

Dispatch

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

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QUESTIONS AND ANSWERS ON OPERATING RULES

By Bill Wilkerson

At the meeting last night (*Saturday, August 1st, MilWest Annual Meet, Miles City, MT*), I received a lot of favorable comment on my story of the Ingomar wreck printed in this (July 1992) issue of the Milwest Dispatch. I was asked a lot of questions about the train orders I had listed and general operating rules we worked with. I appreciated both and decided this would be a good time to conduct a rule class for you. I have prepared a prompt list because my memory clutch slips pretty bad some times and other times it catches and spins the wheels until I'm off the subject.

It's important to remember that you can not operate a locomotive or train on the main line without authority from the DISPATCHER. Even superior Time Table Passenger trains can not occupy or operate on the main line without authority. THE DISPATCHER IS THE ONLY ONE THAT CAN ISSUE THAT AUTHORITY and for safety's sake, that is the only way it can be.

A TRAIN is an ENGINE or more than one ENGINE coupled together, with or without cars, DISPLAYING SIGNALS. If the combination is not displaying the proper markers, it isn't a train, or wasn't in my railroading career. Today they use a different system called Track Warrant, but this is about my railroading.

Orders are in effect until FULFILLED, SUPERSEDED, OR ANNULLED. Any operating order may be superseded or annulled. SUPERSEDING is changing the AUTHORITY of OPERATION from the previous order, with another order. ONLY ONE ORDER CAN BE

IN EFFECT AND THAT WILL BE THE LAST ORDER ISSUED.

For example, the dispatcher could not deliver order No. 19 having trains meeting or waiting, then issue order 20 changing the waits or meet, and then issue order 21 annulling order 20 and put order 19 back into effect. Once 19 was superseded, it was dead and he would have to issue order 22 to reinstate the meets or waits he wanted in order 19, even though everything in order 19 was word for word with what he reissued in order no. 22. This was fairly common if one train had trouble, or was making better time than the dispatcher had originally figured.

Issuing wait orders, the SUPERIOR TRAIN IS ALWAYS RESTRICTED. For example, you couldn't get an order like this. Extra 354 east wait at Mildred until 17:55 PM for No. 15 engine 144, because Extra 354 east is inferior to all time table trains. You would have to have an order that read, Extra 354 east has rights over No. 15 Engine 144 Miles City to Ismay and wait at Mildred until 11:55 PM, Lacombe 12:05 AM and Ismay 12:15 AM For No.15 Engine 144. That train order has made the 354 superior to the first class passenger train between the stations mentioned in the order, but not beyond Ismay, so the 354 would have to stay at Ismay until 15 arrived, because he lost his superiority by train order at Ismay and 15's Time Table Authority is in effect.

Extra 354 East is inferior and can work on 15's time table time. If the 354 was making good time and could go to Plevna for their time table

time, there is nothing to prevent them from going to Plevna.

There were three kinds of WAIT ORDERS. One would be. No. 15 Engine 144 wait at Miles City until 1:01 AM, Paragon 1:10 AM, Sheffield 1:17 AM, Carterville 1:27 AM and Cold Springs until 1:40 AM. On this order 15 can not pass any of the named stations in the order before the time shown. Anyone with that order can use that time. After Cold Springs, 15 is on it's time table time, and all inferior trains must operate according to that time.

The second kind of wait order would read. No. 15 Engine 144 wait at Miles City until 7:01 AM, Paragon 1:10 AM, Sheffield 1:17 AM, and Carterville 1:27 AM for Extra 354 east. On this order, only the 354 east can use the times shown. If the 354 was in the clear at Sheffield at 1:17 AM, or earlier, then the order is fulfilled and No. 15 is running on it's time table time as far as any other waits at stations are concerned.

The worst wait orders in my opinion were these; No. 15 Engine 144 run 1 hour and 15 minutes late Miles City to Sheffield, one hour and 5 minutes late Sheffield to Carterville and 55 minutes late Carterville to Cold Springs. On this one, the engineer has to take out his time table and figure out what time that is at each named station and try to get in the clear 5 minutes before that time. Here again, after Cold Springs, 15 is on its time table time regardless of how late it was shown on the order at Cold Springs.

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Another cardinal rule was if an official asked you what time 15, or any time table train was due at a station, don't ever tell him, until you look at your employee Time Table and read it to him. Your memory can

MilWest Management

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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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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.

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and will fail, the printed time will not.

Orders were only valid if they were properly dated, addressed to your train, were completed with time complete and signed by the operator with the Superintendent's initials in the order body. Even then, it was not valid unless you had a Form A clearance addressed to your train with the number of orders you are receiving and the numbers of each order listed and the clearance is OK with the time and operator on it. Form A clearance is your final authority to execute your orders.

Even superior passenger trains had to have a clearance Form A that indicated there were no orders for them, before they could occupy the main line and run on their Time Table schedule.

Every member of the crew must read and understand the orders and see that they are properly executed. This was the violation of 15's crew that caused the Ingomar wreck.

It all makes sense when you work with them as it is a double check system.

Every order must be clear in its wording and meaning and free from erasures or corrections of any kind.

A portion of an order can be annulled as long as the remaining order is clear in its wording and meaning. Example, Extra 202 run extra Harlowton to Miles City and wait at Ingomar until 12:40 PM, Ahles 12:50 PM and Cold Springs 1:30 PM for extra 162 west. The dispatcher might see that the 162 isn't doing much. He could issue another order to annul that part of the order reading Extra 202 east wait at Ingomar until 12:40 PM and Ahles 12:50 PM and still leave the wait of 1:30 PM at Cold Springs for 762 and the running order for the 202 intact. It was important not to ever annul his running order as he would be without authority to be on the main line and would have to get in the clear immediately.

In the Ingomar wreck story, there were two kinds of orders mentioned. The Form 19 order was on light green paper and was delivered to the crew of the 824 by the Melstone operator. It was properly made out to them with the time complete and proper signatures and listed on the Clearance Form A that was given to them.

The other kind of order was a Form 31 on light yellow paper. A Form 31 required the signature of the Engineer and/or the Conductor. It was a restricting order and the dispatcher would not complete the order until the operator notified him that he had the Engineer's signature on the order. Obviously if the Conductor was 100 cars back he wouldn't sign the 31 order, but the copy handed up to him would have the engineer's signature on it, so he would know the Engineer had the signed for the 31 order. In the Ingomar wreck story, both the Conductor and Engineer had signed the 31 order at Vananda.

The order forms were printed on very thin paper, so several copies could be made. There were usually four copies made of each order using a stylus and double sided carbon paper. There was a copy for the engine crew, one for the Conductor, one for the Flagman and a file copy for the office. In case of a double header, each Engineer received a copy of every order, including slow orders or any other restriction that required an order.

Each employee subject to train orders was also required to have a copy of the current Employee's Time Table in his possession at all times while on duty. The Milwaukee operated three classes of trains by Time Table. First class was the passenger trains, express and mail trains. Second class was their fast freight trains and Third Class was the way freights. Trains of the same class were superior by TIME TABLE DIRECTION. Out here, eastbound passenger trains were superior to everything on the railroad, unless changed by a train order.

Any Time Table train could be operated in sections. During the wars, they operated passenger trains 15 and 16 in two sections and a lot of time would operate troop trains as the 3rd and 4th sections so they could all operate on the same schedule, usually 10 minutes apart. All locomotives except the last section would have green marker lights and flags indicating another section was following. The engineer of the section carrying the green signals for a following section, must notify any other train with a whistle signal of one long and two

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shorts to call attention to his signals. If the other locomotive did not answer, he had to stop and ascertain why he didn't answer and make sure he understood that there was a following section. When the last section came by without green signals, you had met all sections and no more trains could be operated on that schedule that day. The schedule was in effect for 12 hours only, after that they had to run extra.

There was a whole book of rules that were listed as the Consolidate Code of Operating Rule that were used by almost all the railroads. The book was upgraded every so often to change rules or add new rules to cover conditions requiring change or clarification. By using the Consolidated Code, all railroad operating crew were used to working under the same rules and it made detouring, or joint track operations easier and safer. Some railroads had a slight variation of the same rule and it was so noted in the book, following the standard rule.

There were several hundred rules in the book, but I have picked out rules that were related to the operations at the time of the Ingomar wreck. I have tried to simplify their meaning so you will easily understand them without getting into them too deep. We had to take oral and written examinations every two years and failure to pass the rules could get you pulled out of service until you did pass. You were always give a second chance without penalty providing you took them within 60 days.

While we worked with the rules every trip and understood them, most employees had a dread of taking the tests. This is only natural as most people tend to freeze up when required to write a test. On one oral test, the Rules Examiner asked an old Engineer for a whistle signal that he couldn't think of. The examiner said "Ben, put your left hand up, now blow that signal", and Ben didn't have any trouble going through the whistle motions accurately.

I hope this has given you a better understanding of some operating rules that we worked with.

- Bill Wilkerson

BUILDING A MILWAUKEE ROAD DEPOT - Part 1

by Joe Deveney

The July and August, 1981 issues of Model Railroad Craftsman offer a number of drawings and photos of CMStP&P Pacific Extension and of some CMStP&P midwestern depots. The HO scale drawing on pages 68 and 69 of the July issue are of a 24' x 60' standard design built with variations in a number of geographic locations.

I previously completed two such depots for my HO Pacific Extension model railroad. The first constructed, the Garden City depot (located on the Milwaukee Road in South Dakota but not located on the prototype Pacific Extension), was faithful to the 24' x 60' design, except for having been built to a reverse plan. The second constructed, the Avery, ID depot, was built to a selectively compressed length of HO scale 100 feet, width being held to 24 feet.

A third depot, under construction in this article, is a selectively compressed 108' long model of the Harlowtown, MT station. Width is held at 24'. Photos accompanying this article show components of the model Harlowtown station under construction. As can be seen in the photos, license was taken to depart from certain prototype features. Besides employing selective compression, for example, the west addition to the building was deleted as well as one of the two lean-to additions to the north side (away from the main track) of the building. Transoms were added above two doors to attain a uniform appearance.

Photos of the prototype Harlowtown depot accompanying this article were taken by me in 1989 during the Milwest Convention there.

I have found styrene to be an easy material to use. Construction using this material is fast and strong.

The walls and floor of the model Harlowtown station are shown in the accompanying photos. The exterior wall dimensions, except for side wall length, are scaled from the 24' x 60' plan. The inside surfaces of the exterior walls are cut from .010"

thick Evergreen styrene measuring a scale 14.5' in height. Door and window locations are plotted on the .010" sheet material. Then, using the .010" thick sheet material as a base, the walls are constructed as a sandwich of Evergreen strip and sheet materials using Testor's liquid "Plastic Cement". A cross-section of the sandwich is shown in the accompanying drawing. The following are numbered in sequence as construction steps and are referenced to the cross-section drawing:

(1) 4" x 8" sill cemented flat side to the .010" sheet.

(2) 1" x 6" strip laid on edge perpendicular to the .010" sheet and on top of the sill.

(3) V-grooved siding (Evergreen 4050) cut to height per the plan and cemented above the 1" x 6" in a pattern having cut-outs for doors.

(4) 4" x 4" belt rail cemented above the siding, again having cut-outs for doors.

(5) 1" x 6" on edge cemented above the belt rail, again having cut-outs for doors.

(6) Sheet of Evergreen clapboard siding (Evergreen 4061) cut to height according to the plan and cemented into position with cut-outs for doors and windows.

(7) 4" x 6" cemented in place above the clapboard siding.

(8) Strip of 3 boards-wide Evergreen 4061 clapboard cemented above the 4" x 6".

(9) Finally, the sandwich is completed by the cementing above the clapboard a strip of .035" thick styrene sheet of sufficient width to be flush with the top of the wall (This worked out to be about a scale 21" in my model).

The frieze design of bat and board configured with a sawtooth shaped edge is probably the most tedious part of the project. Individual bats (1" x 2" 's) and boards (1" x 6" 's) are precut using a Northwest Short Line Chopper to maintain a constant cutting angle on the boards. A group

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of the boards of excess length are given the first angular cut, and then are reinserted into The Chopper for the second cut. This process requires setting up a stopper to obtain one evenly pointed end each board. Bats and boards of excess length are then cemented to the .035" strip in an alternating pattern, bats set on edge and boards set on flat side, pointed ends in proper alignment. Allow a day to dry, then trim off excess length flush with top of wall.

Next come the windows and doors. Window and door openings are first cut through the .005" backing of the sandwich walls. Durango Press DP-60 windows and DP-62 doors are then prepared for insertion into appropriate locations in the walls. Horizontal mullions are carefully cut away with an Xacto blade. Top edges of the DP-62 door lights are squared off with a file.

The four three-pane windows are scratchbuilt of 2" x 6" strip separations and 1" x 6" strip frame. The three 2-pane windows in the lean-to addition are scratchbuilt of 1" x 4" frame, 2" x 2" sill, and sash made by cutting rectangular holes in .010" thick sheet, the sash afterward cemented to the inside surface of the wall.

The baggage doors are scratchbuilt from a sandwich of Evergreen 2030 V-grooved siding (simulating vertical boards) overlain with .010" sheet from which rectangular openings are first cut out to expose door panels. Cemented to the face of the top of the baggage door is .005" sheet from which rectangular transom lights are first cut. Baggage door frames are 1" x 6" strip.

The dormer wall is a sandwich built up in the same manner as other exterior walls. The dormer's three adjoining windows are scratchbuilt of intervening 4" x 4" posts, 1" x 6" frame, shaped 1" thick sill, and sash made by cutting rectangular holes in .005" thick sheet.

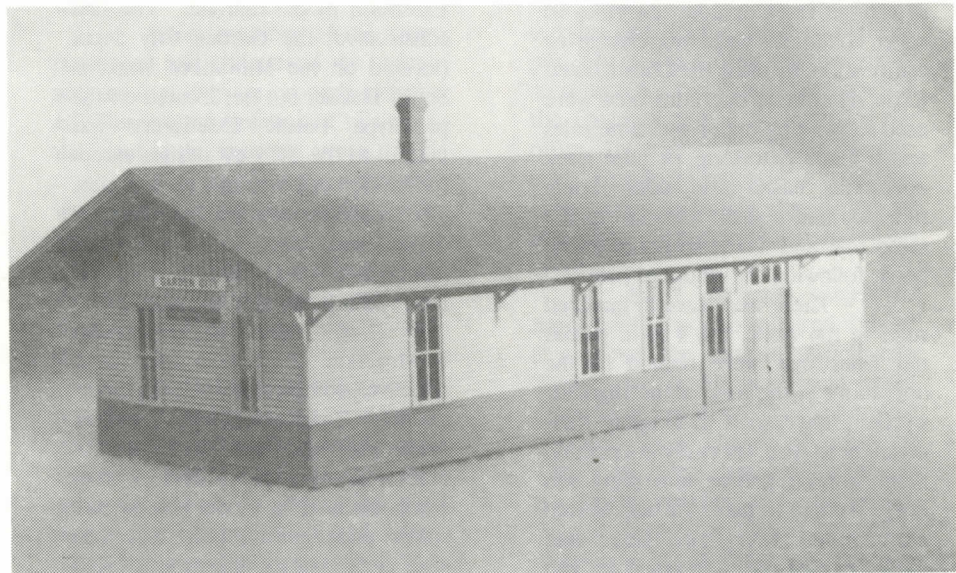
In deciding on the placement of interior walls in my

model I made no attempt here to provide for interior detailing or to imitate an interior floor plan; my object was to provide lateral supports for walls and roof and to divide interior space to avoid a barn-like enclosure.

- Joe Deveney

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(Part two of Joe's depot construction article is scheduled to appear in the January, 1993 issue of the Dispatch).



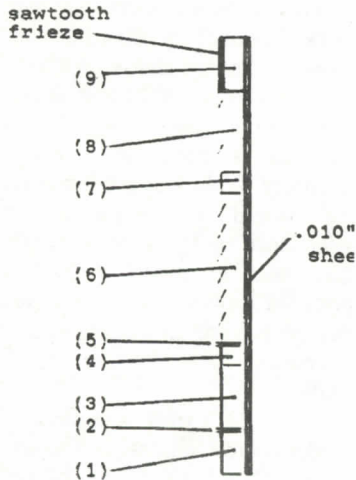
Garden City depot model - rear



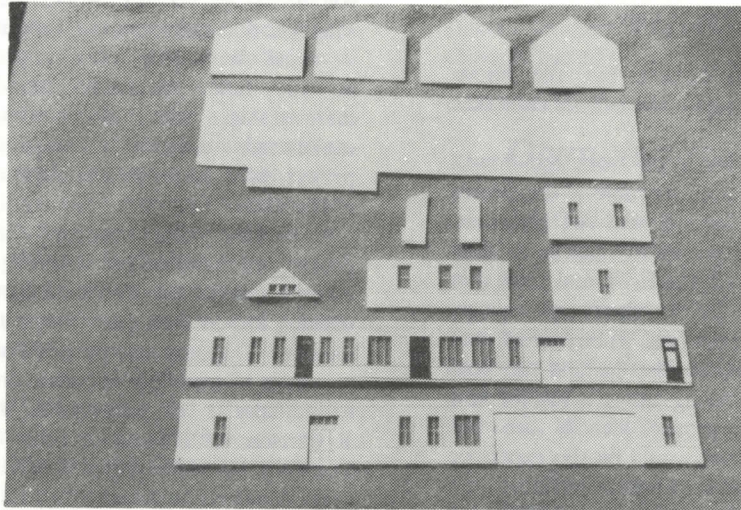
Avery depot model - front

DEPOT

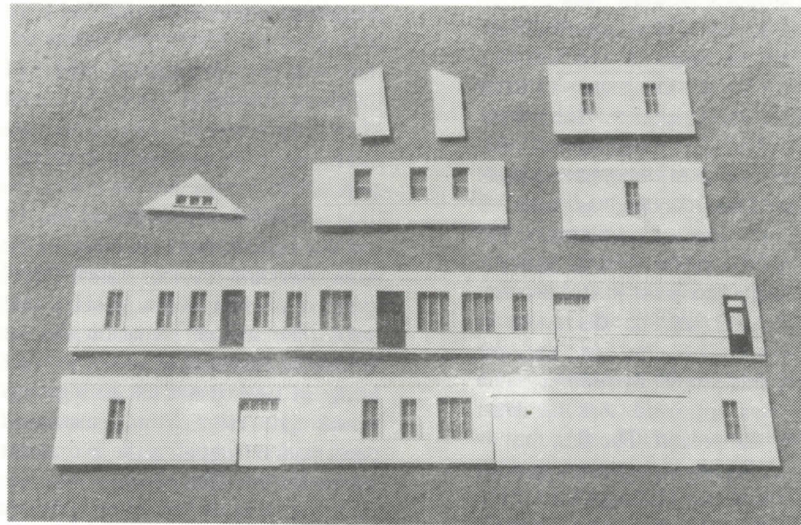
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Cross Section Drawing
Exterior Wall
 (not to scale)



Harlowton depot model - wall and floor components ready for assembly



Harlowton depot model - exterior wall components ready for assembly

MINUTES OF THE MILWEST 6TH ANNUAL BUSINESS MEETING

Miles City, MT August 1, 1992

The 1992 Annual Business meeting was held at the Miles City Community College. The meeting was called to order at 7:25 PM by General Manager, Art Jacobsen.

Rather than read the minutes of last year's meet, it was asked if anyone had any comments about them, or if they did want them read. There were no comments; it was then voted to approve last year's minutes as they stand.

An introduction was made of the Board members was made, with each giving a brief description of their duties. Board members present were General Manager Art Jacobsen, Ass't General Manager Ed Lynch, Treasurer John Henry, Staff Ass't Kirk Petty, and Managing Editor Rocky Gibbs. Absent were Secretary Ron

Hamilton, and Staff Ass't Phil Kresik.

It was noted that no written nominations had been received by the Secretary for any of the Board positions of the members who had previously expressed their wish not to continue in their present positions. The floor was opened for nominations. The only nomination was for Tony Dell for Staff Ass't to replace Kirk Petty. Since no nominations were forthcoming for the other positions, it was agreed that Art and Ed would exchange positions for 1993. It was so moved and approved by vote that Ed Lynch be General Manager, Art Jacobsen be Ass't General Manager, and Tony Dell be Staff Ass't for 1993. The other board members had

previously agreed to continue in their positions if approved; it was so moved and approved by vote to retain the other board members in their present positions.

Tony Dell asked for a round of applause as a show of appreciation for the efforts of the board members for this year.

Next was discussion of an Powell Museum and Arts Foundation in Deer Lodge, exploring the possibility of getting the E-70 Little Joe on display in Deer Lodge, repainted in time for our Annual Meet in 1994. Art read a reply from same to his inquiry letter. (The E-70 is owned

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by Powell County but the above named group is the official caretaker of it.)

The reply from the Powell Museum was favorable if the details could be worked out. Art presented our initial proposal which is to sand (as required) the E-70, and paint it in its earlier color scheme of orange, black, and maroon. To be correct, that scheme would also include the gold MILW lettering, but it is felt for now that the proper stencils are not available and would be too expensive to obtain otherwise, therefore the proposal is to put the MILW red heralds on the sides. The proposal was put to the floor for discussion and several suggestions were made.

Rocky Gibbs reported that on the way to Miles City he had met with the local chairman of the Economic Development Committee for Deer Lodge. This gentleman was very receptive to MilWest having their meet in Deer Lodge, as well as repainting the locomotive. He indicated the local business community would be glad to assist in this project.

After all the discussion a vote was called for to approve pursuing this project by MilWest. The motion was approved. Art Jacobsen will chair the project. The first matter is for the County to agree to provide liability insurance coverage for all the work, either under their existing coverage or some special coverage if needed. This is being examined by the County personnel right now. The County's failure to provide the insurance coverage will probably stop us from continuing with the project as MilWest is in no position to provide such coverage. However, with a favorable response from the County, we would proceed to execute a working agreement (contract) between MilWest and the County as to the expected result of the project (color scheme, completion time, etc.). We would meet with County officials and community leaders to develop a plan for fund raising, obtaining donations, and whatever other support could be obtained. It was suggested we raise enough money to hire the work done professionally. Failing that, an alternate plan would call upon

MilWest members and other volunteers to do the work, using whatever donated tools and materials we could obtain. It is only a proposal at this time, the vote of the membership was to continue exploration, towards a successful project, or if required, abandonment of the idea.

In other business the problem of members not renewing in a timely manner was discussed. It was decided to add a renewal flyer to the October Dispatch as an additional reminder to members to renew prior to January 1 of each year. Tom Robertson volunteered to assist the Secretary by addressing and sending reminder cards as required for those who are tardy in renewing.

The location of the 1993 Annual Meet was discussed. The proposed cities were CleElum or Bellingham, WA. After discussion the vote was a 5-1 ratio in favor of CleElum. Therefore the 1993 Annual Meet will be in the CleElum-Ellensburg area on August 13th and 14th, 1993.

For the 1994 Annual Meet it was discussed to hold the meet on the same weekend as the "Lines West" group, a division of the MRHA, that holds their annual picnic on the 1st Sunday of August, and will be in Deer Lodge in 1994. It was felt both groups would benefit from increased participation by holding the two events consecutively. The matter will be discussed with "Lines West" leaders and reported on at our 1993 Annual Meet.

Kirk Petty suggested establishing two permanent meet locations, one east and one west, instead of choosing a different city every year. The discussion and subsequent vote favored us continuing to move around from year to year as we have been doing.

Art reported a decision reached by the Board at their meeting, held earlier in the day, regarding non-members at the Annual Meet. At our last two meets we have had several non-members in attendance. At this meet on Friday evening we had a family show up that wanted to see the exhibits but did not want to attend the entire meet and did not want to pay any charge. Our By-Laws don't presently cover either of these situations so it was felt we should

establish a policy for these matters. Therefore, the Board decided to allow non-members to attend the full meet if they wish, but must pay the same admission fees as members. Part of the reason for these meets is to attract new members. As for the second situation (non-members only wishing to look around) the Board decided to allow this also but charge an admission fee of \$3.00 per adult and \$1.00 per child over 12 years of age. The basis for this is again to solicit new members. While it is not the intent of the Board to encourage meet attendance by the general public we don't wish to offend or "scare off" potential members who upon viewing our exhibits and conversing with other attendees, may choose to join MilWest.

Ed Lynch announced the model contest winners as follows: 1st Place - Diesels - F Units; 1st Place - Rolling Stock - Joe Deveney - ballast hopper; 2nd Place - Rolling Stock - Scott Ask - "O" Scale Refer; 1st Place - What If - Kirk Petty - Cryogenic Refer.

The meeting was adjourned at 8:37 PM. - Respectfully submitted (for Ron Hamilton, Secretary), by Rocky Gibbs, Managing Editor.

NEW MEMBERS

We welcome the following new members who have joined MilWest for 1992.

Clark McClure, Phoenix AZ
 Antonio Katzdorn, Plummer ID
 Allan Miller, Snohomish WA
 Earl C. Larson, St. Cloud MN
 Tom Roth, Spokane WA
 John Guernsey, Renton WA
 James G. Hearne, St. Louis MO
 Dean Albert, Great Falls MT
 Wally Croshaw, Tacoma WA
 George LaPray, Chamberlin SD
 Dick Labbe, Deer Lodge MT
 Bruce Black, LaFayette, CO
 Bill Hopkins, Miles City MT
 Rick Zeutschel, Billings MT
 Louie P. Kurtz, Miles City MT
 Tom Helms, Arlington Heights IL
 Keith Turley, St. George UT
 David Gasal, Jamestown ND
 Michael J. Connor, Dover OH
 Dick Kester, Albany OR

Letters to the Editor

I want to thank you fellows for the nice letter of appreciation of August 12th for my part in the MilWest annual meeting. That kind of letter makes me feel good. (*Ed note: the MilWest board sent letters of appreciation to Bill and others who graciously helped with the 1992 Annual Meet*).

I had several conversations with fans about the rules class that I held Saturday night and my simplified explanations of the rules and how we worked with them. One or two suggested I write up my presentation and send it to you to see if it would be printed in the Dispatch. With the interest shown about operating rules and how the violation of three rules caused the Ingomar wreck, it might be of interest to the other 65% of the members that weren't at the meeting.

Anyway, for what it's worth, here are an article with simplified explanations and examples. The Consolidated Code of Operating rules were lengthy and complicated until you understood the meaning and application. After working with them, you could see why they were used. Like they always said, "Every rule in the book is there because someone got hurt, killed or fired." Accidents on the railroad were, and still are very costly in both injuries and equipment loss, so a thorough understanding of the rules was essential to your safety. As you have observed, many of my short stories are the results of rule violations and their results.

For my part, I was really impressed with the Annual Meeting and the enthusiasm of many of the railfans. I'm sorry that more ex-rails weren't there. I only counted 5 ex-Milwaukee employees. Most of them don't want anything to do with the Milwaukee anymore. They are bitter about the way it ended and you can't really blame them. Then we had a lot of them that were just on the railroad for the paycheck and cussed it every trip. Some could care less how the locomotives worked or why. They knew if you moved the reverse lever forward, released the air and opened the throttle, the locomotive went forward and that was good enough for them. Unfortunately, as time passes, I find myself slipping more and more

into their corner. After 10 years in retirement and not having been on a locomotive, my memory is fading and I have to stop and think before I answer questions anymore.

Well, thanks again for the nice letter and use your judgment on the rules. If they don't make sense and you want more information, just ask. NOW days they all (railroads) use the TRACK WARRANT system and I have never worked with it or seen a new rule book, so I'll stick to my railroad experience.

- Bill Wilkerson

I recently had the opportunity to attend MilWest's Annual Meet at Miles City, MT.

The organizers of this meet must be congratulated for putting on one of the finest meetings of its type that I have been privileged to attend. Over the years I have attended a number of annual meets sponsored by various railroad historical groups, I can think of none that surpassed MilWest Miles City 1992. The event was both informative and entertaining. It was a real privilege to meet Bill Wilkerson, this man is a true gem, a walking encyclopedia of the Trans-Missouri Division. What makes Bill so special is not only his knowledge but his great communication skills in being able to impart his knowledge both verbally and in writing. Bill can not only relate the "big" stories of his career but the small day to day events and people involved that made (and thankfully still make) railroading so fascinating.

Bill, keep those stories coming to MilWest Dispatch!

I was much impressed with the friendliness and openness of those attending this years meet. Too many railroad historical groups have come to be dominated by cliques of one form or another, and if one is not part of the "in" group you're lucky if anyone will even talk to you - not so with MilWest.

MilWest members are cordially invited to stop by and visit when travelling in Dakota Southern territory. While our 187 miles of ex-MILW trackage (from Mitchell to Kadoka, SD) was never part of "Lines West" this segment of the Milwaukee was by far the most westerly extension of "Lines East".

- George LaPray
Agent & Traffic Manager
Dakota Southern Railway,
Chamberlain SD

Olympiangram

A NORTHWEST RAIL PICTORIAL II

By Warren Wing

Published by Pacific Fast Mail
P. O. Box 57
Edmonds, WA 98020

This book is the third book, and the second pictorial, based on MilWest member Warren Wing's collection of photos, both his own photos, and the collections of other noted photographers in his library. This book is a sequel to Volume I which featured mostly photos from James Turner, a pioneer Northwest rail photographer. Volume II follows the same layout format but the theme is focused on the end of steam and first generation diesel era. As the title implies, the book covers all the major railroad's in the Pacific Northwest. Many of the photos a previously unpublished and feature some of the earliest diesels used in the Northwest from all the roads.

As MilWest members our particular interest is in MILW photos and this book has some fine ones. There is even a short section on MILW only which has rare construction photos of the line over Snoqualmie pass, as well as photos of MILW steam, diesel, and electric power.

The book is 190 pages of photos with captions. There is no other significant text. All the photos are of good to excellent quality and the reproduction and printing in the book is of high quality. However, I did find several photo captions that contained incorrect details or data. The index is conveniently arranged by railroad.

Scattered throughout the book are a few color photos but none are of MILW subjects. I counted 68 MILW photos throughout the book, none of which I had seen before. Most

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OLYMPIANGRAM

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are in the Puget Sound area but there are a few from Eastern Washington included.

The book covers not only the major lines of the Northwest, (NP, GN, UP, SP&S, MILW), but photos are included of the less frequently seen lines; Spokane International RR, Pacific Coast Ry., and even some traction photos in Seattle. Another short section features photos from the lines on the Olympic Peninsula. There is also a section on Shortlines and logging roads.

I found the book very enjoyable and I feel anyone interested in Northwest railroads would enjoy it. For the MILW fan it offers some excellent photos, and I for one am certainly glad I added it to my book collection.

I feel fortunate to have found this book as I have seen no announcements or comments on it, and in fact, did not know it existed until I found it in a local hobby store. I paid \$39.50 for the book at a store that is ALWAYS list price so I would

assume that to be the suggested price. You may find it from your normal book sources for less.

- Rocky Gibbs

Notes from the General Manager

By GM Elect, Ed Lynch

Greetings everyone from Great Falls. Its been a great year for MilWest and it looks like '93 will be even better. Work to repaint the E-70 in Deer Lodge is progressing at a fast pace and it looks like we are on the way to achieving our goal. With your support and financial help we will be able to finish it before our 1994 Annual Meet. A re-dedication ceremony is planned in conjunction with our meet and it should be our best meet ever so plan now to attend.

Before that, however, our 1993 meet will be in the CleElum-Ellensburg WA area, and will also be good. We plan to get a tour of the former substation there, plus the

depot and crew house. The bunkhouse is now a bed and breakfast inn. Several cabooses (ex-BN) have been set-up as bedrooms all have MILW memorabilia throughout. There should also be T-shirts commemorating the meet should be available.

The video tape " Wires, Wings & Warriors" should be available by mid-Nov. This is an excellent program and I urge all MilWest members to order it. All members using the flyer to order will receive a \$5.00 discount.

Also coming in Nov., is the long-awaited Guide Book by the Montana Historical Society on the MILW Road in Montana. Included are maps, photos and descriptions.

Again, let me say that we need everyone's help to finish the E-70 on time and we will need financial support from all available sources for success.

MilWest is an organization of great people and I will be proud to serve as the GM for 1993. Thanks to all of you who have made MilWest what it is. Let's keep up the good work and remember, "It Lives".

- Ed Lynch, MilWest GM elect.

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MilWest Dispatch

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Spokane, WA 99203-2110



MILW "Little Joe" E-70 as it looked soon after put on permanent display behind the Powell County Courthouse in Deer Lodge, MT on December 15, 1980. Since this shot was taken a community center has been built directly behind E-70, making photos now possible only from the side shown. This was the original GE-750 demonstrator for these 5000 HP units, and was the only unit saved after the MILW abandoned "Lines West". This is the unit we want to get repainted into the original orange, black, and maroon color scheme it carried when put into service. - Bill Taylor Photo.



Avery, ID was the west end of the Rocky Mountain electrification, and would always be an important stop on the MILW. This photo from 1914 shows the depot in its early years, and before the electrification was installed. Behind the depot is the local school. Also notice the semaphore signals by the depot. The building still stands today, although put to other uses. A two-lane paved highway now runs where the tracks were. - H. English photo.