

# Dispatch

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

Volume 4, Issue No. 4

October 1991

## - The MILWAUKEE ROAD -

History & Operations South of Tacoma, Washington

- Part III -

The Chehalis Western Ry., "One of the Last Survivors"

By Art Jacobsen and Doug Nighswonger

Additional Data Furnished by Doug Huber and Allan Miller

The former TE, PS&WH, and CM&PS/CM&StP/CMStP&P/MILW lines that remain south of Tacoma at present are all part of the Weyerhaeuser Lumber Co.'s (WeyCo) Chehalis Western Ry. (CWR). The CWR itself came into existence in 1935 as a common-carrier subsidiary of WeyCo's predecessor, Weyerhaeuser Timber Co. (WTC). WTC was incorporated in early 1900 and initially acquired over 900,000 acres of prime, uncut forest lands from the NP land grant through a transaction with Jim Hill (NP's principal stockholder through the Northern Securities Co. at this time). For the next two decades, WTC constructed over one hundred miles of roads and railroads for the sole purpose of moving logs to sawmills.

Typical logging railroads of the era were very lightly and rapidly constructed. Logging railroads would often last no more than two or three years in one location before being forced to relocate as cutting moved farther into the forests. It was not unusual for some lines to be abandoned outright and all trackage and equipment relocated elsewhere when all commercially available timber in the area was harvested. Trackage and alignment (horizontal and vertical) over these lines was often marginal.

Grading above the adjacent terrain was kept to a minimum, and ballast used only when and where conditions made such absolutely necessary to maintain operations.

### Annual Dues Reminder

A reminder that your 1992 dues must be paid by January 1, 1992 to keep your MilWest membership active and to continue to receive the Dispatch. Please send your \$10.00 U.S. renewal to the Secretary.

Steep grades, of 4% or more on occasion, and sharp curves, (up to 15 degrees), were the rule, necessitating the use of geared locomotives such as the Shay, Heisler, and Climax. These provided the tractive effort, slow speeds, and relatively light locomotive weight needed for these operations. Rolling stock was lightly, and often crudely, constructed, utilizing

combinations of home-made components (frames, carboodies) and "cast-off" appliances (brakes, running gear) from Class I railroads. Naturally these logging lines were neither intended or normally used for heavier common-carrier service. As a result, these lines terminated at either a sawmill complex, a transfer point to a common-carrier railroad, or a waterfront location where logs were floated to a downstream sawmill sight.

Under these conditions, WTC and other Pacific Northwest logging concerns either located mills next to existing railroad lines, or in areas adjacent to navigable waterways. However, as economic conditions in the 1920's brought changes in the connecting railroads, WTC was forced to expand its own rail operations. This meant constructing (or acquiring) railroads that were capable of handling rolling stock that was interchangeable with Class I lines, as well as adhering to any I.C.C rules and union agreements pertinent to operating the same.

One of the first operations that Weyerhaeuser opened in the late 1920's was what became known as the Vail operation from a camp named Vail located about three miles south-east of Rainier, Washington to South

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## SURVIVOR

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Bay (along Henderson Inlet's west shore, just north of Chapman Bay - about eight miles north-northeast of Olympia. From camp Vail, Weyerhaeuser logged along porcupine Ridge between the DesChutes and Skookumchuck Rivers. This line came al

### MilWest Management

MilWest is a Washington State non-profit corporation founded in October, 1967. It serves to preserve and promote the history of the (former) CM&PS, CM&SP, CMS&P&P, MILW Lines West.

Annual membership is based on the calendar year, cost \$10.00 (US), and is due no later than January 1. Please make all remittances payable to "MilWest" and send to the Secretary. Persons joining during a year will receive all issues of the Dispatch for that year. Other back issues are available from the Secretary.

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If you move, please notify the Secretary of your new address promptly.

#### Whom do I contact?

Matters pertaining to MilWest policy, annual meetings, etc., contact the General Manager.

Payment of dues, membership applications and inquiries, non-receipt of the Dispatch, address changes, back issues, contact the Secretary.

General Manager, Art Jacobsen

1870 Easy Street  
Helena, MT 59601-1172

Ass't General Manager, Ed Lynch

4001 5th Ave. North  
Great Falls, MT 59401

Secretary, Ron Hamilton

2506 Fissure Loop North  
Redmond, OR 97756

Treasurer, John Henry

East 2406 South Altamont Blvd.  
Spokane, WA 99202

Staff Assistant, Kirk Petty

P.O. Box 423  
Ranchester, WY 82839

Staff Assistant, Phil Kresik

20903 80th Place West  
Edmonds, WA 98020

Managing Editor, Rocky Gibbs

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

ongside the Milwaukee at the Milwaukee station of Skookumchuck and an interchange was established there. One note of interest is that when the jetties were built up along the bar at Westport on the Washington coast, the stone came from quarries on the Vail line. Milwaukee trains ran from Skookumchuck to the quarry and back and then out to Hoquium via Maytown. Old station number books for the Milwaukee assign station numbers to Vail for this move.

In 1935 WTC opened their Camp McDonald operation southwest of Chehalis. These logs were destined to Weyerhaeuser mills located at Everett and the cheapest way to get them there was by water, but because Camp McDonald was so far from Puget Sound, a considerable rail move was needed just to get to water. When WTC had built the Vail line it was the most expensive logging railroad built because it had to traverse a great deal of developed farm land. To avoid this same type of expense, WTC did it differently when opening the McDonald operation. This involved buying the part of the Milwaukee's Raymond branch from Chehalis to Ruth and acquiring trackage rights over the Milwaukee from Chehalis to a new connection at Western Junction. From there to tidewater it was over the trackage of their Vail to South Bay line. This entire operation was known as the Chehalis Western Ry., but it was not a common-carrier. Even though Camp McDonald was one of the most modern camps in the woods the show did not last very long, being abandoned in the early 1950's. The line was taken up between the camp and an interchange with the Northern Pacific's Raymond branch at Milburn. However, the Chehalis Western did not cease operations as log trains continued to roll from logging operations around the NP station of PeEll, WA to Milburn and South Bay via the old route of Chehalis and Western Jct. As previously mentioned, the CWR was not a common-carrier but its crews had to comply with and pass rules exams on the Milwaukee's operating rules to be able to operate over the line. Train movements were controlled by Milwaukee dispatchers in Tacoma and a new station at Western Junction was established to facilitate these movements.

CWR's trains initially operated with two former Atlanta, Birmingham and Coast 2-8-2 type steam engines numbered 211 and 215. When the CWR dieselized in 1949 they followed the practice of other Weyerhaeuser operations in buying Fairbanks-Morse H-10-44 switchers. These were the only FM types to operate regularly in Washington. Numbered 492 and 493 (second and third engines acquired in 1949) they immediately replaced the 2-8-2's which were then scrapped; the tenders surviving as fire cars to this day. These engines were the only motive power on the CWR until the arrival from Alco of C-415 number 684 in 1968. Even though upgraded to 1200 hp in the 1960's, the old FM's were wearing out. Throughout its history the CWR has used a variety of cabooses on its log trains starting with some homemade ones; progressing to some ex-Southern Pacific wood sided cars (rebuilt with plywood sides) to some ex-SP steel cupola cabooses. They currently are operating three built new for CWR; extended vision cabooses numbered 597-599.

In 1975 things again changed for the CWR. Weyerhaeuser decided to open a new log reload operation at a site called Curtis just a few miles south of the old station of Ruth. To do this they had to relay the railroad from Milburn, including a large new trestle at Ruth, where the Milwaukee had formerly had one of its covered bridges. Because Weyerhaeuser also had plans of opening a new "state of the art" mill at Curtis, they decided to also change the CWR to a common-carrier. By doing this they could get a division of the freight revenues on the outbound shipments and since they owned the shortline they, in an indirect way, lowered their shipping costs. The new shortline was called the Curtis, Milburn and Eastern Railroad (CM&E) and was created on December 23, 1975. Operations began over this route on January 4, 1976. The only engine to get the CM&E lettering was C-415 #684 and this was only a crudely lettered CM&E over a painted out Chehalis Western. At least one caboose was also lettered CM&E.

The creation of the CM&E ended the practice of operating over the Milwaukee Road's tracks between

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## SURVIVOR

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Chehalis and Western Jct. Now cars were interchanged with the Milwaukee at Chehalis, which forwarded them to Tacoma, as many of the logs were destined for export, or Western Jct. where they were picked up by the train from Vail to South Bay. Since the CWR/CM&E log cars were in such poor shape they could not be used in interchange between common-carriers; the Milwaukee Road provided the cars and crews in what became known as WAM trains. These trains made close connection with the CM&E and were forwarded in much the same manner as before, but with Milwaukee crews and equipment. WAM service was also provided on the Morton branch of the Milwaukee from Weyerhaeuser reload sites on that branch to Tacoma, but these loads were handled in regular trains and not run as a special "unit" train as the trains from Chehalis were usually run.

It was during this time that other changes were taking place on other Weyerhaeuser lines in the area. The short three mile line from their mill to Enumclaw was removed and H-10-44 number 1 was sent to Vail. Also the line west from Western Jct. to South Bay was taken up during this period. Because the old FM's were worn out, Weyerhaeuser bought an ex-Reading GP-7 in 1976. Numbered 765 this engine was originally Nickel Plate Road #431, then Norfolk and Western #2431. Before coming to WTC it was rebuilt by Morrison-Knudsen at Boise, Idaho and delivered in January, 1977. Later, another ex-N&W/NKP GP-7 was purchased, also rebuilt by M-K and delivered in 1977 as WTC #776.

In 1980, with the shutdown of the Milwaukee in the west, the Weyerhaeuser Company was faced with not only losing a "friendly" interchange connection, but also the prospect of having to either negotiate a new car-forwarding agreement with UP or BN, or acquire as much of the former TE/PS&WH/MILW trackage as necessary to maintain log operations to the various mills. This latter choice would also mean additional motive power and rolling stock would be needed. Neither UP or BN could provide either locomotives or cars on

a basis similar to the former "WAM" agreement. The UP claimed they had no log cars available and both railroads insisted on imposing a straight tariff based on the current rate charged per day/car to any interchanging line. There was also the matter of being forced to construct a new interchange yard and connection at the UP/BN main line crossing of the South Bay line at Chambers (about a mile NE of the former Amtrak stop at East Olympia). As a solution to the problem WeyCo bought all the former MILW lines south of Tacoma (with the exception of the line from Maytown to Hoquium and the Raymond branch, which had been abandoned). No longer needing a common-carrier, Weyerhaeuser "abandoned" the Curtis, Milburn and Eastern and resurrected the Chehalis Western to operate their lines. They built a new shop facility at Western Jct. in 1981 and acquired new equipment. For motive power they bought four new GM GP38-2's numbered 817, 818, 819, and 810. They bought the Milwaukee's fleet of WAM log flats, which had been rebuilt from older cars in Milwaukee Shops in 1972-1974 as well as the aforementioned cabooses.

Throughout the summer of 1981 the CWR rebuilt the entire former MILW trackage from Western Jct. to Tacoma Jct. This included extensive tie replacement, ballasting, and surfacing. The line west to Maytown and Chehalis also received some attention. WeyCo shifted all its reloading operations to McDonald trucking logs that used to be transferred at Morton or Mineral over their own road to the former. This effectively ended operation on the former TE main south from Fredrickson, although sidings along the line were used for storing log flats. By 1985 the South Bay dump was closed and the following year the overpass crossing I-5 between Olympia and Lacey was removed to accommodate a widening of the Interstate.

For lack of harvestable timber in the area, the CWR has never operated the former Morton branch and for the same reasons they closed the railroad at Curtis. As of 1991 the logs only come out of the reload at Vail and are handled to Western Jct. by the C-415 where it is replaced with the larger road power for the trip to Tacoma. Because of the up and down

timber market the CWR operations have become very sporadic, sometimes only running to Tacoma once a week. Again, because of the business slowdown all the motive power has been transferred to other Weyerhaeuser operations except C-415 #684, and GP38-2's #817 and #818.

With all hand-throw switching involved, plus the 3.75% maximum grades on Tacoma Hill, cabooses are a necessity - the CWR has no use for "FRED" at present. Even speeders, rapidly disappearing from other railroads, are still in use by track maintenance personnel. CWR's assigned radio frequencies are 160.245mhz, 160.635mhz, and 160.995mhz. The CWR remains today as the farthest-western outpost of operating ex-MILW "Lines West" trackage. It is also one of two WeyCo logging railroad operations still running in the Pacific Northwest (the other being the Hemlock Creek line northeasterly out of Kelso and Longview). These are the reasons why the CWR may be known as "one of the last survivors".

- Art Jacobsen and Doug Nighswonger

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## Main Pin

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He told me I had used good judgment in keeping it moving until it cooled down so it didn't freeze up, and in working oil into it and getting it to Melstone. Nothing was put on my record. I could honestly argue that I wasn't to blame because I didn't grease it and didn't have anything work on it with on the road. The S2's used to have a hand screw-type grease gun on them when they first came out, but over the years they were never used and were finally removed. I always felt guilty because I didn't stop at Ahles. Once you leave the roundhouse, the engineer is responsible for the locomotive. Harlowton removed the rods and sent it east. Milwaukee must have fixed it up because it wasn't retired until February 1956, but I never saw it out here after October 1954. It wasn't the way I wanted to end my steam career, but that was the last S2 I ever worked on and that's how it ended. - Bill Wilkerson

## - The MILWAUKEE ROAD -

History & Operations South of Tacoma, Washington

- Part III -

### The Tourist Lines

By Art Jacobsen

Coinciding with the revival of operations on former MILW lines under WeyCo's CWR came the initiation of a steam-operated passenger service. Operating over approximately six miles of former TE trackage between Elbe and Mineral, the Mt. Rainier Scenic RR (MRSR) came into existence with the assistance of the Western Washington Forest Industries Museum at Tacoma. Tom Murray, a member of the Museum's board was largely responsible for creating the MRSR, and Terry Fergusson was the original director of the MRSR operations. The MRSR has also operated special trips over the former TE from the old CM&StP Tacoma coach yard (west of Portland Ave.) to Elbe, Chehalis, or Western Jct. The first such trip took place from Tacoma to Elbe on June 5, 1981, and was followed by the first "official" MRSR Elbe - Mineral and return trip on July 3rd. This coincided almost exactly with the 77th anniversary of the first passenger train to Elbe (July 4, 1904 over the TE from Tacoma), and four decades after the last such special excursion (CMStP&P's Alder Dam relocation), and MRSR's regularly scheduled operations began the following weekend.

The MRSR's headquarters and small yard at Elbe includes a variety of operational and display-only railroad equipment. Immediately west (operationally northbound) of, and adjacent to MRSR's Elbe operations is a restaurant and motel complex. The restaurant is made-up of old "standard/heavyweight" passenger cars. The latter is currently under completion utilizing retired cabooses from a variety of railroads (including two former MILW horizontal rib types). The CWR deeded the former TE/CMStP&P trackage south from Thrift (mp 18.1) over to the Port of Tacoma in 1990. This will allow the MRSR to

expand their operations as equipment conditions and track maintenance warrant.

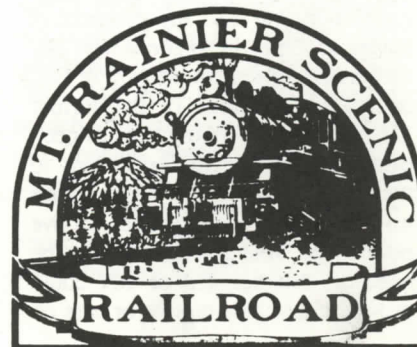
At present the MRSR runs four times per day, Friday-Sunday between mid-May and the end of September. There is a reverse-loop around a logging equipment display on Murray-Pacific's property at Mineral where the train makes a brief stop. The old passing track at Elbe is used as a run-around track at present, so the second and last movements of the day are made with the loco running in reverse. Consult the railfan magazines for the current schedule of operations, fares, and special movements.

The MRSR's first operating locomotive was 3-truck Heisler #91, the ex-Kinzua (Oregon) Pine Mills #102, built in 1929. This was followed by the ex-Hillcrest Lumber Co. (of Vancouver Island, B.C.) 3-truck Climax #10 (built in 1928). Former Port of Grays Harbor RR 2-8-2 #5 (Porter, 1925) was moved from its former display near Montesano in 1983, and restored to service the following year with an ex-SP 0-6-0 tender. The tender includes a vestibule diaphragm striker plate - it was formerly used in passenger terminal service. At present the #91 is stored at Mineral and the #10 has been moved to the Murray-Pacific Lumber Co.'s property near Mineral. There are also two diesels at Elbe, ex-NPT/PTC S-1 #30 (ALCO, 1940 - sold to YW as their #603 in 1963), and former NP F-9A #7012A (ex-BN #838, built by EMD in 1956).

MRSR rolling stock includes an ex-MILW flat, and two ex-MILW wood outside-braced boxcars (used for tools and parts storage). The MRSR's Elbe office is also an ex-MILW M-o-W car. Passenger equipment includes an ex-C&NW business car (formerly a diner built in 1915) #403, two ex-SP

"Harriman" style commuter coaches (#901, #961), and a third that has been remodeled as an "open" car. A second business car, MRSR #601 - the ex-SP "Cascade", is also used for special movements. All rolling stock is stored at the Elbe headquarters when its not running. MRSR's radio frequencies are 160.635mhz, and 161.385mhz.

A second tourist line began operating in the Spring of 1990 over the ex-PS&WH main between Chehalis and Centralia. This is the Chehalis - Centralia RR (CCRR) which operates with ex-CC&C #15. The #15 was removed from its display in late 1986 and towed to Elbe for restoration. The CCRR currently operates Memorial Day - Labor Day on weekends from its headquarters in an ex-UP caboose at Centralia (located on the grade crossing 3 blocks north of Washington Hwy #507's crossing of the CWR). The train is pulled back to Essex (mp 7), then the #15 runs-around and pulls the train to Chehalis (mp 18). Following another run-around at Chehalis, the #15 takes the train back to Centralia to finish the trip. The cars are ex-CP coaches #1335 and #1854, rebuilt as MRSR #801 and #802 in 1980, they are now CCRR #601 (City of Chehalis) and #602 (City of Centralia) and have retained their CP-inspired maroon paint (with silver roofs). - Art Jacobsen



## MINUTES OF MILWEST 5TH ANNUAL MEET

The MilWest 1991 annual Business Meeting was held August 31, 1991 in the Fire Hall Annex in Newport, Washington. Twenty members and guests were present as the meeting was called to order by General Manager, Art Jacobsen.

Secretary, Ron Hamilton read the minutes of the previous meeting held last year in Tenino, Washington. They were approved as read.

Board members then briefly detailed the work done this past year respective to their offices:

General Manager, Art Jacobsen, has continued to coordinate and direct the overall activities of the organization. He, along with help from the Assistant GM, planned the annual meet. Ha has also furnished several articles for the MilWest Dispatch.

Assistant General Manager, Ed Lynch, has continued promotion work for the organization including this year's meet and also was in charge of this year's more diversified model contest.

Staff Assistant, Kirk Petty, has been working on organization publicity through several national railroad publications which has contributed to the growth of MilWest membership.

Staff Assistant, Phil Kresek, has worked in the reprinting of the MilWest Dispatch back issues, assuring a supply for new members who wish to complete their libraries.

Outgoing Treasurer, Rick Yaremko, presented a financial report detailing income sources and expenses. As of August 30, 1991, MilWest has a balance of \$1,427.44. His report was accepted as presented.

Secretary, Ron Hamilton, noted continuous growth in membership which is now in excess of 200. Over 20 states and Canadian Provinces are represented with Montana, Washington and the upper Midwest accounting for the majority of members. Orders for back issues of the MilWest Dispatch continue to grow as well.

Managing Editor, Rocky Gibbs, discussed the continuing improvements in the production of the MilWest Dispatch. Changes included a non-stapled format using an im-

proved and less expensive printing process that will again allow printing photos in the body of the Dispatch. Having our membership at the 200 level allows us to mail the Dispatch by bulk mail providing a considerable saving in postage. Rocky again stated the ever constant need for photos, articles, current news items and any other materials of interest. There is a special need for modeling articles.

Rick Yaremko was thanked by the board for his 4 years of service as Treasurer. Candidates for the position were then nominated. Each nominee spoke briefly on their experience and background for the position. John Henry of Spokane, Washington, was subsequently elected to fill the position for the 1992 year.

Under new business, the General Manager explained that a long-time goal of MilWest was to establish an informational data bank and/or a collection of archival materials to which MilWest members will have access. MilWest suddenly had the opportunity to begin this process as Assistant General Manager, Ed Lynch, is selling a large portion of his personal collection of Milwaukee Road materials. The board members had earlier selected a group of items of greatest historical value to MilWest and an estimate made of the value of these items. The items were presented to the members at the Business Meeting resulting in group discussion as to whether or not to purchase, the items value, how they would be cared for and used by MilWest.

It was finally approved by a vote of the membership for MilWest to purchase these items at a price of \$300.00. Until such time as the MilWest board can formulate a custodial plan and designate a caretaker of these items, the Managing Editor will retain them for reference material for the Dispatch. A full list of the items will be published in the Dispatch at a later date.

The General Manager proposed Miles City, MT as the location for the 1992 Annual Meet and this was subsequently approved by a vote of the members. Some reasons for selecting Miles City were that it is in keeping with MilWest By-Laws requir-

ing the East-West alternation of meet sites, many MILW facilities still exist there, it would offer the Midwest and Eastern MilWest members the closest opportunity to attend an annual meet and, Miles City is home to ex-Milwaukee employee, Bill Wilkerson, whose efforts and support contributed immeasurably to the early success and growth of our organization. There was discussion of a possible date, and while a final decision was not made then, discussion seemed to favor holding the meet in early August. The final dates selected will be announced in a future Dispatch.

Ed Lynch announced that the winners of the model contest would be awarded during the slide show later in the evening.

Finally, it was moved and seconded, and approved that the remainder of the MilWest officers retain their positions for the 1992 year.

With no further business, the meeting was adjourned.

Respectfully submitted, Ron Hamilton, Secretary

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## Waybills

For Sale: Soho 0461 Lake Sleeper (MILW Road), new, in box. \$85.00 plus \$4.00 shipping. Also have large collection of new plastic Athearn, AHM, Roundhouse, McKean, etc., for sale below any wholesale price anywhere. Milton Obrock, 2163 Kehrs Ridge Drive, Chesterfield, Missouri 63005. (314) 532-0466.

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## NEW MEMBERS

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

James Arvites, Wilmette IL  
 Alan James, Federal Way WA  
 Steven Hamilton, Three Forks MT  
 Jack Barger, Kennewick WA  
 Thomas Wiprud, Hutchinson MN  
 James McFadden, Bellvue WA  
 Ron Zammit, San Luis Obispo CA  
 N. W. RAILFAN, Snohomish WA

## 1991 ANNUAL MEET MODEL CONTEST WINNERS

<u>Category</u>	<u>Name</u>	<u>Model</u>
Electric - 1st Place	Jack Barger	Quill Electric
Electric - 2nd Place	Jerry Quinn	Bi-Polar Electric
Diesels - 1st Place	Steve Engstrom	GP38-2 Diesel
Diesels - 2nd Place	Steve Engstrom	GP20 Diesel
Structures - 1st Place	Ed Burton	Avery Sand Tower
Structures - 2nd Place	Joe Deveney	Avery Roundhouse
Rolling Stock - 1st Place	Ed Burton	X3800 Shop Goat
Rolling Stock - 2nd Place	Richard Yaremko	Wood Ship Gondola
What If - 1st Place	Kirk Petty	3rd Generation Diesels
What If - 2nd Place	H. Mederios/K. Jones	F-unit Boxcar
Honorable Mention	Ron Hamilton	"Milwaukee West" Caboose
Honorable Mention	Doug Nighswonger	Bunk Car

*Attendees to the 1991 Annual Meet enjoyed visiting the museum of the Pend O'Reille County Historical Society in Newport, WA. The museum is the former I&WN/MILW depot, still located in its original location in Newport. The members are holding the signs that last hung on the depot. - Tom Radoman photo*



## Hot Main Pin on the 226

*By Bill Wilkerson*

In 1954 the Milwaukee was buying diesels as fast as they could get them, dieselizing from west to east. The Idaho Division was nearly all diesel, and the Trans-Missouri was getting close. When they didn't have a diesel, they still used an occasional L3. When their flues ran out, they were sent to scrap. During the slow spring and summer there had been hardly any steam locomotives used on the Trans-Missouri. They would let a train sit until a diesel was available. Many of the 4-unit FT diesels were being operated as two units. We were getting more and more GP-9's, SD-7's and SD-9's, as well as F7's and F9's. We had a few Fairbanks-Morse C line units and TrainMaster units, but mostly it was all EMD power.

In the fall of 1954, we started getting a lot of Washington potato trains, usually about 5 a week. The spuds were shipped in refrigerator cars from the Othello, Washington area to points east. Most trains were to Chicago or beyond. It was good business and usually ran up into December. As the fall business picked up they could see that they would have to take some steam out of storage. Miles City had about 6 or 8 L3's stored in the roundhouse, and the 226, which was stored in the long #21 stall that ran through the back shops. The shops had been pretty well closed for about a year, and they hadn't done any major overhauls for a couple of years. They were just trying to get all the mileage they could out of the steam without spending any money on them, and those in storage were on time extensions for flues.

The Miles City roundhouse only had a 90 foot turntable, but you could get an S2 into 17, 18 and 21 by running over the table from another track. 17 and 18 only had 90 feet of track and the S2 had 96 feet of wheelbase and an overall length of 110 feet, so a lot of the tender stuck out of the doors. 21 with the extension could hold the S2, and that was where the 226 had been stored all summer.

Dieselization had already affected the engine crews, especially some of the older engineers, to the point that some of them didn't want to run a steam engine anymore. Diesels had more weight on the drivers, so they paid more, and had nicer and cleaner cabs with no coal or water worries. I was on the Engineer's Extra board and was called for about 4 PM for a drag west with the 226. The regular engineer had laid off when it showed that he would get the steam engine. That was alright with me because I liked steam, especially the big S2's. I knew that I wouldn't be getting very many more trips on steam and I was happy to get the call.

I walked to work in those days, so I came in the south door of the register room. When I looked out the north window, I could see the 226 on the cinder pit. They were cleaning the pans, putting sand on, and greasing the rods on the right side. The grease wheelbarrow and grease monkey were on the south side because the north side of the cinder pit only had a narrow walk because the cinders cars were kept on an adjacent track so the Boro clamshell could load them when it cleaned out the pit.

There was a wye at the west end of town, and the afternoon switch crew came over and got the 226 to take it around the wye because it was still facing east. This took them about 45 minutes, and they came back on the outbound track and stopped at the oil house. This was about 100 feet south

of the cinder pit. The grease monkey had moved his wheelbarrow to the north side of the outbound. Fireman Jim St. Peter and I put our grips on the 226, and I walked around to count the wheels and exchange greetings with the shop men. They were filling the lubricators and the grease monkey was greasing the rods on the right side. I got in the cab and waited for them to remove the blue flag. I then pulled up over Montana Avenue onto the long lead, and backed down it to the coal dock for coal and water, then back onto our train in the yard. When I got out over Tounge River and past the 90 car marker, I widened on the throttle and the 226 picked them right up to 50 mph. People like to see steam engines, and they must have been lonesome because I got a lot of extra waves, and after it got dark I would get blinking house and yard lights. I would give them all a toot-toot on the whistle, and I was thoroughly enjoying myself. We had a meet at Carterville and he was in the clear so we rolled through at 50 mph all the way to Forsyth, where I stopped for water. I made a ground inspection and felt the rod bearings. It seemed to me that the left main pin was a little warmer than the right, but I had run 44 miles at around 50 mph so I wasn't too concerned. Also, I hadn't been on an S2 for several months and I didn't know how hot the bearings should run. It was uncomfortable to hold your hand on, but I had seen them grease the engine and knew it would go all the way to Harlowton, 217 miles without more greasing.

It was 17 miles to Vanadana, where we stopped for coal and water. Vanadana was bad water, so you took good water at Forsyth and then topped off your tank at Vanadana with lots of compound, because you needed the full 20,000 gallons of water to make Melstone.

At Vanadana the wind was blowing right across the track from the left side to the right. It was dark, so I flashed my flashlight around the running gear to see that everything was in place and got back in the cab. It was mostly uphill to Sumatra and I wanted to get in before we were up against passenger trains 17 and 18. With the wind blowing crossways, the train pulled harder and I had to work her down a couple of extra notches, but it was steaming freely so there was no problem. We didn't have any stops to make before Melstone, so we could get in and clear the passenger trains with no problem.

Going through the cut east of Ahles, I thought I smelled something hot. I couldn't see anything on my side and neither could Jim and he hadn't smelled anything so we kept on going. Down through the sag between Ahles and Thebes it got up over 50 mph and I was really sagging it. Thebes was a short, seldom used passing track, mostly in a deep curved cut to the left. I knew I smelled something hot, but it was mostly a hot grease smell and we couldn't see anything looking out our windows. Up through a big cut east of Ingomar where we were out of the wind, I knew I had something pretty hot. I opened the left vestibule door and looked out. I could see a ring of red whirling around the main driver. It was the main rod, red hot. I eased off it and let it coast up over the hill and down into Ingomar.

*(Continued on page 8)*

## Main Pin

*(Continued from page 7)*

I kept it moving down the main until I figured we were clear of the main street crossing. With no exhaust, we could hear it squealing, and it was getting louder with each revolution. I was afraid that when I stopped, it would weld the rod to the pin, so I had the brakeman get down on the step and cut me off just as soon as I stopped. We had a compound pail that held about 2-3 gallons of water, and Jim kept throwing water on the rod as I kept it moving slowly. When we got to the west switch, I reversed it and kept it moving back and forth until the red finally went out of the rod and I figured it was safe to stop. It was still squealing and smoking hot, but it wouldn't weld. The S2's were all pressure lubricated. The only oil can was for the stoker conveyor bearing. It was a little box about 2.5 inches by 5 inches and 4 inches deep, and horse hair or something in it so the oil would drip into the pipe that led to the bearing. The can held about a quart and was only half full. I had Jim move it slowly while I tried to work some oil in between the main rod and into the bearing. I did manage to get enough oil worked in to stop the squealing. It was a long spout can so I could keep out of the way of the eccentric crank as the wheel turned, and could direct most of the oil where it was doing some good.

The conductor had walked up to the engine by then. We lacked a car and caboose of clearing the crossing, and he wanted me to pull the train up to clear. I didn't want to put any strain on the main pin starting 3150 tons, and besides he had about a gallon of journal oil in the caboose that I needed. He talked to the dispatcher on the west phone and the dispatcher wanted to talk to me. I told him what the situation was and he asked me if I got the oil from the caboose could I make Melstone caboose hop. I told him we would go back and get the oil and clear the crossing, and by the time we got back to the west switch I could give him a better answer.

We cleared the crossing and kept the caboose ahead because it was easier. We had enough oil worked into the bearing so it didn't squeal, and I told the dispatcher that I thought I could make it if we went about 5 mph, and I would call him from the

east switch at Sumatra. We left the switches lined for the passing track so other trains could get through and started for Sumatra. I stopped about every mile for about 5 miles as it was doing pretty good, I picked up the speed to 10 mph and went to the east switch at Sumatra. The dispatcher told us that 17 and 18 were meeting at Melstone so to stay in the clear at Sumatra and meet both trains there. After 18 arrived, we started down the hill to Melstone. I stopped about four times to oil the rod, but it was running all right and we got it on the engine track at Melstone around 5 AM. Some Harlowton roundhouse men had driven down with a grease gun. They pumped it full of grease and the crew took it to Harlowton at about 20 to 25 mph with no trouble. They kept the grease gun on the engine and the shop man greased it a couple of times in the 105 miles, but it never ran hot or gave them any trouble.

The Master Mechanic had me in his office to figure out what happened. I told him about seeing them grease the rods at Miles City and I was sure he had greased the right side twice and missed the left side because they had turned the engine. The shop man explained exactly what he had done, and without knowing it, he confirmed what I had figured out. Due to all the layoffs, this man wasn't used to greasing locomotives, and in all the confusion he had greased the right side twice.

The Master Mechanic told me what I had already figured out, that I had used poor judgement by not stopping at Ahles when I first suspected I had trouble. Its a lot easier to explain a delay looking for trouble than it is to explain the damage that results from not stopping to look.

*(Continued on page 3)*

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**MilWest Dispatch**

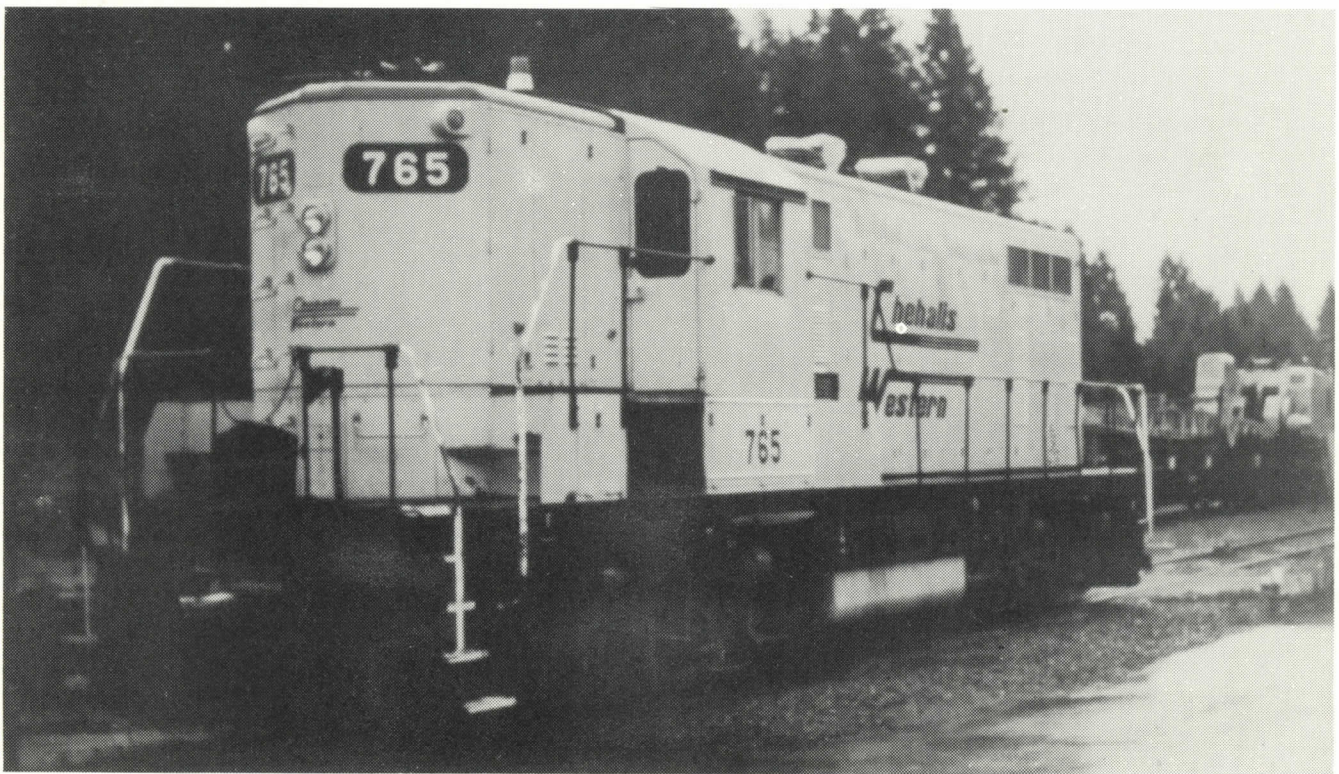
444 W. 15th

Spokane, WA 99203-2110

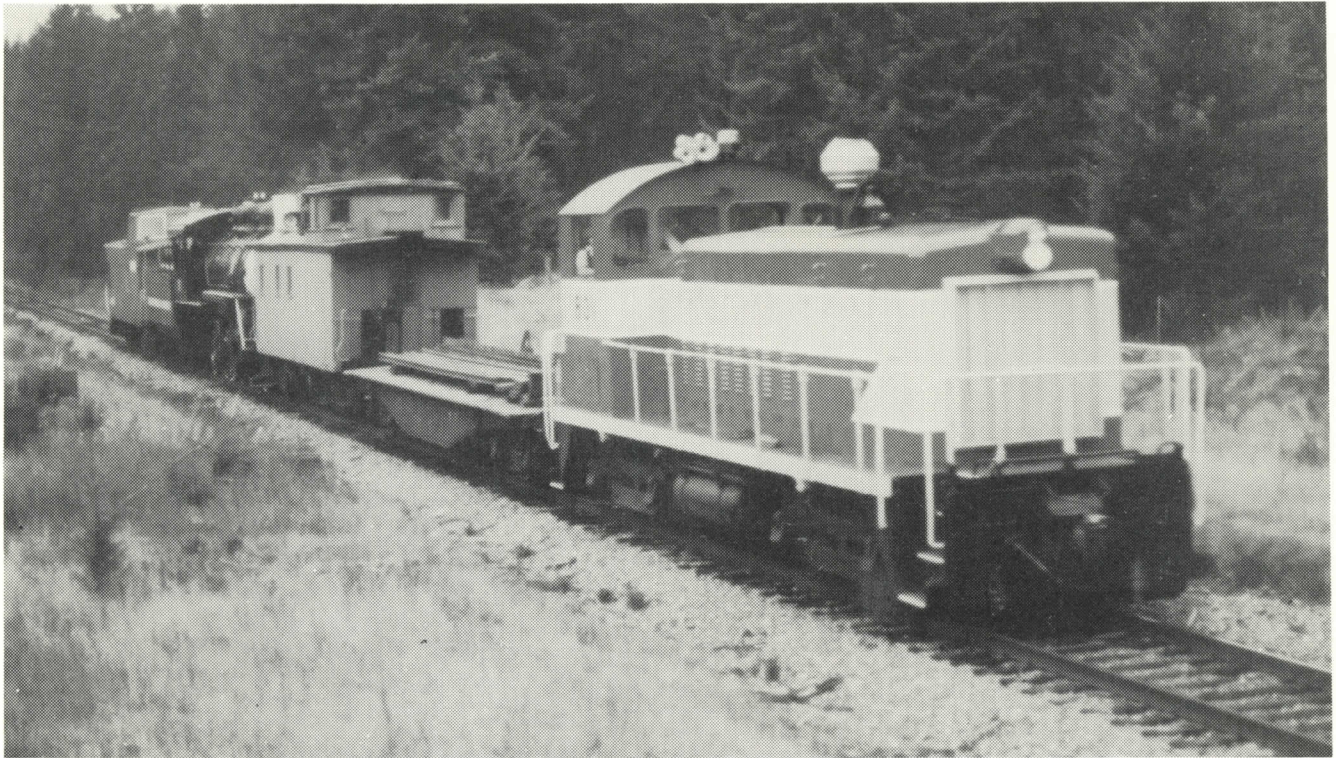




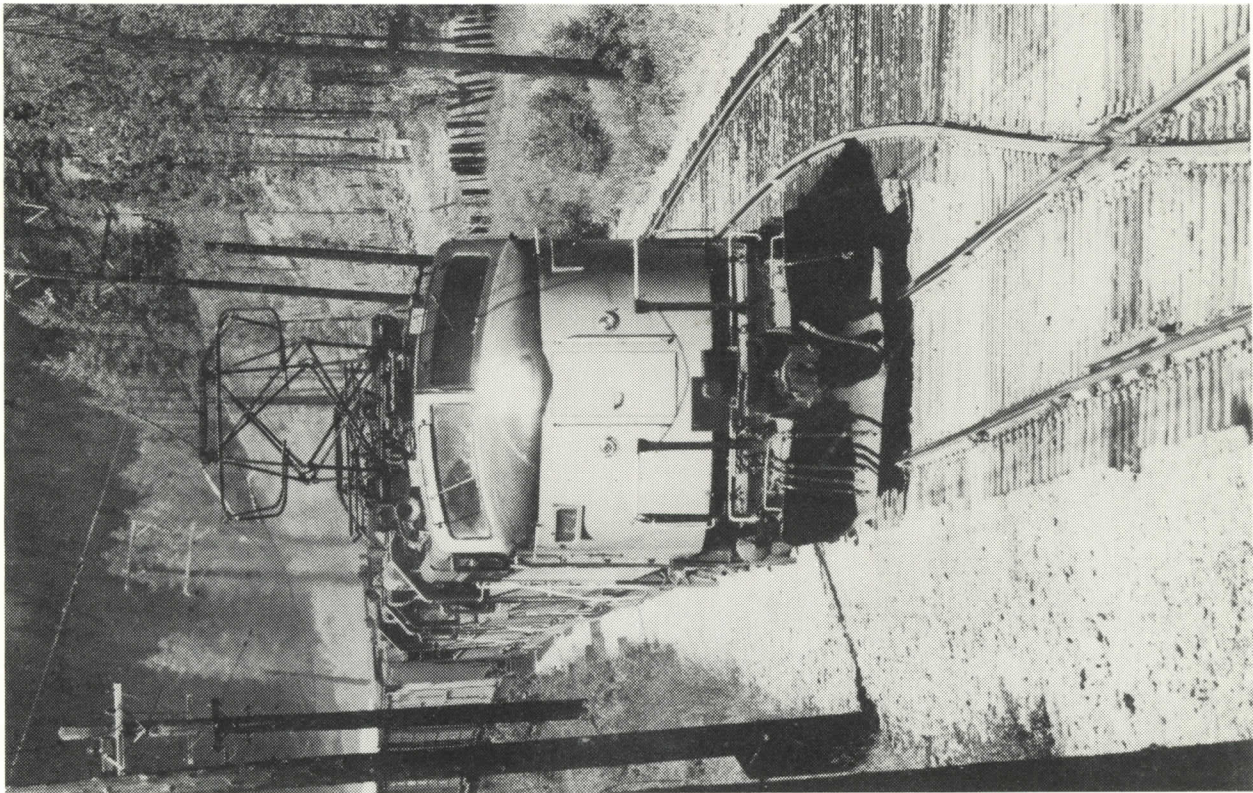
MRSR #5 and CC&C #15, are westbound at Skookumchuck (m/p 28), on April 28, 1990 - Art Jacobsen photo



CWR 765 and CM&E #15 are at Western Jct. (m/p 29) on Jan 12, 1987 - Art Jacobsen photo



CEECO 801 with CC&C 2-8-2 #15 are in transit eastbound, west of Hewitt (m/p 6.9) on Jan 9, 1987 - Art Jacobsen photo



Train #264 is eastbound at Cyr, Montana on June 13, 1974, with "Joe" E-72 and diesels 4005, 2058, 16, and 4008. Only two days later would bring the end to 59 years of electrification on the Milwaukee. - Dick Dorn photo, Ed Lynch collection.