

Dispatch

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

Volume 3, Issue No. 4

October 1990

COAST DIVISION MOTIVE POWER IN EARLY 1953

By Doug Nighswonger

When railroads dieselized, the impact on operations from the change of steam to diesel power was generally quite dramatic. Because the Milwaukee Road electrified its mainline out West there was less impact than on the Northern Pacific of Great Northern, the Milwaukee's next door neighbors and closest rivals. On the Milwaukee's Coast Division this affected mostly the branch line trains.

The Coast Division was totally dieselized with products from General Motors. Dieselization was done in stages and it seems there was a perpetual power shortage with only just enough power to do the job; if nothing went wrong. For the most part, once locomotives were assigned to the Coast Division, most their time was spent there. This was especially true of the steam and electric power and for the most part for the diesels also.

The earliest diesels were 600 h.p. SW-1's from EMD. These were used to switch the yards at Seattle and Tacoma. Engines assigned to the Coast Division were the 1615, 1620, 1624, 1625, 1626, and 1630. After awhile these units were tried on different assignments such as the Enumclaw branch where a 600 h.p. SW-1 was an improvement over a 380 h.p. 44 ton diesel. (The author has been unable to find out the builder or locomotive number as yet.) In 1949 and 1950 The Milwaukee bought a pair of model TR-2 transfer locomotives, numbers 2000-2001. These were bought not for transfer service as EMD intended but as branchline replacement power for the mallet 2-6-6-2 steam locomotives. The 2001 was used on the Everett

branch and possibly the Enumclaw branch. The T & E, another mallet stronghold, was assigned to the 80 ABCD which was a specially low geared phase IV F-3 set. The rest of the cow and calf sets were used on various Idaho Division branches to Marcellus, Moses Lake, Metaline Falls, and Elk River. They were tried for about two years and finally withdrawn back to the East end of the system and placed in transfer service. Reportedly, they had derailment problems with the calf unit when operating out west and the new SD-7's were much better suited for the task.

Also operating were 1000 h.p. NW-2's numbers 1647, 1649, and 1654. When the 1200 h.p. SW-9's, 1643, 1644, and 1645 arrived in 1951, they allowed the NW-2's to displace the SW-1's from the locals. The Milwaukee had a long practice of using switchers in over the road local service, even after the arrival of true road switcher type locomotives. In 1952, six of the first SD-7's came out to the Coast Division allowing the scrapping of many of the steam locomotives still operating. These 1952 built machines were the 2200, 2201, 2202, 2203, 2205, and 2207. More would follow, but in the first six months of 1953 they were the only road switchers on the division. Cab units were the Phase IV F-3 ABBA set number 80 ABCD and F-7 ABA set number 68 ABC. Note that numbers 80A and B and 68A and C were all cab units while 80B and C and 68B were booster units. Usually the 80 set was split into the 80 AB and the 80 BD. These were the only cab units operating west of Othello. Since the mainline was all electric these

F units were branchline power to either Longview or Morton.

In early 1953 the three day a week Raymond to Chehalis train, 963-964 was still in steam using C5a 2-8-0 #1025. Another assignment where steam was regularly used were trains 95 and 96 between Port Angeles and Port Townsend. This assignment was being handled by C-5 2-8-0 #1204 or C5a 2-8-0 #1225; sometimes even double headed as on February 18th when they handled 32 loads, 34 empties for 2742 tons between the two ports. Although steam locos were probably covering at least some of the switch engine assignments in Seattle and Tacoma yards, two known switch jobs still in steam were I-5a's #1446 at Port Townsend and #1489 or #1490 at Port Angeles.

The only other regular steam powered train was the Hanford turn. This train would leave Othello on Mondays, go to Hanford and return and tie up at Beverly. It would run daily the rest of the week from Beverly to Hanford and return until Friday when the train would return to Othello to tie up for the weekend. Alternating on the run in February 1953 was L-2 2-8-2 #665 or Klas 2-6-2 #924. The latter locomotive was the only 2-6-2 on the division in the post war period and got around a lot. Photographs show it at Tacoma, Othello, and Avery.

As mentioned previously the Milwaukee liked diesel switch engines in road assignments. Examples are the "Valley Owl", local trains 93-94 between Tacoma and Seattle and trains 563-564 between Tacoma and Hoquiam.

(Continued on next page)

DIESELS

(Continued from page 1)

These trains shared 1200 h.p. SW-9's 1643 and 1645. The Owl was a daily turn and used one loco while the Hoquiam job was on a out one day and back the next using two locomotives, the other half of the assignment being held down by SD-7 #2203. Another road assignment for switchers was the Enumclaw local, called the CW, normally between Enumclaw and Cedar Falls, although this local was bulletined up the mainline as far as Garcia as well as up the Everett branch to Snoqualamie in case the Weyerhaeuser mill there needed a switch. The CW was drawing a 1000 h.p. NW-2, either the 1647 or the 1649.

Many of the Milwaukee's first SD-7's were assigned to the Coast Division; all except the 2204 and 2206. Their normal assignments were the 2200 and 2201 m.u.'ed together working train 863-864 to Longview and back, or trains 791-792 to Morton and back. Engine 2202 held down the Bellingham subdivision working between Bellingham and Glacier, (though usually turning at Sumas), on train 97-98 with a side trip

to Lynden as train 197-198. Engine 2203 as mentioned was on the Hoquiam train. The last two SD-7's were the 2205 and 2207 which worked the daily turn from Everett to Cedar Falls and return.

Alternating with the pair of SD-7's on trains 863-864 and 791-792 were the covered wagons 80 ABCD and 68 ABC. As noted earlier the 80 ABCD was often split into two units but on February 18th it ran as an ABB set. Interestingly, the day before train 863 had left Tacoma for Longview with SD-7 2203 and SW-9 1644. With so few diesels it was difficult to cover all assignments when one was in the shop.

During this period of time SW-1 1630 was the Everett yard switcher and SW-1 1624 worked Bellingham. Other assignments were NW-2 1647 on a work train on the Morton branch, locomotive crane X99 working between Port Angeles and Carlsborg and trolley car T-1 and locomotive crane X85 working up on Snoqualamie Pass. The T-1 was inspecting and maintaining the trolley system and the X85 was replacing timbers on the Humpback Creek snowshed.

On the mainline it was all electric. Even the work extras were electric powered such as EF-1 E64 AB working between CleElum and Whittier and EF-1 E31 AB between CleElum and Kittitas. Helpers at Beverly were the E25 ACDB, an EF-5, and E47 ACB, an EF-2. The helper at Cedar Falls was EF-5 E33 ACDB. Transcontinental trains 263 and 264 were being handled by EF-2 sets E39 ACB, E42 ACB, E47 ACB, and EF-5 set E30 ACDB. Passenger trains were being powered by the famous bipolars E1 through E5, often Numbers 15 and 16 were double-headed by two motors. On July 1st, bipolar E4 hauled the 10 cars of main train 3415 West to Tacoma where it was turned over to the N.P.; no doubt going to Fort Lewis. It is interesting to look at the Milwaukee's operations during this brief period of time as it would soon change.

Later in the year of 1953 more deliveries of SD-7's would kill the last steam road assignments.

By 1954 the new GP-9's and SW-1200's will eliminate the steam locomotive altogether and the division

would be dieselized. At least the mainline with its electrics would see little change until the 1960's when 261-262 were added as an all diesel run through from Chicago to Tacoma with no power changes and GP-9's would be m.u.'ed with the aging boxcars to get the heavier extra trains over the road. - Doug Nighswonger

Waybills

WANTED: HO scale Bennett Lumber Products Co. Trall Door box cars, manufactured 10-15 years ago by Life-Like and others. Tom Burg, N. 2771 Thiel Dr., Merrill, WI 54452.

WANTED: Copy of page from the Official Railway Equipment Register of July 1936 - June 1937 for Potlatch Lumber Co's Pres-To-Logboxcars #426 and #456. Tom Burg, N. 2771 Thiel Dr., Merrill, WI 54452.

WANTED: Information, history, photos, artifacts, etc. on Washington, Idaho & Montana Railway Co. and rail operations of the Potlatch Lumber Co. Tom Burg, N. 2771 Thiel Dr., Merrill, WI 54452.

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/CMS&P/MILW Lines West.

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MINUTES OF 1990 ANNUAL MEET at TENINO, WASHINGTON

Nearly 60 MilWest members, family, and guests gathered at the Tenino, Washington elementary school on August 24th and 25th for the organization's fourth Annual Meet. General Manager, Art Jacobsen called the business meeting to order at 6:30 p.m., Saturday, August 25, 1990. The members of the Board of Directors were introduced. Treasurer Rick Yaremko and Staff Assistant Kirk Petty were not in attendance.

OLD BUSINESS

The General Manager outlined the development of MilWest's By-laws, a process which began at last year's annual meet in Harlowton, Montana. With very little comment or questions on the proposed By-Laws as printed in the April, 1989, issue of the Dispatch, the By-Laws were adopted by unanimous vote.

In the Treasurer's absence, the General Manager presented MilWest's yearly financial report. As of August 25, 1990, the MilWest treasury shows a balance of \$679.11, which was deemed more than adequate to meet known expenses for the rest of 1990. The Secretary noted that since the Treasurer wrote his report, additional monies had been received from membership applications, sales of M.D. back issues, etc. These funds have since been forwarded to the Treasurer.

NEW BUSINESS

The five Board members present reported on their organizational activities for the year.

Gerry Quinn, Staff Assistant - Gerry announced his retirement from the Board. He was thanked by the Board for his work in securing meeting facilities for earlier MilWest annual meets as well as his constructing of two promotional display boards and helping to upgrade the photo insert of the Dispatch.

Rocky Gibbs, Managing Editor - Rocky outlined his publication duties and explained that MilWest was now using a local (Spokane) printer which eliminated some logistical and circulation difficulties previously encountered when using a printer/publisher in Montana. He encouraged

members to contribute articles, especially those on modelling projects. Rocky also spent considerable time drafting the By-Laws.

Ron Hamilton, Secretary - Maintaining a membership list, handling correspondence, collecting dues and forwarding same to the Treasurer. Membership is now over the 150 mark, an increase of more than 25% from 1989. We now have members in 19 states and 3 foreign countries. Utilization of publicity in the national railroad magazines will be increased in 1991. Written comments about MilWest's objectives, Dispatch content, etc., continue to be very positive.

Ed Lynch, Assistant General Manager - Working with the General Manager to organize and promote this year's annual meet. Ed has represented MilWest at numerous railfan events and has spent considerable time and effort developing a slide show promoting the Milwaukee Road Lines West.

Art Jacobsen, General Manager - Research and writing of several major articles for the Dispatch. Overall coordination of activities for this year's Annual Meet and a wide variety of administrative and promotional activities.

Phil Kresik was recognized for this year's Annual Meet organization work in the Tenino area and was nominated to fill the vacated position of Staff Assistant, and Phil was then elected to the Board by member vote.

The other Board members were also nominated to another year's term, and subsequently elected by member vote.

The General Manager announced that next year's Annual Meet would be held at a site west of the Rocky Mountains. He stressed the difficulty of finding adequate meeting sites on or near former Milwaukee Road facilities as such locations continue to be destroyed or abandoned. Meeting sites also must be able to meet requirements for accommodations, meals, transportation access, and have a suitable facility for holding the meet itself. There was open discussion of possible meeting locations in eastern Washington and northern Idaho. A preference vote was taken with the

majority favoring the Sandpoint, Idaho area. The area would meet logistical concerns, be relatively close to the P.O.V.A. Railroad and allow railfan possibilities in the "Gateway" area. The 1991 meet may be held in September to avoid a possible conflict with the August, 1991 P.N.R. meet in Spokane.

Winners of the modelling contests held earlier in the day were announced and door prizes were awarded. (See winner list elsewhere in this issue). Each contest winner will be mailed a certificate.

With no further business, the meeting was adjourned. Respectfully submitted, Ronald R. Hamilton, Secretary, MilWest.



Dues reminder - Ron Hamilton, MilWest Secretary, asked me to remind all members that its time to renew your MilWest membership if you have not already done so. To continue to receive the Dispatch you must be a current MilWest member.

New Address - Please take note of the new address for Ron Hamilton listed in the title block on page 2. The city of Redmond has been busy renaming and renumbering the streets so Ron's address has changed twice recently. He hopes this most recent change will be the last one.

1991 Annual Meet - General Manager Art Jacobsen asked me to elaborate on the site for next year's Annual Meet. Our newly adopted By-Laws dictate that next year's meet be held west of the MT/ID border. Sites favored by the group were CleElum and Newport. We have settled on the Newport area for two reasons, CleElum is much closer to the Coast where we just had a meet, and Newport still has the POVA railway running. We hope to be able to setup an excursion of some type on POVA

(Continued on page 6)

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.

The MONTANA RAILROAD (Alias: the Jawbone) by Don Baker

Pruett Publishing Co., 2928 Pearl St., Boulder, CO 80301 Price: \$14.95 (U.S.) postage paid - 96 pages (hardbound); 2 maps, 76 photos (black & white)

Five years ago, Warren McGee informed me that a book was under way on the MONTANA R.R. He gave me the name and address of the author, Don Baker, who I attempted to contact but never had a reply. At last year's MILWEST annual meet in Harlowton I was informed that a manuscript for the book was indeed completed and it (apparently) ready to print. The book has now been released by Pruet Publishing, and provides a good supplement to the series on the MONTANA R.R., MILWAUKEE ROAD, and WSS&YP operations that appeared in the "DISPATCH" this past year.

The ten chapters in this work provide a good deal of background on the history of the Castle mining district, the building of the original MONTANA grade to Leadboro, and eventual completion of the line to Lewistown. There are two reprints of MONTANA R.R. timetables (from 1907 and 1908, respectively) in addition to the maps and photos. Chapters II, III, and IV are more detailed in the discussion of the MONTANA's construction and operation than was available for Part I of The MONTANA RAILROAD story in the four pages of the April, 1989 "DISPATCH" (issue #2, Volume 2). The following chapters give more background stories from old newspaper articles and interviews with former MONTANA R.R. employees. The last chapter is a fair compliment (with some redundancy) to the WSS&YP feature in the January, 1990 "DISPATCH" (issue #1, Volume 3). The photo

coverage is also quite good, with period scenes of both the Castle district, Ringling, (including some contemporary views) Lombard, the MONTANA R.R., and the WSS&YP Ry.

Unfortunately the accuracy of the parts of the text, particularly on the former MILWAUKEE ROAD's history are somewhat prone to errors.

However, these are usually errors in detail rather than context (such as the claim that the CM&StP decided to extend west in 1906 rather than the year previous as actually was the case, or the transposition of Tunnels #3 and #4, and omission of Tunnels #7 & #8 in the list on page 56, or the statement that "Eventually the railroad owned eighty-four of the General Electric boxcars", (which is twenty more than actually built. Some errors are rather obvious as "... all physical evidence of a railroad vanished from...Sixteen Mile Canyon", is not so as participants in last year's MEET tour will attest. The greatest number of mistakes are on the photo captions, usually regarding dates although some have misplaced locations as well.

The errors are probably the result of either a cursory editing job, or lack of same altogether. Those familiar with the previously mentioned "DISPATCH" features (Volume 2 issues #2 - #4, inclusive, and volume 3, issue #1) will be able to spot the obvious mistakes. Those with a good background in MILWAUKEE ROAD history will also be able to catch the more subjective slips (such as on the title page wherein it states the MONTANA R.R. was "also known as THE CHICAGO, MILWAUKEE, ST. PAUL & PUGET SOUND..." - the former essentially ceased to exist when it was deeded to the latter on January 15, 1910). Overall, however, this book is a worthwhile addition to the serious MILWAUKEE ROAD - Lines West historian's library.

Unfortunately, the MONTANA R.R. photos do not include any of the F.J. Haynes, or L.A. Huffman prints taken at the turn of the last century. The printing is first-rate, and the photo reproductions are good, especially considering that many of the period works are "multiple-generation" print copies. For the price, this book is a good buy on a

facet of the former MONTANA R.R., CM&PS/CM&StP/CMStP&P/MILW and WSS&YP operations that has not been readily available in much detail outside of our own MILWEST newsletter. Those that enjoyed the past "DISPATCH" features on these lines should find this book a good complimentary work. - Art Jacobsen

A Critique of "The MONTANA RAILROAD", a Book by Don Baker

By Bill Wilkerson

Editor's Note: The following comments are derived from a letter written by Bill to the author pointing out some factual errors in the book. Bill is always concerned with accuracy of facts and has shared these corrections with us in the spirit of factual accuracy concerning the Milwaukee. Bill gets his facts from copies of official records in his possession.

Page 11 - On this, and throughout the book, reference is made to the Chicago, Milwaukee, St. Paul and Puget Sound Railroad as taking over the Jawbone. In fact it was the Chicago, Milwaukee, and Puget Sound Railroad that was formed to take over the construction companies that had built Lines West. These were the Chicago, Milwaukee and St. Paul of South Dakota, of Montana, and of Washington. It took over the Montana Railroad (Incorporated Sept. 4, 1894) and all were deeded to the Chicago, Milwaukee, and Puget Sound on January 15, 1910. The CM&PS was deeded to the Chicago, Milwaukee and St. Paul Railway on December 24, 1912.

Page 39 - Reference is made to Judith Gap being a thousand feet higher than Harlowton. In fact the Harlowton depot was listed as 4166 on the track profile. Judith Gap shows as 4614 feet, or 448 feet higher.

Page 42 - Reference is made to Engine 763 in 1925. In fact there is no record of the 763, or any other NP locomotives transferred to the CM&PS,

(Continued on next page)

Critique

(Continued from page 4)

or CMStP roster, so it would had to have turned over prior to 1910. The Milwaukee transferred 8 G5 4-6-0 engines to the Montana in 1907 so they could return their leased NP locomotives.

Page 44 - "Snow on the Jawbone" with a diesel? Bill reminds us that there were never any EMD SW-1 switch engines on the Jawbone. In fact it is probably #976 on the WSS&YP in the 60's. The 976 wasn't built until 1940, 30 years after the Jawbone was taken over by the CM&PS. Its construction number was number 1185.

Page 50 - The picture of #5 has Heinie O'Donnell under the cab as the fireman and Tommy LeFever leaning against the mainrod as the engineer.

Page 56 - 5 tunnels are listed in sixteen mile canyon in the book. In fact there were 8 tunnels, numbered 2 to 9. They are No. 2, Fanalulu between mp 1398 and 1399, 378 feet long. No. 3 between 1408 and 1409, 370 feet long. No. 4, Eagle Nest, at 11.7 miles west, not east as in the book, 370 feet long. No. 5, 1.2 mile east of Josephine, 334 feet, not 315. No. 6, 1.9 miles east of Deer Park, mp 1421 to 1422, 493 feet, not 476. No. 7, east of Deer Park, 222 feet long, and No. 9, west of Cardinal, mp 1429 to 1430 is 207 feet long. All this data is from the last Milwaukee profile book.

Page 56 - The figures for electrification cost of 12 and 3 million dollars are low. According to the Milwaukee's 1924 report, the total cost was 23 million dollars which had replaced 7.4 million dollars in steam locomotives. From 1916 through 1924 they show a savings of 12.4 million dollars with a fuel savings of 1.3 million dollars as compared to steam operation. 59 electric motors were doing the work of 166 large steam locomotives. They listed savings of 32.6 million gallons of fuel oil and 237,000 tons of coal.

Page 57 - Don states that there were 84 GE boxcabs, plus 10 GE steeple-cab units, five of which were Bi-Polar units. In reality, there were 4 steeple-cab switchers rated at 670 hp. They

weighed 142,800 pounds and were numbered 80 to 83. The Bi-Polars developed 114,450 pounds of tractive effort and 3500 hp for starting. They weighed 521,200 pounds. There were 84 single unit boxcabs, made up as 2 unit sets semi-permanently coupled together. Thirty were geared for freight and numbered in the 10200 series. Twelve were geared for passenger with steam heat boilers and were numbered in the 10100 series. Each 2 unit consist carried the same number with an A and B end. Harlowton's E57B was the 10211 B when delivered.

Page 57 - Don says that the open air cars were attached at Ringling to accommodate the picture taking passengers as the two passenger trains made their way west to Lombard where the cars were removed and waited for the next eastbound passenger train. Bill says that the cars were run between Harlowton and Avery in warm weather. There were no facilities at either Ringling or Lombard. At Harlowton the open cars were cleaned on the house track along side the Northern Montana coaches.

Page 58 - The two pictures in Sixteen Mile canyon are not in 1935 as there are no trolley wires which had been in place for 20 years by 1935. The Jawbone tracks were taken out after 1910 and both pictures show both sets of tracks.

Page 59 - Electrification was discontinued in Harlowton at 11:59 P.M., June 15, 1974, not in 1973 as in the book.

Page 60 - All Milwaukee trains detoured over the NP from Miles City to Sappington, not just the passenger trains. There may have been some freight trains off the Northern Montana line that detoured over the Great Northern from Great Falls to Butte but all mainline Milwaukee freights were on the NP.

Page 63 - The Milwaukee filed for bankruptcy in December, 1977. They quit operations west of Miles City on April 1, 1980.

Page 68 - "A busy day at Harlowton

depot in 1941". Bill says the open vestibule coaches were gone by 1941. Also, the fashions of the passengers dates it before the all new steel coaches of the Olympian and Columbian started May 28, 1911.

Page 69 - The Harlowton roundhouse photo is by Norman Good. The E75 photo at the sand tower is by Bill Wilkerson.

Page 70 - The photo of 4 electrics at Harlowton is actually by Bill Wilkerson and is 3 electrics and a diesel at Deer Lodge in 1973.

Page 86 - "Milwaukee power on the WSS&YP 1938". Bill says that engine was scrapped in 1936 and number 2131 was changed to 5631 in 1912. A K1 was too heavy for the WSS&YP.

Page 88 - "Sage Brush Annie used on the WSS&YP 1948". Bill says the 2505 was scrapped in October 1928.

Page 89 - The movie Heartland was filmed in May 1979, not 1982.

Page 90 - "Fred Colburn with engine 42 WSS&YP Railroad 1955". Bill says this engine was scrapped in Sept. 1949. It was #42 from 1938 to 1941, therefore the photo must be in that time period. It was #36 from 1941 to 1945, and #99 after that.

Page 93 - The picture is the #18 and it is not 1957. The movie was not made in 1982 as there was no railroad left in 1982 as they were forced to shut down when the Milwaukee quit April 1, 1980. - Bill Wilkerson

Notice

A reminder that its time to renew your MilWest membership for 1991 if you have not already done so. We operate on a calendar year so if you don't renew by the end of 1990 you will not receive any more issues of the Dispatch. Please send your renewal to Ron Hamilton, MilWest Secretary at his new address shown in the management block on page 2.. Thank you.

Olympiangram

(Continued from page 5)

MILWAUKEE ROAD REMEMBERED

"A fresh look at an unusual
railroad" by Jim Scribbins

Kalmbach Publishing Co. P.O. Box
1612 Waukesha, WI 53187

Price: \$39.95 (U.S.) postage paid - 167
pages (hardbound); 1 map, 199 photos
(189 black & white, 10 color)

Two decades ago the MILWAUKEE ROAD historical community, such as it was then, gained a new author when Kalmbach Publishing Co. released Jim Scribbins' *The Hiawatha Story*. This book has been reprinted since, and is currently available again. Jim was an employee of the MILW at the time, and produced *The '400' Story* in 1982. Jim retired the same year that the remains of the former MILW "Lines East" was sold to the SOO.

This latest work is roughly half text, and half photos giving a good general coverage of the former CM&StP/CMStP&P/MILW in historical background, operations, and motive power. There are additional chapters on the MILW's former ticket offices, operations of diners and observation cars on passenger trains, and the gas-electric "motor cars". The chapters on winter operations and electric freight trains are of most interest to the "Lines West" reader. There are items covering the territory of MILWEST interest in the other chapters as well.

Both the text and photo coverage is essentially dominated by former "Lines East" territory. The majority of that coverage is on the Chicago - Twin Cities main line, and branches in Wisconsin. The remainder is divided between the former Omaha main and secondary main to Sioux Falls, and the "Lines West". There are forty-eight black and white photos on the "Lines West", with one color scene as well. This work in effect reflects the view of a former "Lines East" author, and it goes without saying that one should expect to see same. What is surprising is that about one-fourth of the coverage in this work is on the former "Lines West" area.

Given that this "fresh look" is

somewhat restricted in scope, the text materials are generally accurate. Also the vast majority of all photos are previously unpublished outside of the official employee magazine issues. For a quick source of reference on any general aspect of the former MILW, this book is definitely worthwhile. This work is a must for the serious MILWAUKEE ROAD historian interested in the entire system. Being that the coverage is heavily weighted to the eastern end, this book has been very popular with the "Lines East" readers. As such it is in demand, and may be somewhat hard to find by now.

The final chapter in this book is titled "Glossary and Gazetteer" and has a number of references for various locations and related railroad items. This is by no means complete, for instance there is no reference to the former Columbia or Musselshell divisions, and what is published is vague and scant on dates. It does provide brief definitions of things like "Lines West", and the listings it does have are in alphabetical order. This sort of concept is a fine idea for works of this type. What needs to be done is a more extensive and detailed presentation.

The author does not claim this book to be the definitive work on the MILWAUKEE ROAD - likewise the reader should not expect it to be such. There are two photos of e/b doubleheaded L-2's on the former North Montana Line in mid-March, 1946, but no views at all (and little reference in the text) to the extensive Puget Sound barge operations. There are scenes of an FT set, and GP-9's on the mainline in northern Idaho (including one pair on #18 between St. Maries and St. Joe). But views of GE diesels are limited to one "fuzzy" shot of an e/b crossing the Columbia River. One can readily find views of RSC-2's, but there are none of 6-axle Baldwins, F-M H 16-66's, RSD's, or the unique SDL-39's.

I recommend this book to those MILWEST members with an interest in the entire MILWAUKEE ROAD and especially those seeking information on the railroad other than what has been previously available. Despite the small representation of our area of concern, the photo

materials on the "Lines West" territory are good. Although these are not in the same "previously unpublished" category as those in the rest of the book. Also, the text on the electrified operations leaves something to be desired as it contains a number of errors in historical facts at the end. The chapter on the diesel power is one of the more interesting - covering a number of items not readily available in previous texts. - Art Jacobsen

Editor Notes

(Continued from page 3)

but the cost may be prohibitive. We are not sure if we will hold our actual meetings in Newport or Sandpoint, but Sandpoint would be the most likely because of better lodging availability. At any rate, the meet will be in that general area so you may begin making your plans to attend now.. Future plans for meet sites are Miles City for 1992, and Cle Elum for 1993, however, those are not definite.

Annual Meet Impressions - For those members who could not attend the Annual Meet in Tenino, I will try to recap some of the events at the meet. Friday evening was open forum with slides, displays, and fellowship.

Saturday's was a walking tour of the facilities of the Chehalis Western RR. This ex-MILW logging operation is still active hauling logs to mills in Tacoma. While nothing was running that day, we were able to freely walk the area, viewing and photographing the equipment.

After the tour many members traveled to Elbe for a ride on the Mt. Rainier Scenic Railway, part of the ex-MILW branch to Morton. Saturday evening began with the Business Meeting, then we enjoyed slides by Doug Nighswonger on the Coast Division. Then our special guest, Wade Stevenson, showed slides, mostly from the Othello area, but going back many years. The finale was the multi-media slide show by Ed and Art emphasizing the greatness that was lost when we lost the MILW. It was a very moving show and a fitting finale to the meet. - Rocky Gibbs

MODEL CONTEST WINNERS at ANNUAL MEET

STRUCTURES

1st Place Substation #14 Joe Deveny

CARS

1st Place St. Maries RR Caboose Kerry Borovec
2nd Place U.R.T.C. Reefer #88196 Joe Deveny
3rd Place Center Beam Car John Nymon

LOCOMOTIVES

1st Place SD-10 #555 John Nymon
2nd Place FP-45 #1 Alan Burns
3rd Place FP-7A #79C John Nymon

DOOR PRIZE WINNERS

- Warren Wing - October C.T.C. magazine donated by Ed Lynch
- John Henry - CMStP&P emblem sign, donated by Signal Signs of Spokane, Washington.
- Richard Hayden - \$35.00 gift certificate, donated by P.F.S. Railway Supply Co. of Pasco, Washington.
- Tom Buchholz & Pete Ellis - HO Milwaukee Road rolling stock, donated by Discovery Junction of Olympia, Washington.

MilWest sincerely thanks the individuals and merchants who donated these prizes, and we urge you to patronize these businesses.

Specials on the WI&M

(Continued from page 8)

visit to the WI&M. The train consisted of an observation car, 4 standard sleepers, two diners, and a dynamo baggage car. After traveling via the Northern Pacific Railway (NP) to Grangeville, Idaho, for one night, additional overnight stops were made at Lewiston, Idaho, and Moscow, Idaho, and on Thursday September 22, 1927, traveled the length of the WI&M with stops at Palouse, Potlatch, Princeton, Harvard, Deary, Helmer, and Bovill. It continued on via the Milwaukee Road, arriving back in Spokane at 9:00 pm that evening.

On July 9, 1922, a special train consisting of engine, baggage car, dining car, 3 standard sleepers and one observation car chartered to the Weyerhaeuser Sales Co. traveled from Palouse to Bovill. It returned to Palouse on July 11, 1922.

On January 4, 1937, a special train called the "Weyerhaeuser 4 Square Special" left St. Paul, Minnesota carrying approximately 140 Weyerhaeuser officials for a trip to the Pacific Coast and return. The 12 car consist leaving

St. Paul was as follows:

- 1 - Great Northern (GN) dormitory car (dining car crews) (St. Paul to Potlatch).
- 1 - GN first class coach for meeting rooms (entire trip).
- 1 - Office car (GN #1114) (4 compartments) - night occupancy - overflow (entire trip).
- 2 - GN 36 seat dining cars (St. Paul to Potlatch) (other lines to provide diners for remainder of trip).
- 1 - Pullman all-room 3 drawing room, 6 compartment car (charter) (entire trip).
- 3 - Pullman 14 sections standard sleeping cars (charter) (entire trip).
- 2 - Pullman 12 section 1 drawing room sleeping cars (charter) (entire trip).
- 1 - CMStP&P observation lounge car (entire trip).

The train traveled via the Great Northern Railway, arriving at Spokane on Thursday morning, January 7. Later that same day it traveled to Coeur D'Alene for a visit to the Weyerhaeuser mill. It arrived back in Spokane after

midnight, and continued on via the GN (Spokane, Coeur D'Alene & Palouse, ex S&IE) to Palouse, taking the WI&M rails at 5:00 am that morning of January 8. That day was spent with a visit to the Potlatch mill, leaving Potlatch at 11:30 pm and leaving WI&M rails onto the Northern Pacific Railway at 12:01 am Saturday, January 9. The tour continued via the NP, Union Pacific, GN, Southern Pacific, Spokane Portland and Seattle, and Milwaukee Road, with visits to Weyerhaeuser mills at Lewiston, Idaho; Emmett, Idaho; Klamath Falls, Oregon; Longview, Washington; Snoqualmie Falls, Washington; Everett, Washington; and Seattle, Washington, returning to St. Paul from Spokane via Milwaukee rails, arriving at 8:00 pm on Sunday, January 24, 1937.

Another type of special train over the WI&M consisted of special equipment moves by Potlatch Lumber Co. While normal operations occasioned regular movements of camp cars and equipment, in 1934 Potlatch Forests, Inc. (PFI) moved 30 camp, bunk, dining and outfit cars from Potlatch to Headquarters, Idaho, via Palouse and the Northern Pacific Railway. This was accomplished in 2 movements on May 31 and June 2, 1934, and resulted in a savings to the lumber company of \$30,000. PFI also moved blocks of log flat cars and box cars in similar manner from Potlatch to Headquarters to serve company needs there, as the company's logging emphasis shifted from Potlatch, Bovill, and Elk River operations to those out of Headquarters.

These special movements added variety to the regular operations of the WI&M. On a model railroad they occasionally could provide great operating interest. The writer would be most interested to see photographs of any of the special trains mentioned herein, whether or not on WI&M rails. Contact Thomas E. Burg, N. 2771 Thiel Drive, Merrill, WI 54452 (715-536-3700).

Editors Note: Copies of Forest Service maps showing the routings of many of the logging railroads in the area of the WI&M are available from Will Davis. Contact Will at Box 304, Pablo, MT, 59855, for details and pricing.

Special Trains on the WI&M

By Tom Burg

In the early part of the twentieth century rail travel played a significant role in connecting the citizenry and their amusements. The 50 mile Washington, Idaho, and Montana Railway (WI&M) was no exception. Records of the WI&M in the special collections section of the University of Idaho library reflect a number of special trains traveling over the WI&M to carry local citizens to their amusements, bring shows and amusements to them, bring outsiders and organizations to the area, and for other purposes.

Special trains, usually consisting of a locomotive and 2 or 3 cars, were frequently run in the 1910's up and down the WI&M and sometimes onto adjacent lines, such as to Elk River on the Milwaukee Road branch, where Potlatch Lumber Co., WI&M's owner, had substantial operations. Inter-company baseball games, such as Potlatch vs Bovill, were often reasons for such trains. Others were run for the Latah County Fair, Palouse Street Fair, and annual picnics of Potlatch Lumber Co. and LLLL organization, particularly through the 1920's. These trains carried up to 6 coaches by 1930 (this would be in excess of the WI&M's all-time roster of passenger equipment, and it is not known if or where the additional equipment came.) The Potlatch Athletic Club ran charters to Bovill on March 2, 1917; July 29, 1917; and again on August 1, 1920. In the World War I years the Potlatch Home Guard chartered special trains to Palouse (10/5/17) and Bovill (3/22/18). On September 1, 1930, a Labor Day excursion train consisting of an engine and 2 coaches traveled from Palouse to Cornelle.

A second type of special train brought a variety of types of entertainment to Potlatch. A list of these known is as follows:

Date	Company	Consist
8/21/13	Jones Brothers Shows	2 cars
6/21/14	Bouscher & French Amusement Co. (circus) (B&F)	
7/15/15	Parks & Banks Shows (circus)	2 cars
7/27/15	B & F	3 cars
9/18/15	Alabama Minstrels	2 cars
5/8/16	Russell Amusement Co.	2 cars
9/16/16	Cooper Brothers Shows	2 cars
6/14/17	Barnes Circus	
6/20/17	Virginia Minstrels	2 cars
7/16/17	West Brothers Shows	1 car
7/21/19	B & F	2 cars
7/18/25	Cooper Brothers Shows (Palouse to Bovill)	3 cars (one private sleeper and 2 private baggage cars)

(Continued from left)

This latter train continued on its journeys via the Milwaukee Road from Bovill.

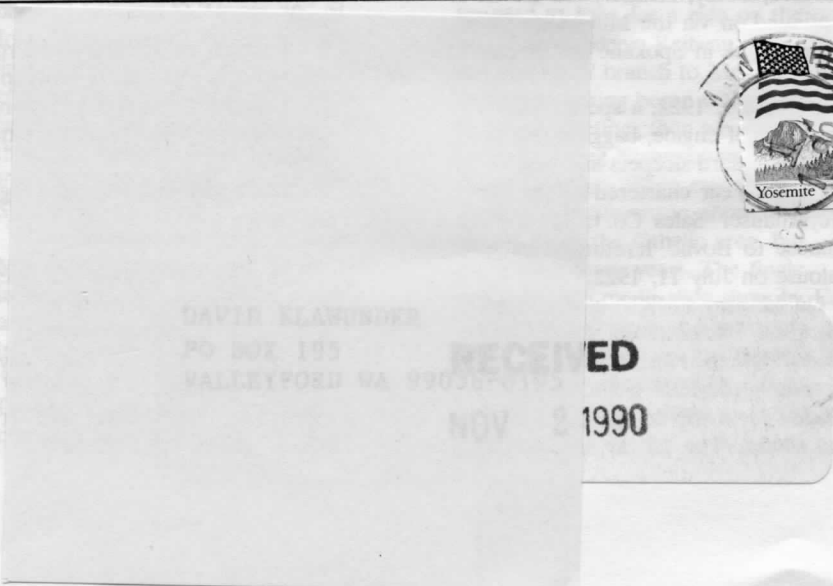
A number of outside organizations and conventions ran excursions onto the WI&M. The earliest of record in company files was a Spokane Business Mens Excursion on August 7, 1907, under the auspices of the Spokane Chamber of Commerce via the Spokane and Inland Empire Railroad Co. (S&IE) and the WI&M to see "the greatest lumber mill in the world", and a "combined harvester in action".

The train left Spokane at 7:15 am, stopped for dinner at Garfield WA, and passed through Palouse at 2:10 pm enroute Potlatch. It left Potlatch after a two hour stop at 5:00 pm, stopped for a 1 1/2 hour supper at Palouse, and arrived at Spokane at 10:00 pm. The excursion was accompanied by the Inland Empire Band and the Famous Elks Quartet to furnish music. Size was 225 persons. On August 18, 1927, the North West Lumberman Tour Special train of 7 cars traveled from Spokane to Potlatch. Photographs in the Latah County Historical Society (LCHS) collection show a chartered train of the Pacific Logging Congress, Spokane, September 24-27, 1913, arriving in Potlatch behind WI&M 2-8-0 #21.

At 8:00 pm on September 19, 1927, the annual Spokane Merchants Association Trade Tour left Spokane for an extensive tour which included a

(Continued on page 7)

Vol. 3, Issue No. 4
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One of the more unusual depots on the Milwaukee was this one in Bellingham, Washington shown in 1941. Warren Wing Photo, Pete Ellis Collection



MILW #16 with engine #251 and 12 cars crossing "High Bridge" into Spokane, Washington on May 2, 1941. This is Union Pacific track which the MILW used to serve Spokane as the mainline bypassed the city. "High Bridge" is now gone. WR McGee Photo



Milwest members enjoying their tour of the Chehalis Western facilities during the annual meet on August 26, 1990.



MILW #262 arriving Harlowton with 1700 tons behind S2 #229 and 65 cars on April 23, 1941.
W.R. McGee Photo