&StP & P RR at the time, and was quoted in print by the railroad's last president - Worthington L. Smith. In brief, it would appear that had the construction of the former main line west from Mobridge, SD not occurred, the railroad could have remained at least solvent if not profitable. This is not merely a gross misrepresentation of historical facts, but it virtually ignores the whole point as to why the line was built. More at issue now is that the entire railroad's survival as an independent entity was effectively structured around the "Lines West".

This naturally raises the question "Why did the "embargo" (and/or last bankruptcy prior to that) occur at all?" Like most questions of this nature, the answer is often both oversimplified and overstated. Those who have asked this more often than not get some variation of the "poor management" theme, usually this is not really an answer at all, particularly when

taken out of context as is so often the case. "Poor management" does not suffice to explain such peculiarities as the outcome of the first and second bankruptcies, nor the very questionable rulings by both the ICC and the Federal courts in the final collapse. When those particular issues are raised, the response is usually on the order of some grandiose "conspiracy" on the part of all concerned. There are allegations vaguely hinting at some monstrous "collusion" on the part of these various government bodies and competing railroads to "do-in" the MILWAUKEE ROAD's "Lines West". The lack of substantive evidence proving such illegal activities is not in and of itself convincing - the ten-minute "gap" in the Nixon tapes was enough to raise the call for an impeachment proceeding. Yet there would seem to be more than the lack of substantive evidence alone to explain why the "embargo" was allowed.

Examining all possible reasons why the former MILWAUKEE ROAD no longer ran west of Miles City ten years ago would take a lot more space than is available here (not to mention the time to thoroughly review same!). Suffice to say that the reasons are both complex and all of them are open to debate. At the risk of putting the entire issue into a philosophical context - probably anyone's reasons for the "embargo" (which really was a defacto abandonment is well known) of 1980 are as good or valid as anyone else's! So in that regard, an open forum discussion of that matter both here in the DISPATCH, and at the next annual MEET in Tenino is in order. Refuting the earlier pronouncement about "it never should have been built" using the major known historical facts is somewhat simpler. The following factors all had a part in the decision to build to the West Coast during the period of 1899 - 1904:

1. - The C.M. & St.P., or "St. Paul Road" as it was known then, was one of the largest, financially stable railways in the upper Midwest. The Rockefellers had gained control of the line in the 1890's and together with the new president, A.J. Earling (who had begun as a telegrapher in the late 1860's) were anxious to extend their domain to the

Pacific. The former favored a joint venture between the CM&StP and the C&NW (which was also controlled by the Rockefeller interests at the time). This involved a route from either Iowa, or South Dakota to a Pacific port between San Francisco Bay and the mouth of the Columbia River that was not already served by an existing rail line.

2. - Two of the three major lines that provided transcontinental connections to the "St. Paul" were owned by either E.H. Harriman, or J.P. Morgan and J.J. Hill. The latter was not regarded as having "friendly" connections. There was also the very real possibility that all of these could effectively hold the CM&StP "hostage" by manipulating the interchange tariffs. In fact these three railways had already formed the basis of a working arrangement when the Northern Securities Trust was established between them in 1901.

3. - Trade originating and terminating at the Puget Sound ports had more than doubled in less than two years. Also the territory between there and the upper Midwest was on the threshold of new agricultural and industrial developments. These developments caused CM&StP president Earling to favor a new route from South Dakota to either Seattle or Tacoma.

4. - The Panama canal was not regarded as being an immediate threat to transcontinental traffic at the time. This was primarily due to the fact that no definite location for the Canal had been determined, and there was some question as to whether Congress would fund such a scheme at all.

All of these reasons were sound ones for expansion when the CM&StP's Board of Directors authorized the Puget Sound extension on November 28, 1905. Had that particular plan, promoted by President Earling, been rejected then there were still two possible options. One would have been to go forward with the Rockefeller's C&NW "joint venture" scheme to some relatively undeveloped

(Continued on Page 6)

## Should It

(Continued from page 5)

port on either the coast of northern California, or Oregon. Another would have been to try and secure some favorable interchange scheme to Chicago with an existing transcontinental line. This had already been established for Morgan and Hill's GN/NP routes through their ownership of the CB&Q, and previous arrangements between Harriman's UP/SP lines to the C&NW/CRI&P systems. The "no build" option was never seriously considered. This would have left the "St. Paul" ripe for what is now termed a "hostile takeover" by either Harriman, Morgan/Hill, or any of the swarm of railroad speculators that abounded in Wall Street at the time. None of these options would have been realistically pursued in any case. The fact that the C&NW already had a secure traffic base in its Omaha - Chicago route, and that all the major trans-continental routes with CM&StP interchanges already had established Chicago connections rendered the previous options essentially meaningless.

Advancing past the initial Puget Sound extension construction and electrification period of 1905 - 1920, the CM&StP declined from financial stability to years of marginal profits that caused it to declare bankruptcy three times in the next half-century. The reasons for this debacle are many, and again the half-truth of "poor management" simply does not suffice as an explanation. Yet none of the reasons can be tied directly to the Westward expansion as the sole cause for any of the three periods of insolvency. In fact only the first bankruptcy may be related to the "Lines West" construction as a contributing factor in that event, but not as the sole cause of the same.

The case can be made wherein the "Lines West" in fact contributed to bringing the MILWAUKEE ROAD back to at least marginal profitability. Had the trackage west from Mobridge been such a financial burden (traffic revenue returns lower than the operating and overhead expenses) in the 1925, or the 1935 bankruptcy filings it is highly unlikely that the subsequent reorganizations would have allowed those lines to be retained. The

fact that the traffic (in ton-mileage terms) on the former CM&PS main was equal to (or slightly better than) that of either the former GN or NP mains for long-haul Chicago/Twin Cities - Puget Sound carloadings demonstrated that no CMStP&P reorganization scheme was valid without it.

Yet following the final bankruptcy the line at Miles City was effectively severed. Again to try and explain why the "embargo" occurred would take for more space and time than presently available.

During the past decade the refrains of "poor management" and "it (the former "Lines West") should never have been built" have been heard through the media, court records, and even in the railfan oriented publications. The evidence cited for these half-truths and misstatements has most often been related to how much of the former MILWAUKEE ROAD remains west of Miles City. In plain fact, barely 10% of the total mileage of the lines still in service in March, 1980 is operable in 1990. The vast majority of the remaining trackage is operated or owned by small independent lines that came into existence between 1979 and 1986.

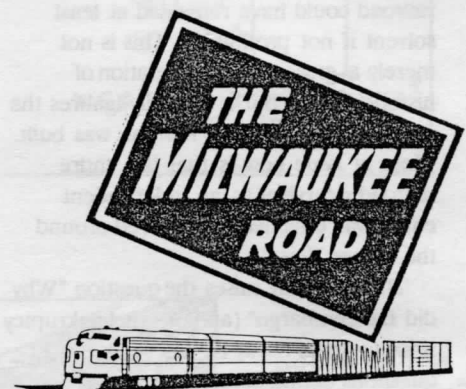
The fact that so little remains somehow "proves" that either there was no need for the Puget Sound extension (at least west of the closest connection to BN), or that mismanagement was directly responsible for the wholesale abandonment. The lack of on-line shippers for the large portions of the former main line tend to support the former view. Blaming "management" for this lack does not provide answers for finding bulk commodity, or manufactured goods shippers in Melstone or Malden. Of course the CMStP&P's corporate officers and management are not blameless by any means - there were numerous highly questionable actions, or lack of any action when it came to securing traffic for the line. To cite one example - the virtual inability to retain the traffic generated by the 1970 BN merger conditions allowing MILW's "gateways" to places previously not directly served.

The other "proof" that there was no need for the "Lines West" because there were not enough on-line shippers to justify the construction is not sufficient.

This ignores the four basic historical reasons as to why it was built in the first place. The fact remains the CM&StP built to Tacoma initially for its survival as an independent entity. That on-line shippers would follow as a natural course of economic events was taken for granted at the time. Unfortunately it literally came "too late", not so much due to the machinations of Morgan/Hill, Harriman, et al, but rather by the changing technology of the era.

The fourth reason for the trans-continental venture was invalidated before the first section of catenary was built - the Panama Canal opened in 1914. The Coast Division's electrification had hardly begun when President Wilson reluctantly dragged the U.S. into the "Great War" - wartime inflation drove prices on material and labor to unimaginable heights (not to mention the USRA's seizing of all railroads in a two-year hiatus). The following decade began the unending flood of automotive transport - within ten years a nationwide network of public highways was built (including all the territory served by "Lines West").

In spite of that, the "Lines West" remained very much a part of The MILWAUKEE ROAD for three-quarters of a century. While remembering that it came to an end ten years ago, remember also that it was a unique and fascinating operation and will always be so. - Art Jacobsen



**America's Resourceful Railroad**



## Olympiangram

*The title of this section derives 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.*

### BURIEN MILW ROAD SHOW A SUCCESS

Dave Haskins informs us that the 8th Annual Burien Milw Road Show was held on the last Saturday of March, 1990. About 45 people attended during the 11.5 hour show. Wade Stevenson showed 4 hours of his slides, followed by Doug Nighswonger, Art Jacobsen, Noel Holley, David Long, Roger Sackett, and Warren Wing showed videos produced from 16mm movie film.

Photos were displayed by Allen Mitchell, Dave Haskins, Frank Kobi, Warren Wing, and Fred High. HO models were shown by Doug Nighswonger, and old MILW tin plate trains by Ion Larson.

Dave wants all Milwest members (and interested non-members) to know that they are welcome to attend next year's event to share their MILW material, or just come and enjoy the show. A Kodak carousel projector with a stack loader and a large screen are provided, as well as display tables.

Dave reminds all modelers to bring their special MILW models as he is planning to have prizes donated by some local hobby shops.

For information on next year's meet contact Dave as follows: Dave Haskins, 9912 Sullivan Street, Burnaby, BC, Canada V3J-1H9.

### KITTY TURN WITH THE E-50 in 1970

*By Douglas Hubert*

I was working the Coast Division extraboard and was assigned to work the Agency at Beverly while regular agent Johnny Sanwald took 3 weeks vacation.

The Beverly helper was history and the sand warehouse on a wye was a ruins; all that was left of the engine terminal was the sand tower and a

brick base of the water tower. A half-dozen crew cabins were along two legs of the wye; up the hill from the depot were the section foreman's and agent's house.

Movements on the Hanford line were rare, most of the time only a once-a-week inspection by motor car graced the line. Prior to going off duty at 5pm I heard the operator at Othello give the dispatcher at Tacoma a call for a "Kitty turn" with the E-50 on duty at Othello at 6pm. I walked the block to my cabin, had dinner and sat on the front porch waiting for E-50.

About 8pm I heard the hum of the traction motors and saw a headlight at the east switch, Beverly. The 4 motor E-50/E-47 set arrived cab hop and after cutting the crummy, backed into one of the storage tracks and picked up 12 beet hoppers. The motors pulled up in front of my cabin and I asked the engineer if I could ride the point to "Kitty" and back. He said "sure, hop on", so I climbed up the side ladder and into the cab where I took the head brakeman's seat. The cab was crowded by the blower equipment.

After pumping up our short train we eased out onto the Beverly bridge past Beverly junction, (start of the Hanford Line), and started up the 2.2% grade.

As we passed abandoned Cohasset siding we were doing only 8 mph; the motors were simply worn out. Next we passed Doris substation where the operator returned our wave; Rye passed next followed by the abandoned siding at Cheviot. Soon we entered Boylston tunnel where the hum of the motors echoed. Past the siding at Boylston, downgrade to Renslow bridge the short train progressed slowly, past abandoned east Kitty, finally arriving at Kittitas.

After taking the siding at Kitty the crummy was cut off and the beet loads switched out and Kitty's empties spotted for loading. We coupled 6 loads to the crummy and left the train in the siding while we walked across the street from the Kitty depot and took beans at the cafe.

After an hour for beans we pumped up the train and eased onto the main to start home. Slowly we headed upgrade past Renslow, Boylston; the high mounted headlight seemed to search through the darkness. Soon we were in dynamic past Cheviot, Rye, Doris substation, Beverly Jct. and across

Beverly bridge. At the west switch Beverly the engineer slowed the train so I could get off; I thanked the crew for letting me ride and climbed down the cab side ladder and got off. It was pitch black save for the light on my cabin as I stood and watched the train head for Othello, only the hum of the motors and crickets breaking the desert silence. - Doug Hubert

### WORKING MILWAU-KEE'S KITTITAS-BEVERLY JOB

*By Douglas Hubert*

I'd bid the Kittitas-Beverly job after working 3rd trick at Kent for 18 months. As I was living in Kent, I decided I could protect the job and still live in Kent.

Kittitas had only one operator now, and worked 10pm till 7am to cover most train movements; Beverly was similar except the hours were 12am till 9am.

Business was brisk on the Coast Division, so there were Advance 262, 262, and 264 eastbound daily. Since Advance 262 had to stop at West Siding (1 mile west of Kent) to pickup the empty auto racks, I would ask either the 2nd trick operator at "JN" (Tacoma Jct.) to give the headend a message to pickup a deadheading operator at Kent, or I'd contact the headend via radio from Kent depot while Advance 262 was at West Siding.

I would usually ride the second unit and grab a little sleep enroute. We'd come by Black River tower, get our orders and head for Maple Valley after setting out and picking up the Seattle cars at Black River yard.

Sometimes the Seattle switch engine was late with our eastbound tonnage, in which case we'd move light engine from Black River yard to Black River tower for our orders and head for Maple after all the switching was done and our train together.

From Black River tower to Maple Valley we ran on BN (Pacific Coast) orders/clearance. At Maple Valley

## Working

(Continued from Page 7)

we'd get our running orders to Cle Elum; a crew change point on the subdivision. Next stop was Cedar Falls where we'd set out any Enumclaw and Snoqualmie tonnage, and pickup Expiditer eastbound tonnage. If we had any meets they would normally occur at Cedar, Hyak, or Cle Elum. As we'd ease to a stop in front of the Cle Elum depot, I'd walk inside and let the "East end" crew know I'd be riding the second unit and would need to get off at Kitty.

Soon the train would be moving east again and as Ellensburg east switch went by, I would get ready to get off at Kitty. The engineer would slow the train enough so I could safely get off with my grip, then "notch up" to begin the climb from East switch Kitty to Boylston.

The way the relief job was set up was to work 3 days at Kittitas and 2 days at Beverly. Usually I'd only copy 3-5 orders a night at Kitty; usually for 262, 261, and a DFW.

On the morning of the last day I'd ring Jack Carter, the agent at Cle Elum, on the blink phone and have him tell the crew of 264 or a DFE to pick up an operator at Kitty to deadhead to Beverly. The dead freight was usually the train I caught for Beverly, consisting of 4 to 6 worn out GE U25B/U28B's. As the train slowed to pick me up, I'd throw my grip on the "front porch" of the unit and get on at the rear of the steps. As the GE's assuited the grade up to boylston, they sounded as if they were about to come apart. Soon we'd be on the downhill side in dynamic and as the west switch at Beverly neared, I'd grab my grip and stand on the fireman's side front steps, and get off.

The same cabin I'd stayed at in 1970 was my quarters for the two days I would be there. Getting home to Kent was basically a reverse of my eastbound trip; I'd usually catch a DFW telling the agent in Othello to have the crew pick me up at Beverly. Sometimes I caught 26 and got to ride the point home, usually GP-40 2057 or 2058 "locotrol" units. - Doug Hubert

**TELL FRIENDS ABOUT  
MILWEST**

## COAST DIVISION TRIVIA

By Doug Hubert

Doug also sent along the following trivia about the lines in this area that give "snapshot" views of activity in this area.

- In 1953 F-3 #80 A-B-C-D, F-7 68 A-B-C, and SD-72201 and 2202 were used on T&E trains 791 & 792.
- T&E M/W consists of the 1960's were X203 & X204 tank water cars for fire service at Elbe, 4-10-63.
- X943 bunk, X921982 lead, X921812 boom, X916888 tool car, X922135 camp car, X922100 dozer at Eatonville, 7-3-64.
- X117 crane, X928797 boom, X928772 lead, X917049 tool, X1070 bunk, X905309 air dump at Elbe, 4-1-66.
- X921844 D6 Cat, X1199 fuel car (ex steam tender) at Eatonville 10-16-64.
- The 2nd depot at Chehalis was moved via flatcar from Morton where the structure was used as crew quarters.
- Geep 9's assigned to the Coast Division in 1967 were nos. 270-277, 280-287, 289, 290, 291, 294-300, 302, 303, 305, 328.

I once rode #47A-SE-1-47C, the T&E slug set, and 50 plus cars from "JN" to Hillsdale. We were in run 8 doing 5-6 mph up the gulch.

The last "F" units on the Coast back in the 50's were the #80 A-B-C-D F-3 set, and 68 A-B-C F-7 set. These were used on #791 & 792, the Mineral turn, and #863 & 864, the Tacoma to Longview jobs.

Items from the Dispatcher's log:

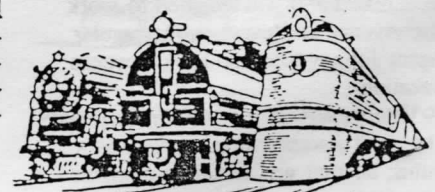
- Train #792 Mineral turn, 2-4-53, #68 A-B-C, Engr. Harvey, Cond. Schmick Roth. Depot at Morton, 1st cut arrive Eatonville Jct. 10:25am. 2nd cut arrive Eatonville Jct. 1:00pm. Out of Morton, 10 logs to Skookum Chuck, 83 logs from Kosmos. Swap power with #791 at Eatonville. Delays - Morton, 4 hrs. 5 min to switch & double. Divide, 15 min. pickup. Mineral, 40 min. pickup. Elbe, 25 min. pickup. Eatonville Jct., 1 hr. 55 min. turn derrick and pickup. Eatonville, 1 hr. 35 min. eat, meet 791 & switch. Frederickson, 20 min. setout. Tacoma Jct, 30 min. broken air hose and 5 min. crossover. Tideflats, 40 min. tie-up.

- Trains through Kent, mid 1970's. Working out of Kent - U.P. 12:01am, 12:01pm traveling switchers. Valley Owl, 5:01am Auburn to Black River. Valley Owl, 5:01pm West Siding to Black River. Tacoma local, 93,94 Tacoma to Black River. Through jobs - Advance #262, pickup auto racks at West Siding. Regular #262, #264, (DFE) #266, #261 set out auto racks West Siding, #263 setout auto racks West Siding, (DFW) #265, #362 Tacoma to Bellingham, #361 Bellingham to Tacoma. Through jobs U.P. - 1st and 2nd #681, #683, #691, all Albina to Argo, setout West Siding. #692, 1st and 2nd #684, #690, all Argo to Albina, pickup West Siding.

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*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.*

## The Milwaukee Road 2-8-2 "L" Class Steam Locomotives

24 pages, 14 photos, 3 drawings, 2 illustrations

\$3.00 U.S. from - "Times - Clarion",  
P.O. Box 307, Harlowton, MT 59076

The motive power feature from Milwest member Bill Wilkerson this year is on the standard freight locomotive of the former Trans-Missouri Division main line from 1914 to 1955. This was the L-Class 2-8-2 "Mikado" type of which the CM&PS/CM&StP/CMStP&Powned exactly 500. Examples of these, by far the most common type of any steam loco on the main line, were found system-wide. They were also found on some of the former "Lines West" branches in Montana, Idaho, and Washington.

This booklet features the L-2r and L-3 class locos, along with background on the railroad's other 2-8-2's. Bill also goes into some history on the K-1 class 2-6-2 "Prairies" and N-class "Mallets" of 1907 - 1912. The text is full of Bill's usual technical details and descriptions. There is mention of other lines use of "Mikes", including a short synopsis of how they came into use on American railroads.

The L-3 class engine was the CM&StP's first venture into what has become called "modern" steam power. As Bill points out, the railroad's Operating and Mechanical departments didn't even want them! This class essentially became the ultimate design in non-articulated steam for the railroad between 1918 and 1930. It has been noted elsewhere that the former CM&StP/CMStP&P never owned any "10-coupled" steam, unlike variants owned by AT&SF, SP, UP,

CB&Q, and GN. The reasons for this were obvious; the L-3 class was adequate to handle the tonnage on the rolling profiles between Mobridge and Harlowton. West of there was in the charge of either paired box "motors" on the two electrified divisions, or the oil-fired version of the earlier L-2 class and N-class articulateds on the Idaho Division.

Besides all the usual descriptive narration on the locos themselves, Bill also goes into details about operational characteristics of the L-3's. This includes long discussions about bad water; common throughout the former Trans-Missouri Division. His remarks about the railroad's continual experiments with "compound" to treat this problem are exceptionally good at describing the General Office's attitude in general about the former "Lines West"! Reading just that portion (pages 14-15) is alone worth the price of this booklet.

Readers of "DISPATCH" Issue #3, Volume 1, July 1988, pages 4-7, will note that "The night No. 377 broke a Main Pin" story is on the last six pages of this booklet. Unfortunately Bill did not mention that two or three of the L-3's were featured in the 1930 movie "Danger Lights". This was one of the rare times that L-3's were used west of Harlowton (they most likely ran to Three Forks and were turned, no doubt with some care, on the "GV" line's wye there). Also, there is no complete roster of any class. However, Bill does list which L-3's were assigned to Miles City that were equipped with modernized stokers, and which pair had ElSCO feedwater heaters. Bill also provides three elevation drawings in 3/16" scale (S scale to modelers) on pages 12 and 13. Two are of L-3's; #386 (engineer's side) with an ex-N-class tender, and #354 (fireman's side) with the "as-built" tender from Alco. The third drawing is of L-2r #601 (left side).

This is another real bargain at \$3.00/copy for yet another slice of MILWAUKEE ROAD history. The reader also gets a very detailed treatise on water and firing techniques as well (obviously a real challenge for a computer simulation combined with a good operational model railroad). Overland Models released a brass HO version of the L-3 in the early 1980's.

For those who may have missed them, the class EP-3 Westinghouse

"motor" booklet of 1989 is also available at the same price. The E-57B booklet is also now ready in its second printing at \$7.50/each, both from the "Times-Clarion". All of Bill's works are "recommended" reading to all Milwest members. - Art Jacobsen

*Editor's note - A complete roster, for the DISPATCH, of all the classes of Mikes found on former "Lines West" territory would make a good compliment to Bill's booklet. Any member(s) out there willing, and having access to the resources, or being able to seek out the information, and the interest to produce such an article, please contact me.*

*Where were you on the date of this timetable, July, 30, 1944?*

[illegible]

## STUCK IN THE SNOW

By Bill Wilkerson

On January 21, 1979, the Harlowton, MT yard received instructions from the dispatcher; "if you call the Dead Freight East after midnight, it might be wise to give him a snowplow, because it looks like a pretty bad storm all the way to Miles City". There was a wedge snowplow in the yard; but it had been used on the Northern Montana branch a couple of days before and they had broken the headlight off, or at least so it would not work, and they didn't have time or parts to fix it. To solve the problem, they called me for 9:30 PM. It was snowing pretty hard in Harlowton and starting to drift by the time we reported to work. Had I known about the snowplow instructions, I would have taken it without a headlight because the diesel's headlight would shine over the plow, but the operating rules required an operating headlight at least leaving the terminal. They always got broken whenever you were bucking much snow.

I had the 202, 158, and 139, all SD 40-2's, for power. Our train was made up by the time we left the roundhouse and we didn't have any trouble getting our last air test and getting out of town.

After we got east of Roundup, MT, we were off the east end of the Snowy Mountains and in a full-fledged blizzard. Visibility was almost zero, but we could catch the color of the block lights as we passed them. I kept hitting bigger drifts east of Musselshell where the railroad came out of the river bottom onto flatter ground. There was a pretty good sized drift from the Melston depot out over the main line, but we hit it at 50 mph and went through with no trouble. Going up Sumatra hill, I hit drifts where I had never seen a drift before, but they were short and soft. The cut east of Sumatra was drifting in, but most of the cut was with the wind, so only the last part had a big drift. We made it through at about 30 mph, and out onto a high fill and a curve to the right through a couple of smaller cuts that were no problem.

About three miles west of Ingomar, MT, you swung into a long curve to the left. This curve was about a mile long and had three cuts in it, with the middle one being the longest and

deepest. The curve positioned the last two cuts so they were almost crosswise with the wind, and were drifting in regardless of the snow fence on the wind side.

I was right on 50 mph when I entered the curve, and as I approached the first drift I put the throttle in run 8 even though it was down grade. We could feel the unit come out of the first drift and onto the fill, although we couldn't see but the front anymore. My speed was still over 40 mph and I was wide open when I hit the big cut. This was enough speed to finally break us through at about 20 mph, but you could feel the tremendous drag on the train and I was pulling heavy amps on all three units. There was no way I could build up any speed between the two cuts so I hit the last one at under 20 mph. I had pried my storm window open enough to catch the approach block, and just got it closed when we hit the last drift. I had put the sanders on when I went to run 8 more from habit than the thought they would do me any good. Engineers are like that. You use everything you have, even when you doubt that it will help. Our forward motion fell off fast, and I started getting wheel slip lights. I knew I could never get through the last 100 feet, so I shut off as soon as we stopped I reversed and came out on the throttle. I figured if I could back out, I would back far enough to get to 50 mph again, and if I hit the drifts which were still partially open, I could get through on the second try. Well, that's all I did was figure. I couldn't move an inch in either direction. I tried a couple of times with full power, but all I got was wheels slipping. We were stuck, and we were going to stay stuck until we could get some help. I took the power off the units and opened the throttle to run 5 so nothing would freeze and we would have full current for our electric cab heaters.

Brakeman Peterson started to put on his heavy coat, but I told him to forget it. It was still a mile to the west switch phone, and we couldn't even get out of the cab. The snow had rolled in behind the right door so it was blocked. I pried my storm window open a couple of inches, and the snow was level with the bottom of the cab window. Even if I could have forced

the half-window fully back, it was too small an opening for him to crawl out. I told him the dispatcher would contact us by radio when we didn't hit the Vanada buzzer, about 15 miles ahead of us. Ingomar depot had a remote control radio that the dispatcher could control from his office in Deer Lodge, MT. Pretty soon the radio clicked on, and the dispatcher wanted to know if we were having trouble. I told him I had been waiting for him to call, that we were stuck tight in the three cuts west of Ingomar, and to get some power from Harlowton and send it down to pull us out backward. I told him that was the only way they could get us out, and the longer we sat here the tighter the train was getting because we had a very intense blizzard going that was drifting us in tighter every minute.

The dispatcher told me he would call the Roadmaster in Roundup, and he would be there in about an hour with his section men to dig us out. I tried to argue with him that it was over 50 miles to Roundup, and I doubted if the Roadmaster could even get here in this blizzard. I told him I knew there was power in the Harlowton roundhouse, as I had walked through it going to work. He assured me that he would take care of it and cut out. In about 10 minutes he cut back in and told me the Roadmaster was on his way, and the section men would dig us out. I tried to convince him again that he had to get some power out of Harlowton, but he wouldn't take my advice and cut out on me.

All we could do was try to get comfortable and get some sleep while we waited for help. The cab was nice and warm and it was tight. I had a little 4-cup coffee pot that we connected to the battery charging circuit. It took longer on 74 volts, but it got just as hot and we had soup mixes, hot chocolate, and instant coffee, so we weren't going to suffer any hardship.

The day dispatcher cut in right after he went on duty, and wanted to know how soon I thought they would have us out. I told him the only crew here was myself and the brakeman and we couldn't even get out of the cab. I tried to talk him into getting some power out of Harlowton, and pulling us out in sections. He told me there

(Continued on page 11)



## STUCK

(Continued from page 10)

was no power in Harlowton they could use, and that was the reason the 3rd trick dispatcher had to call the section men. I knew that they had to get permission from Chicago to do anything. I was just paid to run their locomotives, not their railroad, so I shut up. Let someone else do the worrying.

About 9:30 AM when our time was up, the Trainmaster called on his portable radio and told us they had hired a contractor's bulldozer which was plowing out the county road to get to us, and he would be right behind the dozer. About 11:00 AM he called and said to walk over to the road (about a 3 block walk) as he was there. I told him we couldn't get out of the cab. In about 20 minutes we heard the section men shoveling at the right door and soon got it open. The storm had let up but the wind was still about 10 to 15 mph and it was below zero, so we didn't lose any time getting to the nice warm station wagon. The dozer kept plowing to the caboose so we could get the crew.

By the time I got home it was around 4:00 PM, and as I had had a couple hours sleep after we got stuck, I decided to stay up until 10:00 PM and get a full night's sleep. I just got to sleep when the phone rang. I was called at 12:01 AM to deadhead to Ingomar because "we don't have any other engineers and you are rested".

When I got there, the dozer had been trying to work in from the front and then along each side. It was in a cut about 10 feet deep, so it was a tricky operation on his part. He would come in with his blade high, then drop it and pull snow back. When he got a pile ahead of the engine, he would turn around and push it out of the cut. This all took a lot of time, especially working in the dark. He finally got both sides of the cut cleaned out about daylight. The train crew crawled back into the second cut about 5 cars and pulled the pin. I kept raring back and forth until I finally broke them loose. I took about 25 cars to Ingomar, put them on the house track, and came back. We held back to give the dozer more room to work. The contractor had brought in a Cat and scraper to haul the snow away so the dozer didn't have to push it out of its

way. They finally had cleaned back about 15 cars and the Trainmaster had me couple up and try to pull them. It was solid and I told him so. He said to rock them loose. When you rare back into something solid with 9000 hp, the only thing you can do is damage. I raised one car off the rail, and when I tried to go ahead, it derailed and broke a knuckle. I finally got 5 more cars out on the house track before my 12 hours were up. It took 4 relief crews to get the train out, and the rent on the contractor's equipment was over \$5,000.

I checked in Harlowton the next trip, and sure enough, they had called three SD-7 units for the North Montana line at 7:00 AM. Remember, this was 1979, and Chicago was anxious for any expense that would help shut Lines West down. I figured it was smarter to use the branch power to keep the main line open, than to have the branch open and the main line blocked for over 48 hours. Like I just said, all they paid me for was to run their locomotives, not the railroad. They finally got Lines West closed down west of Miles City, MT, on April 1, 1980. To do this, on November 26, 1979, they had put the entire railroad from Miles City, MT, to Tacoma, WA, down to 10 mph so they could embargo it. Anyone knows you don't run 40 and 50 mph one day, and have 1100 miles of railroad deteriorate overnight to 10 mph, but Lines West "magically" did. - Bill Wilkerson



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Ask your nearest Milwaukee Road agent to bring you up to date about what's been put into the Railroad to give you better service.

## DEATH OF A RAILROAD

1847 - 1982

Copyright 1982, Harold L. Berg

Over trestles built across winding streams,

Thru tunnels of solid stone...

Silver rails of shiny steel,

Will guide you safely home.

Night and day you travel on...

Across this fruitful land,

What was once a dream...has now come true,

By sweat and toil, of the railroad man.

The mystery of the signals...

Along the right of way,

Guide the engineers safely,

Throughout the night and day.

The mighty rails of the Milwaukee Road,

Have vanished like a ghost...

A romantic mark upon our land,

From Milwaukee to the coast.

It served us well, in peace and war,

And now it no longer lives...

The Milwaukee Road gave it all,

What more could a railroad give.

Some day they'll erect a monument,

So all the world can tell...

You mighty men of the Milwaukee Road,

You've done your job real well!

- Harold L. Berg



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## MILWAUKEE MODEL NOTES

By Rick Yaremko

The latest OVERLAND MAIL has arrived and our most prolific brass importer is doing his best to ensure that we all stay poor this summer. The SD-45's have come and gone which proves the MILW is a very popular road with many collectors and modelers snapping up each issue. If you see something on the following list you want, I suggest you get your reservation in immediately or else you may be disappointed.

### O SCALE FUTURE RELEASES

OMI#0153 Milw class F-7, 4-6-4 road nos. 100-105  
 0154 Milw class F-7, 4-6-4 modernized 100-105  
 0436 H-12-44 Fairbanks-Morse diesel road nos. 740-744  
 0439 H-10-44 Fairbanks-Morse diesel no. 734

### HO SCALE FUTURE RELEASES

OMI#1462 Milw class A, 4-4-2 Original Hiawatha version (uggghh)  
 1463 Milw class A, 4-4-2 Modernized Hiawatha version (more ugh)  
 5649 F7A diesel road nos. 48A, 48C, 50A&C, 68A&C, 79A&C  
 5650 F7B diesel road nos. 48B, 50B, 68B, 79B  
 5651 F7A diesel road nos. 87A&C, 89A&C, 106A&C, 121A&C  
 5652 F7B diesel road nos. 87B, 121B  
 5739 F9A diesel road nos. 93A&C, 94A&C passenger  
 5740 F9A diesel road nos. 125A, 126A freight  
 5741 F9B diesel road nos. 125B&C&D, 126B&C&D  
 5832 FP7A diesel road nos. 90A&B&C, 105A&B&C modernized with passenger pilot  
 5833 FP7A diesel road nos. 90A&B&C with modernized freight pilot  
 5872 E6A diesel road nos. 15A, 15B modernized  
 3143 Jordan Spreader model 12-180, Milw Rd. #x283  
 3163 Milw Ed. 70 ton refrigerator car URTX 89025.. due in Sept.

## WAYBILLS

Info wanted: Need plans & photos of MILW roundhouse & turntables at: Othello, WA; Rapid City, SD; Wausau, WI; Preston, MN; Mason City, IA. Brad Dobbins, 825 Park Lane, S.W., Roanoke, VA 24015.

Info wanted: Need track layouts at the following MILW stations: Pipestone, MN; Canton, SD; Agawam, MT; Three Forks to Menard, MT branch. Brad Dobbins, 825 Park Lane, S.W., Roanoke, VA 24015.

Wanted: Oriental Ltd. "O" Scale SW1; Overland MILW B-W cabooses, any version. Overland Burro crane. Brad Dobbins, 825 Park Lane, S.W., Roanoke, VA 24015.

For Sale: - OVERLAND MODELS EF-1 Streamlined boxcars, #E22A & E23B, rare models, extremely limited production, \$600.00 U.S. for the pair. - NWSL Little Joes with NWSL replacement gears and wheels, \$225.00 U.S. each. - OVERLAND MODELS Ribbed caboose, first run with straight trucks, \$75.00 U.S. - NJ INTER-NATIONAL ribbed boxcars, 40 and 50 foot, painted \$100.00 U.S. each, unpainted \$85.00 U.S. each. Richard Yaremko, 116 DeerCross Road SE, Calgary, Alberta, Canada T2J 6G7

Vol. 3, Issue No. 3  
 July, 1990

## MilWest Dispatch

W. 444 15th Avenue  
 Spokane, WA 99203-2110



1990





On June 14, 1967, MILW #264 is seen leaving Tacoma yard as it begins its journey to Chicago. A four unit boxmotor set is led by #E-39. This power will take the train over the Cascades with the help of a GP-9.

Warren McGee Photo



Its May 20, 1941, MILW "X90E" is climbing the 2.2% grade through the Tacoma Hills on the Morton Branch.

Warren McGee Photo



Its September 4, 1979, and #965, the Morton Job is being powered with set 81C/SE-1/81A leading slug SG-1 and U-25B #5601.

Art Jacobsen Slide



On September 3, 1979 F units 81A/SE-1/81C are approaching abandoned facilities at Tacoma Junction.

Art Jacobsen Slide