

Dispatch

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

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77 MILES ON A BROKEN WHEEL

By Bill Wikerson

I'm pretty sure it was in the fall of 1968 that this incident happened. I was holding a regular job as engineer in the east freight pool between Miles City, Mt. and Marmarth. N.D. (124 miles)

On this trip we were called for NO. 263, one of our fast freights for about 4:30 AM at Marmarth. The train was pretty heavy and in the consist were about a dozen foreign gondolas loaded with oil well pipe, probably going to Seattle for shipment to Alaska. The pipe was about the center of the train. As I remember, they had about 25 "Big Johns, covered hoppers of grain they had probably picked up in the Dakotas. The rest of the train was general merchandise in box cars and a few flats with machinery for a total of about 80 cars. I had 4 of the new GP40's for power.

From Marmarth, elevation 2709, it was up hill for 15 miles to Kingmont, el. 3030, and then it was mostly down hill to the Yellowstone River east of Terry, Mt., el. 2211. There are a few short up grades as the railroad followed and crossed both Sandstone Creek and O'Fallon creek, but the railroad is generally considered as all down hill to Terry. The train should have rolled real easy from Kingmont to Terry, but for some reason this train just wouldn't roll and I had to keep pulling on it to maintain the 50 MPH speed. This undoubtedly saved the Milwaukee a very costly wreck. I must have gone through Plevna, Mt. (MP 1028) about 6 AM because I was past Terry (MP 1081) when the Plevna section crew went to work at 7:30 AM. This day they were going to work west of Plevna and after they got their line up they headed west on their motor car. When they went over the west switch, they saw that the ties were splintered on the inside of the south rail and the outside of the north rail as far as they could see. The foreman stopped and backed up to the west switch telephone and reported to the dispatcher that a car was off and asked where the wreck was. The dispatcher told him there was no wreck on 263 and gave him the time I had hit the buzzer at Bluffport (MP 1073) which showed that I had been making 50 MPH all the way. The dispatcher held him on the phone and immediately called the operator at Terry. The Terry operator informed them that 263 had gone through town like a bat out of hell just as he was reporting for work. The dispatcher asked him about the condition of the track and the Terry section Foreman was in the office getting his line up and informed the dispatcher that the track was alright. He had also been just coming to work when I went through town and while he wasn't

close enough to inspect the train, he could hear a bad flat spot on one of the cars and it sounded like it was one of the gons about the middle of train, but he didn't think it was anything to be alarmed about.

About the time the dispatcher began to relax, the Plevna section foreman informed him that one of his men had followed a train from the west switch through the weeds and found a part of a freight car wheel up against the right of way fence. By this time I had gone by the Bonfield buzzer right on time and making 50 MPH, so he was convinced that there couldn't be anything wrong with 263, and it must have been the dead freight that went west during the night about 9 PM out of Marmarth. The Plevna section foreman informed him that they had worked west the day before and nothing was wrong when they came in. There were only the two west bound trains during the time they had been tied up. The dispatcher called Miles City yard to inquire about the extra west and no, there hadn't been any damaged wheels on it and it had departed for Harlowton a couple of hours ago. The Plevna section foreman had sent one man on the motor car to see how far the car had been off. The man called from The Westmore switch and told them that the car had been off all the way to Westmore (7 miles) and had jumped back on the track at the Westmore switch as there were no marks west of the switch. The siding at Westmore had long ago been removed, but they left about a 10 car stub track on the east end to set out bad order cars or camp cars and of course the switch was still in place. By now, everyone was thoroughly confused and the dispatcher instructed Miles City yard to get on the radio and stop 263 where ever they were. I had already stopped at Miles City and was heading in on No. 1 track when they called and told me to stop and not move until the carmen had inspected the train, which I did. I was only about 35 to 40 cars from the normal stopping place anyhow and had most of the train off the main line.

When they found the broken wheel, I walked back about 30 or 35 cars to look at it. The carmen had measured and said that there was 19 inches gone from the wheel measured on the tread. It had broken in a pie shape almost up to the axle hub. The circumference of a 33 inch wheel is 51.8 inches and when you subtract 19 inches from that, it was running on 32.8 inches of tread. It was the leading wheel on

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BROKEN

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the leading truck of a gon loaded with oil well pipe and it was heavy.

The wheel had broken on the west switch at Plevna, there was no question about that as they had the broken part. It was off the track for 7 miles and jumped back on at the Westmore switch. This was a known fact. What happened in the 77 mile to Miles City is anyone's guess. Some thought it probably slid on the broken ends as there were flat spots on the north wheel, but they were not big enough to have slid 77 miles. The Terry section foreman had heard the gon pounding going through Terry, so the wheel had to be turning, but it apparently wasn't pounding loud enough to cause him any concern. He was an old head and had heard lots of flat wheels pounding, but it apparently wasn't loud enough where he was about a block away for concern.

Nothing about this incident makes sense or fits logic. One thing for certain is that we had a flange on the rail every place we needed one which kept the gon from derailling. How it went over bridges, road crossings and 20 switches, 5 of which

Nothing about this incident makes sense or fits logic. One thing for certain is that we had a flange on the rail every place we needed one which kept the gon from derailling. How it went over bridges, road crossings and 20 switches, 5 of which are on curves, is a question that will never be answered. The two big bridges over the Yellowstone River are both 4 span overhead truss type, each span being 270 feet for a total of 1080 ft. A derailment in one of them would have really been a mess.

I never saw the piece of wheel they found at Plevna or talked to the foreman. Plevna wasn't a popular meeting place due to a busy road crossing in the middle of the passing track so they either ran you to Ismay or Baker. I was never fully convinced that the full 19" broke off at Plevna, but rather continued to break in stages as it pounded on the rail at 50 MPH. That would make more sense to me, but I still have to face the fact that at Miles City, the full 19" break came off the main line to the right on the back lead switch. It continued down the lead for about 20 car lengths and turned left into No. 1 track. It was still on the rail when I stopped a good 25 to 30 cars west of No. 1 switch.

The carmen brought tools and jacks to raise the truck frame and chained a tie under it so we could skid it up to the lead and back it into another track so they could change the wheels later without delaying the train. Don't ever let anyone ever tell you that something couldn't happen on a railroad because it has probably happened a hundred times before. It's only amazing when it happens to you.

- Bill Wilkerson

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Letters to the Editor

RAILROAD TIME

Time was the very heart beat of railroading during my working career. We had to check our watches with a standard clock before going on duty, either at the roundhouse or the yard office. Then the conductor and engineer had to compare time when they received their orders.

In my story in the October issue there were some errors. On page 1, column 2, 2nd paragraph, 17:55 PM is stated. We did not use 24 hr clocks on the railroad. 17:55 would be 5:55 PM. There also would not be a PM used after 17:55. The item in the story should have read 11:55 PM.

On page 1, column 3, paragraph 2, 7:01 AM should be 1:01 AM. I should also mention that the railroad never used times like 7:00 AM or 5:00 PM etc. It was always 7:01 AM, etc., and when you read it back to the dispatcher it was spelled out SEVEN NAUGHT ONE instead of ZERO. For some reason they never used Zero in their transmission of time. I don't know why but that is what the rulebook specified.

- Bill Wilkerson, Miles City MT

RAILROAD RULES

Just a note to tell you how much I enjoyed Bill Wilkerson's treatise on the Consolidated Code of Operating

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Rules in the October issue of the Dispatch. I wish he had been around to explain the rules when I was trying to learn them.

One error crept in, however. In the third paragraph, Bill says "A train is an engine or more than one engine coupled together, with or without cars, displaying signals". In the next sentence he refers to displaying markers, and "markers" is what he meant to say. A collection of engine(s), cars and/or cabooses is not a train until it properly displays markers. Markers are lights (usually two) displayed to indicate (mark) the rear of a train. A train was not considered complete until its markers were met or their absence accounted for; thus, if you met an opposing movement, you didn't start out again until you met their markers or somebody came up with a darn good explanation as to why they weren't on the caboose.

Signals were the white or green lights and/or flags displayed on the locomotive of some trains, indicating respectively an extra train (not authorized by timetable schedule) or a following section (another train operating on the same timetable schedule as the train carrying the green lights or flags).

- Dean Ogle, Custer WA

SUBSTATION OPERATIONS

My uncle, Maynard Brekke, was a substation operator on the Rocky Mountain Division for 30 years. He was assigned to Morel, Gold Creek, and Ravenna from 1959 to 1962 as a relief operator. He lived at Gold Creek handling the 2nd trick at the substation. Every few days he would work the 1st trick at Morel or the 3rd trick at Ravenna. (*editor note: Ravenna is one of the few substations left standing and is easily seen from I-90*).

At the time each substation had one operator assigned to a specific shift. The three stations were each capable of controlling all functions of the other two via remote control panels.

In the summer of 1962 my uncle was given the arduous task of maintaining the stations at Primrose, Tarkio, and Drexel, as well as the three previously noted. He didn't relish the thought of driving all over the western portion of Montana so he bumped into a spot at Avery. He toughed it out at Avery until 1964 when he was able to bid a job as 2nd trick operator at Janney.

When I visited in 1965 he had settled in for what proved to be his last assignment as a substation operator. Janney was still an isolated manually controlled station at that time with only two operators assigned there. It wasn't unusual for my uncle and his colleague to work 12-hour shifts, day-in and day-out as extra freights or light helpers would rumble by at all hours. After 1964 passenger service from Deer Lodge east had ceased to be a "Dispatcher's headache", but trains 261, 262, and 263 kept the rails polished and the M-G sets humming.

By the time I returned to Janney in July, 1973, many changes had taken place. A 3rd trick operator had been added cutting deeply into my uncle's overtime pay. The station was still manually operated but now remote control panels had been installed allowing the Janney operator to control Morel,

Gold Creek, and Ravenna. The operators at Janney now controlled the voltage from the Continental Divide to Missoula. East Portal controlled Drexel, Tarkio, and Primrose while Piedmont was given control of Eustis. Avery remained the only substation on the Rocky Mountain Division which had nothing to do with automated operation. I asked my uncle why the larger substations at Piedmont, Janney, East Portal, and Avery were never automated. He said he wasn't sure himself but had heard that heavy regeneration at those locations may have been a factor.

My next visit to my uncle's house at Janney came in September, 1974. By this time the electrification was all over. My uncle's job now was to dismantle all salvageable electrical components. When the Milwaukee finally decided to end the electrification they did it up permanently. My uncle told me that connections were severed immediately so there could be "no turning back". As Noel Holley, Richard Steinheimer, and Frederick Hyde alluded in their respective books, the mechanical department had finally won.

My uncle spent the next three years taking down the catenary. In 1978 he retired after more than 30 years with the Milwaukee, and currently resides in Belgrade, MT.

- Ray Alkofer, Yakima, WA

GP-40's and U25B's

My records show the 2009 was bought in March 1966 and the 2051 in January 1967. The GP-40's and U25B's were our main power until the SD-40-2's came in 1973 and 1974. The U25B's were then sent to Tacoma but the GP-40's stayed as they changed us over to all EMD power.

The GP-40's were very good locomotives and were run in the pool with the U25B's to compare them. There really wasn't much difference in the way they handled trains. I liked them both. The U25B's had a lot nicer cabs and were pressurized which kept the cold out better. On the EMD's we had to wet paper towels and plastic over the front and back door where they would freeze and stop the cold draft.

The U25B's had a long throttle handle with 16 notches. There were half notches to increase excitation but I never could see where it made any difference and would go right through them to the next throttle notch.

- Bill Wilkerson, Miles City, MT

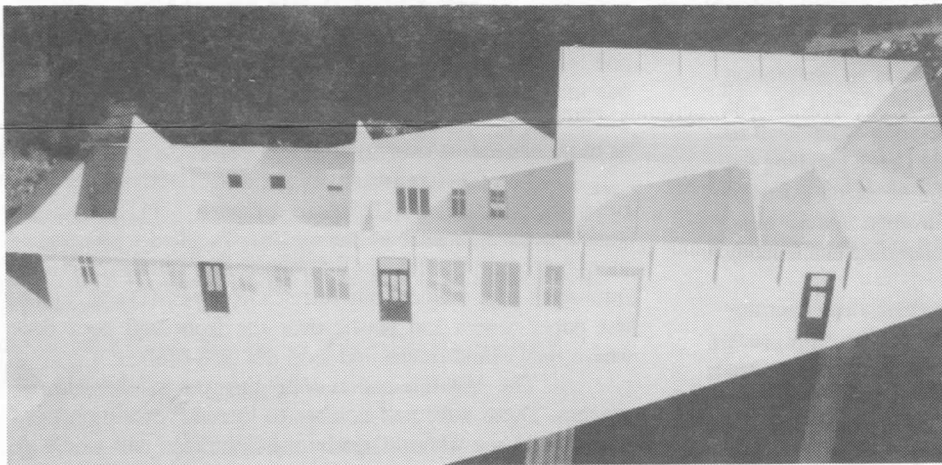
Editors Special Note: Bill Wilkerson recently informed me that his wife, Dorothy, passed away on January 14th, 1992, after a long illness. They were married for 39 years. They had been able to keep her at home during much of her illness and she was at home when she passed on. All of us on the MilWest board, on the behalf of the membership, extend to Bill, his son and daughter, our deepest sympathies in their time of loss.

- Rocky Gibbs

BUILDING A MILWAUKEE ROAD DEPOT - PART 2

By Joe Deveney

The floor and interior walls are cut from .045" styrene sheet. While the length of the exterior walls conform to the length and width of the building itself, the floor must have a reduced perimeter to accommodate the bottom thickness of the exterior walls. Cut the floor to size. Stand the front (trackside) exterior wall. Butt the corresponding floor edge to bottom side of the wall, measuring the length of the wall against the floor edge. If necessary, trim the wall to length, remembering to allow extra length for the thicknesses of the two abutting end exterior walls. Perform the same exercise on one of the end exterior walls. The inside edges of ends of the two exterior wall sections are then beveled with a file to a 45 degree angle to mate with the abutting exterior wall. Cement the two walls and the floor together, the floor edge butting the sides of the walls. Repeat the same procedure for the remaining exterior walls. Take plenty of time to match corresponding horizontal architectural lines of the wall sections. Apply rubber bands or clamps to hold the wall joints together. Allow this assembly sufficient time to dry,



Subroof assembly ready for installation above baggage room end. Note knee brace members cemented to subroof assembly and to exterior walls.

at least overnight.

Now for construction of the interior walls. I constructed four transverse interior wall sections of .045" styrene, two to be located at the ends of the lower roof ridge and two to be located at the ends of the higher roof ridge. The length of each interior wall is equal to the width of the floor at their mounting location. The height of each interior wall's ends corresponds to the height of abutting exterior walls; each interior wall is peaked to corresponding inside height of the roof ridge. The height of the lower ridge can be scaled from the published plans; inside height is estimated with deductions made for .045" floor thickness and .045" roof thickness. The height of the higher roof ridge is twice the lower ridge's height above the top of the exterior walls. Interior walls are now cemented into place.

Some careful patching and needle file work may be necessary at this time to true up exterior corner surfaces. Exterior wall corner surfaces are then covered with vertical trim consisting of 1" x 6" batts as shown extending from above the wainscot to below the sawtooth frieze.

Now for the chamfered knee braces supporting the roof overhang. On my model these are constructed of Evergreen 4" x 4" stock. However, 6" x 6" members may more appropriate, according to a description of the prototype in Harlowtown's Historic District published by Times Clarion, Box 307, Harlowtown, MT 59036. An enterprising modeler may design and make a jig for this second-most tedious part of the project; my method is without such ingenuity, however, and entails constructing and installing each of the three member parts separately.

First, construct and install all of the vertical members. I cut each to an initial 6' length, then marking each at a point 1' from one end, then filing, with a triangular shaped needle file, a notch crosswise at that location, then using a half round needle file to create a concave surface starting from the notched end of the member to, within, say 3", of the notch. Of importance here is the need to maintain uniformity of appearance among corresponding members. Each vertical member is cemented in place on the exterior wall at locations roughly on 8' centers but deviating to lesser and greater distances between centers to accommodate door and window locations.

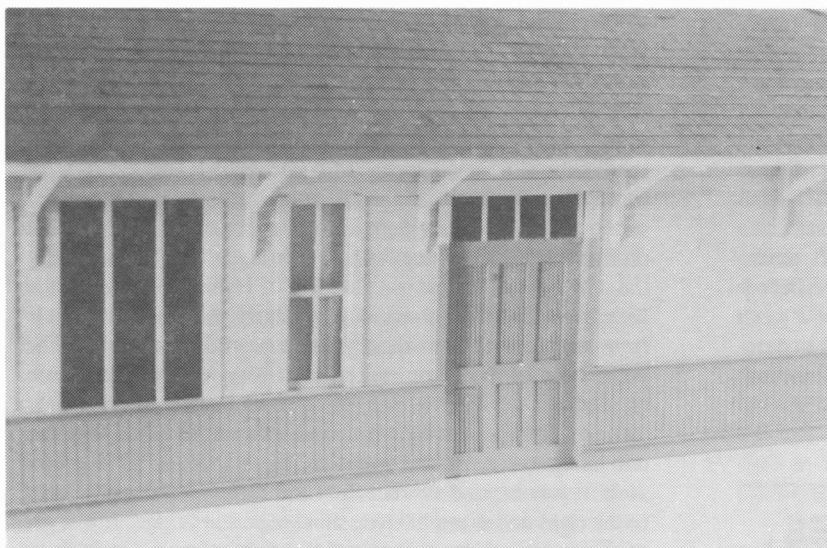
Next, construct and install lower sloped planes of the three subroof overhang sections above the ticket office waiting room area (see photos of model). Subroof panels are cut from .045 styrene sheet. The surface width of each of the three subroof sections is 6' 3" on my model. The three are cemented onto the tops of the corresponding exterior wall sections and to the abutting subroof section.

Construct a subroof assembly of .045" styrene to cover the baggage room and other areas under the lower roof line. Install temporarily, tacking with cement.

Second legs of the knee brace assemblies are now constructed and cemented to the underside all of the completed subroof sections. The second legs are made in the same way as the vertical legs, each leg having a notch and concave pointed end. Each second leg abuts a corresponding vertical leg. This match is aided by the temporary installation of the baggage room end subroof assembly.

Third legs of the three-part knee braces are now installed under the waiting room end subroof sections. Third legs are made using a simple cutting template consisting of a brass triangle corresponding to the inside surfaces of the three-part knee brace; the triangle is cemented to a piece of wood serving as a cutting board. Styrene 4"X 4" strip is placed along the side of the brass triangle corresponding to the third leg, and is trimmed to length and butt angle by an Xacto knife.

My depot is painted late vintage Milwaukee two-tone gray. First, remove the temporarily installed baggage room



Baggage room door, a scratchbuilt model of one of the prototype's two original doors. It has four baggage doors total.

subroof assembly. Then spray the model, inside and out, except subroof top surfaces, with Floquil Primer (#110009)(gray). After allowing several days to dry, mask off the upper portions of the exterior wall surfaces, and spray the exposed exterior wall surfaces with Floquil Reefer Gray (#120012). Allow several days to dry.

Window material, eg., acetate, is now epoxied to inside surfaces of exterior walls.

Reinstall the baggage room subroof assembly.

All of the remaining third legs of the knee brace assemblies are now made and cemented into place. The lower facing surface of each vertical leg is first sanded lightly to remove paint and to ensure a strong cemented joint with the butt of the corresponding third leg.

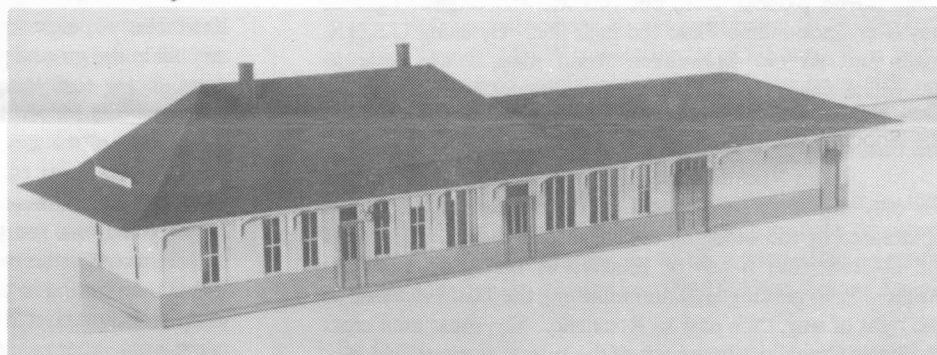
The steeper upper subroof panels, ie., panels over the

be cut into an inverted "V" shape to accommodate the lower roof line.

Now for the roof cover. This was a comparatively simple task in the construction of the model Avery and Garden City stations; sheets of Champ molded styrene wood shingle roof material were simply cut and cemented to the subroof. However, since this material was no longer available, I decided to try something else. The resulting method turned out to be time consuming and problematic. I used a variation of a scratch built roof construction method described in the January/February 1982 issue of Mainline Modeler. Basically the method is to scribe parallel lines on a sheet of .005" thick clear styrene, then cutting, at right angle to the scribed lines, strips corresponding to tiers of shingles. After covering the subroof with double stick tape, the strips are attached to the subroof, one strip overlapping another.

I suggest avoiding this roof construction method and, instead, installing Campbell paper shingles.

Remaining unpainted areas of the model are now painted. First mask off windows and areas previously painted

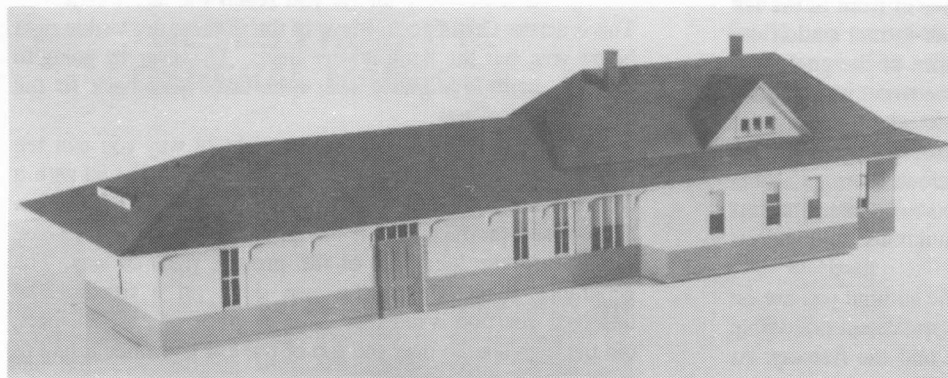


Completed depot model, front view

Reefer Gray. Primer is sprayed on unpainted portions beneath the roof eaves. Let dry at least overnight. Then, after masking at least the lower 75% of the exterior wall surfaces, the building's roof is first painted Floquil Roof Brown, directing the spray upward toward the ridge of the roof, aiming at the exposed edges of the shingle strips. The second coat, Pactra Light Earth, is sprayed down slope, aiming at the flat surfaces of the roof.

Although chimneys were not visible at least in later photos of the Harlowtown depot, I decided to add them. I liked their appearance in early photos of the similar Deer Lodge depot. Two chimneys, mine pirated from

Revell farmhouse kits, yours obtained from whatever source,



Completed depot, rear view

center of the waiting room area, are made of .045" styrene sheet and installed. One of the four upper roof panels must

are cemented in place.

A two-sided Western Union Telegraph sign is cut from Vintage Reproductions #208 sheet and cemented to .005" brass sheet. The brass sheet is prepared first, cutting to the dimensions of the sign plus a 6" wide mounting tab on one end; the tab is bent to a right angle. The finished sign is attached tab first to the waiting room entrance door frame with ACC.

Two sign boards are made from 2" x 12" stock, lettered "HARLOWTOWN" with dry transfers, and ACC'ed in place.

The model Harlowtown depot is now in service on the model Pacific Extension Railroad waiting for construction of a trackside brick platform to accommodate the alighting passengers of the Olympian Hiawatha.

EXPLORING THE MILWAUKEE ON SNOQUALAMIE PASS

By Doug Nighswonger

I went hiking the other day (Oct, 1991) on the old Milwaukee Road right of way on Snoqualmie Pass. This may not seem unusual since much of the right of way is now the John Wayne pioneer Trail, but this was the original right of way over Snoqualmie Pass; the high line. By using U.S.G.S. maps and an old Milwaukee Road map, I was able to determine where the right of way should have been all the way from Rockdale on the West side of the pass to Keechelus on the East side.

From Rockdale the right of way is fairly discernable for only about three quarters of a mile before the line is obliterated by the widening of I-90 located below. This part I did not hike, but it can be reached by hiking up from the Asahel Curtis parking area and following the Lost Lake trail to the right of way, then east to Rockdale. You must then cross Rockdale Creek just to the left of the tunnel entrance and pick up the right of way on the other side. Remains of the original trestle over the creek can still be seen giving you a reference point to start from.

The next place you can see the right of way is right at Snoqualmie summit itself. After you take the summit exit and go right to the top of the hill, which is in front of the BP station, you are on top of the grade at the former station site of Laconia. The watertank sat at the apex of the grade and was located about where the middle of the street is now. The original Summit Inn building, which stood where the current building is now, had it's origin as the beanery at Laconia and was used to feed helper and snowplow crews there. Laconia also had a telegraph office and a covered turntable. The rest of this small town consisted of a large bunkhouse and various small shacks for houses.

Following the road east from the summit you are on the original right of way until the blacktop takes a noticeable turn to the left and down toward Hyak and the freeway. At this point you can continue straight onto a gravel road which again is the original right of way. This road is now an access to several ski chalets and literally takes you through the middle of the old Hyak ski area. Unfortunately there is a small washout just past the ski area and you will have to turn around. However you can get to the other side by going back

to the blacktop and proceeding to the parking area for the Hyak ski area. Just after you enter the parking lot on the left hand side there is a road that drops down the hill and then proceeds east, again past a lot of ski cabins. If you go past the sewage treatment plant then you know you are on the right road. When the road comes to a Tee, that is the old right of way again. By turning right you can go up grade as far as the washout and by turning left you can proceed for about a mile on the old line. One nice feature is being in the cut just above the new right of way at the east end of Hyak high above Lake Keechelus. Both of these cuts, one above the other, are visible from across the lake when you are traveling on I-90. The percentage of the grade can be seen very well on this stretch of road too.

On the east side it varied between two and two and one half percent. On the west side it was a steady 2.7% grade. A short way beyond this cut the road makes a noticeable turn to the right and down hill to a small concrete bridge. If you get to this point you have gone off the right of way. Go back to where the road makes the curve down to the bridge, park your car and look east over the edge of the gully. There you will see the remains of one of the trestles on the highline; this one is over Mill creek. This is as far as you can drive on the old right of way from now on you must walk.

There are two ways you can proceed. One is to walk down to the gully and pick up the right of way on the other side and the other is to hike in from the old station site of Keechelus, explained below. It is very easy to find as the ties are still in the ground and you often find pieces of metal track parts. Going east you go a couple of hundred yards and you will come to a second trestle over an unnamed creek. Look at the bottom of this easily crossed ravine and see the rockwork put there to divert run off water away from the bents which are laying right where they fell after abandonment in 1915. Again going east the grade goes through a series of shallow cuts. Amazingly the trees have not filled up the right of way. Other than having to go over a few windfalls it is an easy walk in the woods. About 200 yards after the second trestle you will come upon where there was a spur. In fact the switch stand base is still there. This spur was put down to bring in supplies for the building the new tunnel before the new low line was built. If you are tired of hiking you can also follow the old wagon road down to the new right of way just as they did when they hauled supplies to Hyak.

It is not very far till you reach the last trestle site. This is across Cold Creek. Many of the timbers are visible right below you, but the bank is very steep. However by going to the left there is a gentle trail that takes you back to the current right of way.

Now that you are on the right of way you can see that the new line also crosses Cold Creek on a big fill with a concrete culvert in it. Old right of way maps show that the low line crossed the high line at this point and that the high line was toward the lake side of the present right of way. The geography suggests that this was done on a trestle. The unsolved question is did they cross at grade or, as I suspect, did the high line go over the top of the low line since it had to cross Cold Creek anyway?

Continuing east on the current right of way to the end of the fill and you can see where both lines came together. This was the west end of the three track yard at the original site of the station at Keechelus. About half way down the siding on the right hand side when you are going east is the

site of the station and houses for the agent and telegraphers. These structures are shown in Charles Wood's book *The Milwaukee Road West*. The Milwaukee Road for years ran excursions to this station from Seattle and Tacoma so people could enjoy Lake Keechelus. These excursions seem to have died out about when the line change went in. It is presumed that the dam across the valley on the east end of the lake was also put in about the same time, which raised the level of the lake. This put the lake shore in the trees and the bottom full of stumps.

Keechelus station was where the high line helpers from Laconia would come to pick up their trains. All trains whether passenger or freight needed helpers over the pass. After the new tunnel line was opened in 1915 the station was closed and the depot was moved to Fall City on the Everett branch. The existing Fall City depot was then moved to the "new" Keechelus station which was located at the water tank site at Roaring Creek. This was about three miles east of the first Keechelus station. There was never a siding at the new station, just the water tank. It was however used for many years to water the snowplows until they were electrified.

If you do not care to leave your vehicle back on the gravel road, there is another access to the Keechelus/Cold Creek site. By driving into Hyak itself, go past the former Milwaukee substation site (the operators' bungalows are still standing and turn right at the boat launch sign. Follow the road to the parking area. Just inside the entrance to the parking area look for the restrooms on the right. Behind them is a trail up to the right of way. In fact you are just a few feet from the east switch at Hyak as you can see by the foundations for the head block signals still in their original locations. It is about a mile and a half walk to Keechelus site from there.

One other item of interest when looking around the area is the east tunnel portal at Hyak and the old U.R.T.X wood refrigerator car just outside the entrance. This car is full of coke and still has one of the tunnel heaters in it. These were placed inside the tunnel and lit to help keep icicles from forming. Next time you zoom over the summit of Snoqualmie Pass you might want to stop and look around just a little longer.

- Doug Nighswonger

NOTES FROM THE GENERAL MANAGER

By Ed Lynch

ANNUAL MEET

Preparations for the 1993 Annual Meet are proceeding nicely. Again, the meet will be Friday, August 13, and Saturday, August 14th. We are arranging for meeting space at the CleElum High School. Planned activities as of now are a clinic on building trolley poles by Noel Holley, and slides from Doug Nighswonger and Alan Miller. We will also have a presentation by Colleen McKee, Park Ranger for the Iron Horse State Park. She has a program that gives a brief

history of the MILW in the west, how it became a cross-State trail, what the Rangers and staff do to manage it, and what recreation opportunities it presents.

For those who may not know, major portions of the former MILW grade across the State of Washington is now owned by the State and is under the jurisdiction of the State Park Dept. Sections of the grade under their control are maintained as a hiking and riding trail. Travel on the trail is by permit only and no motorized vehicles are allowed without special permission. This provides an excellent opportunity for those who are willing to cover extensive areas of MILW grade, most of it in the condition the railroad left it after removing the rails and ties. One major portion accessible is from Easton west to near Hyak. We plan some sort of organized tour of this section during our meet, perhaps using a bus as we did in 1989 in Harlowton. More details will be available as we firm up the arrangements.

The other major portion accessible is from the west end of the Beverly bridge across the Columbia River, up the 2.2% grade (steepest on the MILW mainline) to the summit and through the tunnel to Boyleston. Both portions would be of great interest to "ghost" chasers who may have never had an opportunity to see any of this when in operation. There are sections of the grade open on the west side of Snoqualmie Pass as well that can be hiked. Much of the grade from Ryegrass west to North Bend is visible from I-90, including the snowsheds on the east side of Snoqualmie.

We also are trying to get permission to be allowed into the former MILW substation at CleElum. It is now privately owned and special permission from the owner will be required. The former crew bunkhouse is now a "Bed and Breakfast" facility, some of you may wish to stay there when you come to the meet.

We will also have the usual activities such as the model contest, displays, and open forum for slides or other presentations. This is shaping up to be a good meet so mark your calendar now to attend the 1993 MilWest Annual Meet.

- Ed Lynch

STAFF ASSISTANT

Phil Kresick, one of our Staff Assistants, has resigned the position as of December 31, 1992 for personal reasons. The entire Board of Directors for MilWest wish to thank Phil for his help on behalf of the group. He has helped Ron with back issues of the Dispatch, promoted MilWest at western Washington railroad and swap meets, and made most the arrangements for our 1990 meet in Tenino. We all wish Phil the very best. A person will probably be appointed to serve out Phil's term at the February Board of Directors meeting in Spokane, and will be announced in the April Dispatch.

- Art Jacobsen

E-70 Restoration Project

We are pleased with the progress of the fund raising for repainting of the E-70 as we announced in the October, 1992 Dispatch. There has been over \$7000.00 deposited in the account so far. Arrangements are being made with various suppliers and services to get the work performed. I will have more details as to the elements of the repainting and how we

plan for the work to progress in the April Dispatch. We encourage all those members who are able to donate whatever you can to the project. Send all donations to the *Powell County Museum and Arts Foundation, C/O The E-70 Restoration Fund, 1106 Main Street, Deer Lodge, MT 59722.*

We will be having some volunteer work sessions, probably beginning in 1993, at Deer Lodge. Any members who wish to be put on a volunteer list please contact myself, or Art Jacobsen, so that we can put a crew together when needed.

- Ed Lynch

WAYBILLS

Wanted: A copy of Richard Steinheimer's book, "The Electric Way Across the Mountains". Please state condition and price. Jack Hoover, 441 Belt Creek Rd., Belt, MT 59412

The CROOKED RIVER DINNER TRAIN, located in Central Oregon, is currently using ex-Milwaukee passenger car #624, formerly #520, as part of its consist. The owner wishes to furnish this restored car with suitable Milwaukee Olympian Hiawatha b/w or color photographs or appropriate Milwaukee paper items (copies acceptable) relevant to the car's Lines West operational area. Materials would be framed and otherwise suitably displayed with full credit given to donors and/or photographers. Dinner train management willing to pay reasonable duplication, shipping, etc. Please contact Milwest Secretary, Ron Hamilton. See address on page 2.

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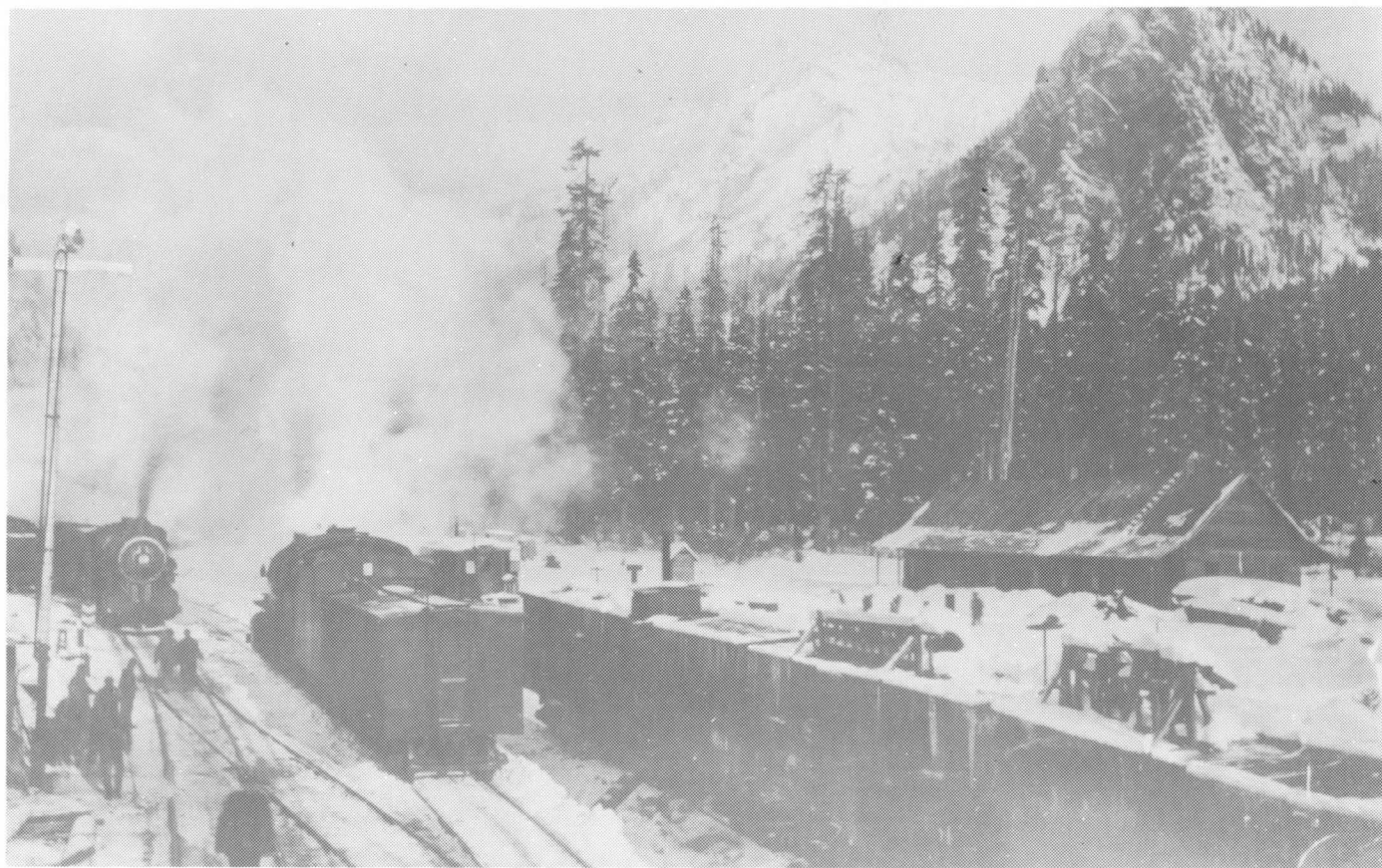
Rockdale looking east, Rockdale Creek Trestle in Foreground. Tunnel is under construction to right, circa 1912-1914.
Photo courtesy of Doug Nighswonger.



On Hiline looking east, about one-half way between Rockdale and Laconia. This area was destroyed by the I-90 construction below. Photo courtesy of Doug Nighswonger.



Trestle over creek and original Snoqualmie Pass Hwy located one mile west of Laconia, looking east with Mt. Snoqualmie to the right. Photo courtesy of Doug Nighswonger.



Laconia, winter 1908-1909, looking west. Water tank is not yet built. Telegraph office is open. An eastbound train is here and a helper engine is waiting on the siding. Photo courtesy of Doug Nighswonger.