

Dispatch

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

Volume 4, Issue No. 2

April 1991

- The MILWAUKEE ROAD -

By Art Jacobsen

History & Operations South of Tacoma, Washington

- Part I -

This feature has been delayed from previous issues due (in part) to a lack of research materials available on this area. However, - MILWEST - member Tom Burg provided additional information for this Part from various issues of the former employee's magazine. There is still much that should be covered, and any member who has more research materials available is encouraged to contact the Managing Editor for future "follow-up" items.

First some background on this general area - which encompasses the lines of the former Tacoma Eastern RR.(TE), Pacific & Eastern Ry.(P&E)/Puget Sound & Willapa Harbor Ry.(PS&WH), and Chicago, Milwaukee & Puget Sound Ry. (CM&PS) lines south of Tacoma c.1890 - 1912. The geographic coverage is roughly from Tacoma to Portland and from Mt. Rainier and the west slope of the Cascades to Grays Harbor and Willapa Bay on the Pacific Coast. This is an area of dense forests interspersed with open meadows and swamps. The area developed into an agricultural setting following the decline of fur trade in the mid-1800's. It has been the scene of intense logging and forest products industries for the past century.

The first railroad into the area was the Northern Pacific, which had been chartered on July 2, 1864 to build a railway from Lake Superior to the Puget Sound. Portland, Oregon had already been established as the

major port for the region at that time. The NP's charter was amended on April 13, 1869 allowing the railroad to be built from Puget Sound to Portland and then eastward up the Columbia Gorge. Two years later 25 miles of track had been built between the present site of Kalama and the Cowlitz River crossing (south of Vader). The following year the track entered the Yelm Prairie in the Nisqually valley; and despite the financial panic and related labor troubles of 1873, the NP was at Tacoma by the end of that year. The track across the Columbia River from Kalama at Goble, Oregon was completed to Portland by September, 1883. Over the next quarter-century the NP remained as virtually the only railroad operating between Portland and the Puget Sound.

The NP's monopoly was eventually ended through a combination of efforts by both the Union Pacific's Oregon-Washington RR & Navigation Co. (O-WRR&N) and the MILWAUKEE ROAD. The UP had been established in Portland as the former Oregon RR & Navigation Co. (which had been under the influence of UP interests since 1887-89). The O-WRR&N attempted to build its own line between Vancouver, Washington and Puget Sound in April, 1890 under a subsidiary known as the Portland & Puget Sound Ry. This scheme came to an end when the O-WRR&N ran into financial difficulties the following year. The MILWAUKEE arrived on the scene on October 13,

1905 as the Chicago, Milwaukee & St. Paul Ry. of Washington.

The NP had already been established south from Tacoma for over three decades, and the O-WRR&N was not in a financial position to be of much immediate help. Therefore, the CM&StP Ry. of Washington had two choices for any potential connections in that area. The first was to build its own lines, and the second involved acquiring existing shortlines not already under NP's control. The end result was a combination of both, and involved the use of "front" companies as well. Within a decade of incorporating the CM&StP Ry. of Washington, the Chicago, Milwaukee & St. Paul Ry. was firmly established in Tacoma and southwestern Washington. It and its successors would remain there over the next sixty-five years. The first of the moves bringing what became The MILWAUKEE ROAD into this area was the acquisition of the Tacoma Eastern RR.

The Tacoma Eastern RR. was incorporated on July 11, 1890 and was essentially intended to be and constructed as a logging railroad. The first section of track was built south up a dry wash from a connection with the NP at Tacoma. The line reached Bismarck, now known as Hillsdale, but further construction came to a halt when the financial Panic of 1893 set in. Then in 1900 a Wisconsin lumber-

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man, John Bagley, arrived in Tacoma and purchased the TE.

Construction resumed that year and rails reached Clover Creek, seven miles southeasterly of Bismarck, near the present site of Fredrickson. The original Tacoma - Bismarck section was also completely reconstructed

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as it had been in a very poor condition.

The following year the tracks were at Kapowsin, and by 1902 the TE was at Clay City (about halfway to Eatonville from Kapowsin). By the middle of 1903 the grade was extended beyond La Grande, on July 4th of that year the first train ran to Eatonville (32.6 mi. from the TE's Tacoma station) and back.

One year to the day the first TE train ran to Eatonville, their first train arrived at Elbe. Grading proceeded easterly and by the end of the year the 18.5 miles was completed from La Grande to Ashford. A two mile branch between Kapowsin and Electron was also added that same year (1904). By 1905 the TE extended 4.1 miles south from Park Jct. to Mineral, and had two lines from that latter community in 1906. The first was a 6.5 mile extension southwards to Tilton, and the other a 3 mile spur westerly to Ladd (by way of East Creek Jct.). This latter and the Ashford line were originally built for local coal mine developments. The TE added another 2.7 miles between Tilton and Glenavon in 1907.

While the TE was still under construction, Bagley was visiting old friends and business associates back in his native Wisconsin. At the same time he also paid a visit to the Chicago, Milwaukee & St. Paul (CM&StP) Ry.'s headquarters in Chicago. Apparently he obtained additional financing for the TE's continuing expansion in return for an option to the CM&StP for acquiring the line. This followed the "St. Paul Road's" (as it was known then) formal announcement to build to the Puget Sound in November, 1905.

The TE struck southwesterly from Salsich Jct. (about 1/4 of a mi. north of Fredrickson) 15.3 miles to McKenna in 1908. The following year the Chicago, Milwaukee & Puget Sound Ry. (CM&PS) leased the TE after completing 28.4 miles of its own main line between Tacoma and Black River Jct. The TE added 8 miles of its southern extension from Cowlitz Jct. (just north of Glenavon) to Morton the following year. The CM&PS also added 33.2 miles on to the McKenna branch for a connection with the O-WRR&N's Grays Harbor line at Helsing Jct., which was in service by August that same year (1910). Two

years later the TE built a 2-mile spur westerly from Tanwax Jct. at MP. 20.8 on the Ashford/Morton line. This was the last such construction done under the TE as it was absorbed by the CM&StP Ry. on December 31, 1918.

The CM&PS also provided access to Seattle for the O-WRR&N from Tacoma. The O-WRR&N had been engaged in a long battle to gain entry to the Puget Sound, and was in the process of building a paralleling route to the NP's Cascade main line from Villard Jct. (southeast of Pasco) up the Yakima Valley. Complicating this was the construction of what became the SP&S and Oregon Trunk Ry.'s. After complex negotiations one of the results was a trackage-rights agreement between NP and the O-WRR&N over the former's Portland - Tacoma line. In return for leasing the CM&PS's 26.3 mile Tacoma Jct. - Black River Jct. main (effective date Jan. 1, 1909), the O-WRR&N leased the former running rights on the Grays Harbor line between Helsing Jct. and Aberdeen. This latter 44.5 miles of track was built/acquired by the OWRR&N in 1907-08. The 4.7 miles of trackage rights over the NP to Hoquiam came in 1911.

The CM&PS was also interested in access to the large forest products operations being developed by the Weyerhaeuser Timber Co. on Willapa (pronounced "WILL-uh-puh") Bay. During the same year that the TE was building into the Tilton River valley to Glenavon (1907), the first part of what became the Willapa Harbor line was constructed. This was built by the Pacific & Eastern Ry. (P&E), which had been incorporated on October 22 of the previous year.

The line originated at Willapa on the then just-completed NP's branch to Raymond. This initially involved 8.6 miles of track ascending along the north side of the Willapa River and Mill Creek valleys to a connection with a logging railroad at P & E Jct. The Willapa River was crossed by a cable ferry from the small community with the same name. Initially the P&E appears to have been an independent short line, intended to bring logs from the west slope of the Coast Range to an existing line (NP). In that regard it was analogous to the TE's beginnings prior

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to the turn of the century. The NP did not acquire the P&E nor the TE for reasons related to a lack of financial resources during those times (largely due to commitments to other projects).

Less than seven years after the P&E's incorporation it became a part of the expanding MILWAUKEE system. In order to prevent speculators from inflating the price of land along the route (as well as the acquiring the P&E), the CM&PS gained access to the region through the use of "front" companies - the Puget Sound & Willapa Harbor Ry. (PS&WH) and the "Olympia Southern Ry." (OS). The P&E was acquired by the former on May 1, 1913, the PS&WH having been incorporated on April 9 that year. The OS was also incorporated on June 27, 1913, but never actually had any trackage constructed under its name. It was merely a "paper railway" device used to acquire Right-of-Way for the PS&WH, and was deeded to same less than three months later (on September 16)!

The PS&WH had completed 38.5 miles of track from the CM&PS at Maytown (on the latter's McKenna - Helsing Jct. line) to Doty on the east slope of the Coast Range the following year. By 1915 the PS&WH had built the 16.1 mile extension over the summit (el. 603') at MacPhail to P & E Jct. (which was later renamed Sutico). The cable ferry crossing the Willapa River was replaced by a 250' wooden pile trestle with a covered Howe truss span in the middle.

The track was extended an additional 2.75 miles from Willapa to a new connection with the NP on the northwest side of Raymond at that same time. This involved a nearly mile-long (231-span!) pile trestle with a covered wooden Howe truss in the center crossing the Willapa Slough just east of Raymond. By building the line around the north side of Raymond, the PS&WH was able to secure potential harbor frontage along the Willapa River, as well as access to the large Weyerhaeuser sawmill at the line's end. By then the NP had already extended its own line three miles southwest to South Bend. The

PS&WH built a barge slip on the Willapa River and operated two 2-car barges between Raymond and South Bend for lumber and oyster business on an "as-needed" basis. Cars at South Bend were moved on and off the barges by means of a steam (later electric) winch.

These additions to the PS&WH in 1915 completed the line, and it was formally absorbed by the CM&StP Ry. at the same time as the TE (December 31, 1918). The covered Howe wood-truss bridges remained in use for the next half-century. Examples of these were built near Sumner, McKenna, and Helsing Jct. by the CM&PS, and near Chehalis, Dryad, Willapa, and Raymond by the PS&WH when a span of 100' to 150' was required. Covered Howe truss bridges were also constructed on the Everett and Enumclaw branches (as well as on two branches in Montana). Today one still survives over the Chehalis River near Doty - bridge #WH-60 was at MilePost 37.8 on the PS&WH line from Maytown. It remained in use until the track was removed on this portion of the line (from Dryad Jct. to Raymond) by 1972. - Art Jacobsen

This feature will be continued with Part II in the July 1991 Dispatch.

NEW MEMBERS

We welcome the following new members who have joined MilWest for 1991.

Alberton Valley Assoc., Alberton MT
 Robert Avritt, Great Falls MT
 John Balock, Melstone MT
 Dennis Beeghly, Sparks NV
 Alfred Butler, Newman Lake WA
 Michael Denuty, Spokane WA
 Steve Engstrom, Great Falls MT
 Dan Harper, St Helena CA
 Kevin McCray, Clancy MT
 Patrick McGinnis, Edmond OK
 Joel King, Helena MT
 David McNeil, Osburn ID
 James Mitchell, Lees Summit MO
 Scott Olson, Billings MT
 Harry Power, North Plainfield NJ
 Ryan Reed, Kennewick WA
 Kelly Shields, Moscow ID
 Rollin Zawistowski, Lake Oswego OR

"DFW"

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

In a recent discussion between John Jackman of the US Forest Service at Superior, MT, and Ed Lynch, the following facts were revealed:

This summer the MILW grade between Haugen, MT and St. Paul Pass will be made impassable due to liability problems.

Dominion Creek bridge, #DD-198 at mp 1745.5, will have the end panels removed and concrete (Jersey Rail) barricades will be installed to keep all vehicles off the bridge. This bridge is on a 10 degree curve, 253 feet long, 2 span deck girder with concrete abutments. Dominion Creek Tunnel #19, mp 1745.6, will also be closed off with Jersey Rail barricades.

8,711 foot long St. Paul Pass tunnel #20 at mp 1749.2, between East Portal, MT and Roland, ID will be dynamited shut at both ends.

This Spring will be your last chance to see this section of MILW grade all in one piece. Right now it is possible to drive the grade from just west of St. Regis, MT to East Portal. (driving over Dominion Creek bridge is officially prohibited by the Forest Service). They plan this work for sometime in June so better see it now if you wish to.

Art Jacobsen reports that the Montana Highway Dept. will remove some MILW bridges this summer.

Bridge #DD-134 at mp 1666.8, built in 1909, located at East Soudan (also called 9-mile) crosses over the old US Hwy 10. It is a 90 foot long deck girder with 2 77 foot concrete approaches. It will be completely removed.

Bridge #DD-138, concrete overpass over old US Hwy 10 between Soudan and Alberton, mp 1669.7 will be removed. This overpass was built in 1930 and will most likely be replaced with dirt fill.

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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 ex-MILWAUKEE ROAD depot at Bozeman, Montana (former "GV" line m/p 38.1) was "torched" by two boys on March 9. There was extensive internal damage and the roof over the south end has partly collapsed; the rest will probably be demolished. The depot was vacant, but remained more-or-less intact and was intended to be part of a potential "historic district" scheme. The property is under CMC (Chicago - Milwaukee Corp., holding company for MILW's post-"embargo" properties) ownership.

The brick one-story structure was built for the Gallatin Valley Railway in 1908-09. After the CMStP&P ended the GVER's electric operations, the depot was leased for use as a creamery between c.1935 and c.1950. Located between S. Plum and Wallace St.'s - about half a block south of Main St., the building had last been used for storage by a scrap dealer until c.1985. The last MILW train by the depot was in late April, 1978, while the track (which was electrified for about three decades after it was laid) was removed by BN in late October, 1987. (information on the fire was supplied by - MILWEST - member D. Larry Zeutschel)

- MILWEST - member Bill Wilkerson has another new booklet on MILW motive power. Titled MILWAUKEE DIESELS 1929 - 1985, it's available from the "Times-Clarion", Box 307, Harlowton, MT 59036 for \$6.35 (U.S., postage-paid). The booklet is a softbound with 40 pages, 26 photos, and two artwork illustrations. It covers the 1941 - 1985 time period, and features all the various types that the CMStP&P/MILW used. It begins and ends with switchers - from the first types used on the "Beer Line" in Milwaukee and Chicago industrial trackage c.1935 - to the MP-15's of Spring, 1976.

Bill's detailed explanations of diesel locomotive operations make this another must for anyone interested in

this aspect of the former "Lines West"! One of the many interesting descriptions is about the Fairbanks-Morse "C-liner" units (CFA/B-16-4's) slow speed characteristics. Another deals with Bill's only experience on Baldwin AS-616's on a w/b from Marmarth to Miles City c.1965!

The description of the GP-30 acquisition, however, falls a bit short of Bill's usual high standards for accuracy. This is due to the complexity of the story - which involved a "three-way" trade between ALCO S-2 switchers and RS-3 road switchers, and the GP-30's. Essentially what happened was the S-2's were the trade-ins for the Geeps, but the latter got AAR type "B" trucks from RS-3's (which in turn received the "Blunt" switcher trucks from the S-2's and were subsequently "downrated" in hp. output)!

A shorter version of the text with 3 photos appeared in the January 3, 1991 issue of the "T-C". This may still be available at \$1.00/copy (U.S., post age-paid), as are all three of Bill's other booklets: E-57B @ \$7.50 (U.S.); the EP-3 Westinghouse Motors; or the L-class Mikados for \$3.00(U.S.)/each (U.S.p.pd.).

The Harlowton depot has been undergoing a restoration since last Fall. - MILWEST - members that attended our Third Annual MEET there may recall that this building was in a rather deteriorated condition in August, 1989. Although the brick platform was re-moved in 1981, and tracks removed from the yard by 1983, the building itself has remained intact. The exterior walls have now been painted a whitewash "primer coat", with the weeds and assorted trash cleaned-out from around the structure.

A track is being relaid in front of the building, and plans have been made to acquire both the former Deer Lodge "extension-cord" hostler unit #X3800 (owned by - MILWEST - member Don Redmond in Bozeman), and the ex-MILW snowplow north of Ringling on the former WSS&YP Ry.'s "we". The depot restoration is an undertaking of the City - County Development Committee (C-CDC), and anyone interested in joining this (obviously important) venture should contact

them at: Box 622, Harlowton, MT 59036. Dues are \$5.00/ year, or \$25.00 for a "life" membership. (information from Herman Murch, Treasurer C-CDC, Harlowton)

The Montana Rail Link (MRL) has acquired a former MILWAUKEE ROAD diesel. This is E-9A (MILW class 24EP) #37-C, EMD #26567, delivered on May 25, 1961. This was one of six such units built for Chicago - Rockford - SouthEastern Wisconsin suburban service and equipped with Cummins HEP generators (instead of boilers). These units were always used in former "Lines East" territories, and were leased to Chicago's NorthWest Mass Transit District (NWMTD) in 1976 (and maintained by MILW under contract). It had been stored by the NWMTD, now "Metra", for the past five or six years.

The #37-C was sold by a Chicago area scrap dealer, and arrived at Livingston on February 20. It is currently stored on the east side of the former NP/BN shop there (owned by the Livingston Rebuild Center, LRC, since 1988). The unit is in rather poor condition (very rusty, and most of its windows are broken), but it's still painted the UP scheme with "The MILWAUKEE ROAD" lettering (heralds are removed) and (apparently) intact internally. The unit is to be restored and painted at LRC as MRL power for Dennis Washington's fleet of passenger cars. These include the MRL #100 - business car "Silver Cloud" (an ex-CRI&P coach rebuilt in Missoula in 1988-1990). Two baggage cars (ex-AT&SF), and an ex-SAL/SCL coach arrived on MRL in January, which will all be rebuilt to match the "Silver Cloud". (current #37-C condition information from - MILWEST - members Jack Dorsey, Tom Miller, and D. Larry Zeutschel; MRL passenger car information from - MILWEST - member Al Burns)

Tom Radoman reports that the Rarus Ry. is now using GP-7 #301, ex-NP #1634, ex-BN #560, last owned by Bruce Butler of Spokane. The unit was shopped at Livingston and the nose was chopped. It has been painted in the same color scheme as the BA&P GP-38's, and lettered for the

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"Olympian Hiawatha Anniversary"

By Art Jacobsen

Last March (1990) marked the tenth year since **The MILWAUKEE ROAD** ceased operations west of Miles City, Montana. On May 24, 1991 three decades will have passed since the MILW's train #15, the "**OLYMPIAN HIAWATHA**" departed Seattle's Union Station, and tied-up at their "new" Tacoma depot. The day before, May 23, 1961, the last #16 to arrive in Deer Lodge marked the end of almost exactly half a century of CM&PS/CM&StP/CMStP&P's passenger service from the Puget Sound. This began what Jim Scribbins called ". . . the decade of discontinued passenger trains." at the end of the "**OLYMPIAN HIAWATHA**" chapter in his book - The Hiawatha Story.

The predecessor subsidiary of **The MILWAUKEE ROAD**'s former "Lines West", the **Chicago, Milwaukee & Puget Sound Ry.** (CM&PS), inaugurated daily "through" passenger service beginning July 16, 1910. First-class transcontinental service began on May 28, 1911 with trains #15/16 - the "**Olympians**", and #17/18 - the "**Columbians**". The trains were powered by then-brand-new F-3 class 4-6-2's and were the first Chicago - Puget Sound "varnish" featuring electric lighting. Within the decade both trains were powered by electric locomotives between Harlowton and Avery, and between Othello and Seattle and Tacoma. The #15/16's cars were upgraded with roller-bearing trucks, and became "Lines West" only mainline "through" passenger trains after the "**Columbian**'s" discontinuance by 1931. The "**Olympian**'s" new coaches and diners (from CMStP&P's own Milwaukee, Wisc. carshops) arrived by the mid-1930's. These "semi-streamlined" cars were built with the railroad's distinctive horizontal-rib sides and flat roofs.

Following the end of WWII all four Chicago - Pacific Northwest railroads made plans to upgrade their existing services with "streamliners". On June 29, 1947 **The MILWAUKEE ROAD** launched its own versions with trains #15/16, the "**OLYMPIAN HIAWATHAS**". These featured through-

diesel service (in the form of the Fairbanks-Morse chrome-nose "Erie-built" ABA sets) and all-new streamlined cars. Except for Pullman-built 10-roomette/6-bedroom sleepers and 8-bedroom/lounge "Skytop" observations these were all "home-made" rolling stock. There were six complete trains of baggage-dormitory (for dining crews)/four coaches/diner/"Tap-Lounge-Grille"/two "Touralux" section-sleepers/10-6 Pullman/"Skytop" Pullman-lounge consists. The "Tap-Lounge-Grille" and "Touralux" sleepers were the MILW's own designs, although the latter were 14-section sleepers similar to the standard "heavyweight" types built three decades earlier. The "Skytop" design was based on the lounge cars the MILW built for "Lines East" service on the "Morning" and "Afternoon Hiawathas". The Pullman-built versions for the "**OLYMPIAN HIAWATHAS**" used more glass, and featured the train's name in chrome over the trim from the end marker light.

The old "**Olympians**" were renumbered to #17/18 and renamed the "**Columbians**" while retaining their former "heavyweight" and horizontal-rib consists. These were discontinued west of Avery in late 1954, and the "**OLYMPIAN HIAWATHAS**" added RPO-Express and other extra "head-end" cars. The "Tap-Lounge-Grilles" were re-placed by another set of Pullman-built rolling stock - the "Super Domes" two years before then. By 1955 trains #17/18 terminated/originated at the Trans-Missouri division point of Marmarth, N.D. As a result, #15/16 added a few more station stops (such as at Ringling, and Superior, Montana).

From 1949 to 1953, both trains #15 /16 and #17/18 had the unique experience of being run with all three major forms of MILW's motive power. Trains would change diesels for electrics at Harlowton, and then replace these for a steam engine between Avery and Othello (by way of Spokane). By the beginning of the following decade, however, the "**OLYMPIAN HIAWATHAS**" were all-EMD powered trains, and would remain so until the end. Until the introduction of roller bearing-equipped trucks, and the MILW's "home-built/semi-streamlined" cars, #15/16's schedules re-

quired a full two days between Mobridge and Tacoma. The all-new "**OLYMPIAN HIAWATHAS**" reduced "Lines West" running times almost a full six hours. Taking into account there was a time-change of one hour at Avery (between the Mountain and Pacific time zones), the running times for these two trains were as follows:

Time Period	#15 (w/b)	#16 (e/b)	Remarks
August, 1912	48:25	48:00	(all-steam powered)
June, 1922	48:00	48:20	(steam or electric powered)
August, 1938	38:13	38:45	(rlr.brgs. & some new cars)
June, 1950	32:35	32:05	(all-new cars) +
April, 1955	32:15	31:40*	(#17/18 to Marmarth, only)
April, 1960	31:50*	32:20	(all-diesel powered)

+ (used all three types of power: diesel; electric; and steam)

* (best running times scheduled between Mobridge and Tacoma)

The "**Olympian**"/"**OLYMPIAN HIAWATHA**'s" approximate running distance between Mobridge and Tacoma was 1422 miles. This also takes into account that between Black River Jct. and Seattle #15/16 operated over about ten miles of the same trackage twice. Also both these trains and the #17/18 were towed from their observation cars between Seattle and Tacoma as these terminals were "stub" types. Even the route was not entirely over MILW's as the trains ran on the Pacific Coast RR. between Maple Valley (CMStP&P MP. 2154.1) and Argo (MP. 2172.3), and on OWR-R&N (UP) trackage between Argo and Seattle's Union Station (MP. 2175.9).

The last #16 departing Puget Sound had an FP-7A/F-7B/E-9A + RPO-Express/five coaches/"Super Dome"/diner/"Touralux" sleeper/Pullman 10-6 sleeper/Pullman "Skytop". The very last "**OLYMPIAN HIAWATHA**" consist (which was on the #15) had two FP-7A's + three storage mail-express cars/coach/"Super Dome"/Pullman 10-6 sleeper. The extra "head-end" cars were for company materials (relating to passenger operations) being removed from the various depots west of Deer Lodge. Although this was **The MILWAUKEE ROAD**'s last passenger train west of Deer Lodge, the UP's Seattle - Portland "pool service" trains occasionally included MILW cars for another de-

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Anniversary

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cade. These were usually head-end equipment (storage mail-express/baggage-dormitories) or coaches, and operated over the MILW's & UP's "joint" main line between Tacoma Jct. and Seattle's Union Station. The UP's "pool" trains were discontinued on April 30, 1971 with the advent of Amtrack. The last "Skytop" to be towed behind MILW power from Tacoma to Seattle departed almost ten years before. Some of the former rolling stock (head-end cars and coaches) used on trains #15/16 reappeared in Maintenance-of-Way service following Amtrack's inception. Other (earlier) former passenger cars had been used in similar circumstances prior to then. There were also the occasional special movements of the railroad's business cars (almost always in-consist on the regular freight trains). Other than those events, no MILW passenger equipment appeared again on their former "Lines West".

Less than two decades after the last "OLYMPIAN HIAWATHA", the railroad itself ceased running west of Miles City. Some of the train's cars continue to survive in-service, however, as six of the Pullman-built "Super Domes", and all of the 10-6 sleepers and "Skytops" were sold to the CN in 1964. The former are still occasionally used on VIA trains as to date only the "Skytops" have been retired.

Olympiangram

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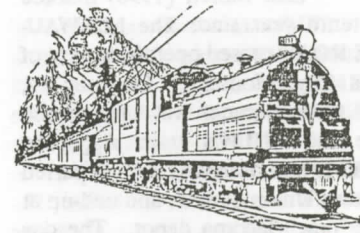
Rarus Ry. Tom reports that they gave LRC photos of the GP-38's to work from and when rolled out of the shop it was lettered for the BA&P. LRC had to quickly re-letter it correctly after the mistake was pointed out. The unit will be used in Anaconda as a switcher. The unit is now stenciled as a "GP-9" and is reported to have the motor/generator set from a GP-9. Tom further reported that after Rarus put the unit in service they discovered that LRC had not properly drained the water from the unit and it had frozen. LRC is reported to be paying for those repairs.

Editors Note: Bill Wilkerson furnished the following corrections to his Diesel book after Art reviewed it.

Caption on page 3, last line: It should read "so they could reach in on short ONE to get the North Montana, etc."

Page 5: It was March of 1974, not 1954.

Page 20: The 1603, photo taken by Tom Helms on Sept. 4, 1959, not 1989. It was retired in 1961.



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RARUS RY #301 ex-NP #1634, ex-BN #560.

Tom Radoman Photo

"DFW"*(Continued from page 3)*

Ed Lynch reports that bridge #NM 1136, mp 198.15 on the North Montana Line was reinstalled in late Nov. 1990. It was removed by BN in March, 1986 when they abandoned the line from the Great Falls depot, mp 198.7 to approx. mp 197.5. The bridge was originally built over 6th St. N in Great Falls in 1912-13. The last MILW train over it ran on March 23, 1980 (SW1200 #635 elb to the Falls yard). It has been reinstalled as part of a bike path scheme done by the city. The bike path is proposed to run over the former MILW elevated grade on either end of this bridge.

Ed Lynch reports the May, 1991 issue of Pacific Rail News will have a 10-page article by California railroad photographer Steve Smollinger. It is reported to be all color about the MILW electrics titled "The Milwaukee Road Electrification - Ancient, Modern and Gone."

GM NOTES*(Continued from page 7)*

Marshall Lake Resort (509) 447-4158
Shadow Bay Resort (509) 447-3332
The Inn at Usk (509) 445-1526
Hideaway Resort (509) 447-4174
Burroughs House bed and breakfast (509) 447-2590
Helen's Country Style bed and breakfast (509) 447-2313

Facilities in the Metaline Falls-Ione area follow:

Outpost Resort (509) 445-3213
Blueslide Resort (509) 442-1327
Ione Motel (509) 442-3213
Porters Plaza Motel (509) 442-3534
Box Canyon Motel (509) 442-3479
Z-Canyon Motel (509) 446-4935
Circle Motel (509) 446-4343

The N. Pend Oreille Valley Lions Club will be operating rides on the POVA Ry between Metaline Falls and Ione on August 31 and September 1. These are on a first come basis.

The ex-MILW depot in Newport is now the Pend Oreille historical museum and will be open on August 31. Adjacent to that is the ex-GN depot, now offices for a lumber company but the building is nearly original.

We will list other activities and items of interest in the area in the July Dispatch. You may also wish to contact the Newport chamber of commerce for additional information.

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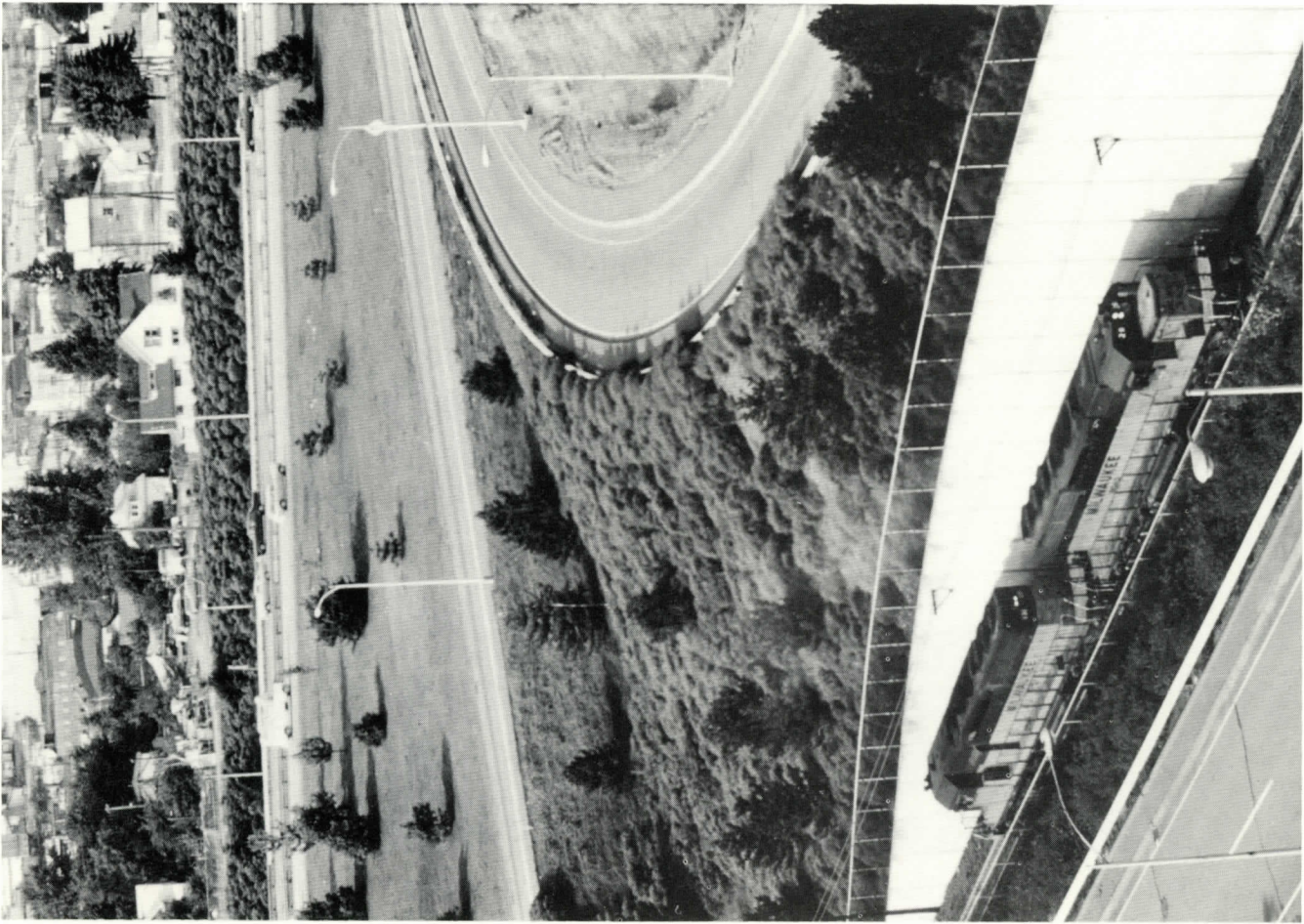
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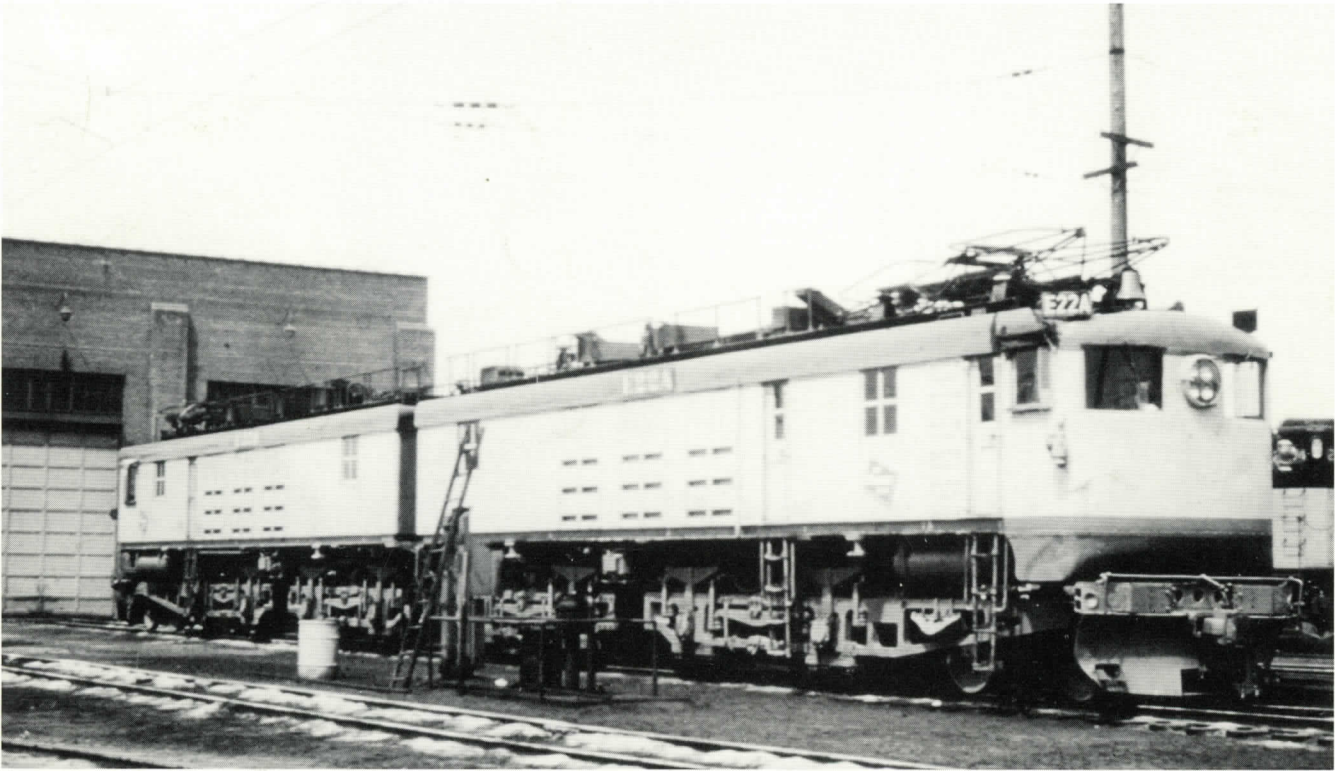
Spokane, WA 99203-2110



Helpers #28 & #131 are on the Tacoma Hill (MP 1.4) on September 5, 1978.
Art Jacobsen Slide



81C/SE1/81A are at Hillsdale - 72nd Street near Tacoma on September 3, 1979.
Art Jacobsen Slide



E-22 A/B rests outside the Tacoma Shops on May 4, 1958.

Rick Yaremko Collection



Chehalis Western RY #818 & #817 are westbound with log empties near Hillsdale at MP 2.4 on March 27, 1987.

Art Jacobsen Slide