

# Dispatch

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

Volume 6, Issue No. 2

April 1993

## MILWAUKEE WRECK NEAR RAINIER WA

By Alan Miller

In his article "The Milwaukee and Mother Nature" in the April '92 Dispatch, Ron Hamilton mentioned the tragic June 19, 1938 wreck of train 15 at Saugus, MT in which 44 passengers and 5 employees perished when the train plunged through a bridge into flood swollen Custer Creek.

Twenty-three years earlier a less publicized but similar accident happened near Rainier, WA on the McKenna-Helsing Jct. line in which 3 employees were killed and 20 persons injured.

The scene of the tragedy was bridge FF260, a 48 span pile trestle that crossed over the Northern Pacific's Prairie Line about one-half mile east of Rainier.

At approximately 9:45 AM on July 3rd, 1915, a freight train in the charge of N.P. conductor J. W. Richards was passing beneath the MILW bridge when a crane being transported for Porter Bros. Const. Co., suddenly broke loose and swung around. The steel boom caught a diagonal cross stringer on the MILW trestle and tore a bent out knocking the overhead track out of alignment and weakening the 28 foot span over the N. P. tracks.

Brakeman Frank Russell saw the accident from his caboose and immediately pulled the air stopping the train within 2 car lengths. Faced with the task of having to protect traffic on 2 railroads at once, he handed a flag to John Burke, a watchman for Porter Bros. who was traveling with the crane, and sent him back to protect the rear of the N. P. freight. Russell then climbed through the right-of-way fence and scrambled up the fill to the MILW track.

About this time MILW passenger train No. 115, the Gray's Harbor Express, was approaching. Having left Seattle at 7:00 AM enroute to Hoquium with passengers destined for Cahasset Beach and other resorts over the 4th-of-July holiday weekend.

The train consisted of a 10-wheeler locomotive, combination baggage/smoker containing 7 passengers, regulation day coach containing 20 passengers, and the parlor car "Arlington".

Among the train crew were W. D. Baldwin, engineer, W. S. Pendegore, fireman, S. A. Tisher, brakeman, and A. L. Truher, conductor. The train was scheduled into Rainier at 10:10 AM.

After reaching the top of the hill, brakeman Russell walked out to the center of the bridge to survey the damage. He then headed back and was about halfway to the fill when train 115 reached the mile board and whistled for Rainier's station.

Caught short and on the far side of the bridge, there was little that Russell could do but to signal frantically from his position on the bridge.

The train was traveling an estimated 40 mph and apparently none of the crew saw the flagman until it was too late. The brakes were applied 250 yards from the bridge and brakeman Russell remained on the trestle waving his flag as long as possible before he jumped.

The locomotive slid onto the weakened span, turned to the right and **dropped** about 30 feet to the ground, turning completely over and landing upright.



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## WRECK

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In its plunge the locomotive broke free of the tender, which burst open, spilling oil over the site.

The baggage/smoker landed on the N. P. train, straddling the crane and a car load of coal, which broke it's fall. Only minor bruises and glass cuts occurred to the occupants of this car.

The day coach tipped over, falling a full 30 feet and landing on it's side, causing the car to collapse. Only one of the 20 passengers in this car escaped injury.

Miraculously, the parlor car remained atop the bridge and it's occupants were uninjured. Louis Bradeen, a contracting freight agent for the MILW was killed instantly and 16 passengers and 4 employees sustained injuries ranging from bruises and cuts to broken bones and internal injuries.

Engineer Baldwin was found pinned under the drivers of his locomotive. He was dug out and transported with the other injured persons to an emergency hospital set up in the Rainier Hotel where he died at 1:13 pm.

Fireman Pendegore was pinned under the wreckage of the locomotive cab and was horribly scalded by escaping steam. He died at 6:30 pm in Tacoma General Hospital.

Conductor Truher was taken to Providence Hospital in Seattle, with a shattered right leg and internal injuries.

Brakeman Sam Tisher escaped with only a bruised leg and helped remove 10 passengers from the day coach. He retired as a train baggageman in 1960 and passed away January 18, 1975 at 82 years of age.

Alan Miller, Snohomish WA

## Notes from the General Manager By Ed Lynch

Hello to all from Great Falls. 1993 looks like another banner year for MilWest. Memberships now exceed 225 and we continue to grow thanks to the dedicated members who promote our organization. The E-70 restoration project in Deer Lodge is progressing nicely. We have had some substantial cash donations, as well as agreements to donate the new paint and other services. However, the project now has a new problem. We had the existing layers of paint on the E-70 laboratory tested for composition and it was found that all existing paint layers contain lead. While most of us would normally not think of that as a problem, the EPA does, as lead paint is now considered toxic or hazardous material, and therefore the EPA has very stringent procedures that must be followed in removing and disposing of lead paint. Without going into great detail at this time, suffice it to say that the cost to remove and dispose of the existing paint will be much greater than previously anticipated. We now expect the project cost to exceed \$30,000, perhaps up to \$50,000. We are working closely with the E-70 owners to find solutions, but alas, the real solution is more money, or more donated services. We encourage all members to donate what cash they feel comfortable in donating, but more important, get the word out in your local area about the E-70 project and solicit donations to same. Don't overlook soliciting businesses that may have had some connection with the MILW. The only way sufficient funds can be raised is for all of us to actively go get donations wherever we can. Remember, all donations are tax-deductible. We have a deadline of mid-1994, in time for our Annual Meet for this work to be completed so we need to keep very active on fund raising. We will have

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### MilWest Management

MilWest is a Washington State non-profit corporation founded in October, 1987. It serves to preserve and promote the history of the (former) CM&PS, CM&StP, CMSIP&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.

The MilWest Dispatch welcomes contributions of non-copyrighted articles, photos, and other reproducible material for publication, with the understanding that no payment of any kind will be made for their use. All material for publication should be sent to the Managing Editor. Please double-space type all manuscripts, or contact Editor to submit on computer disk.

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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.

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## GM Notes

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updated information in each issue of the Dispatch.

One of the fund raising activities for E-70 is a T-shirt offered by the owners of the E-70. This shirt has original artwork produced just for this shirt and it should be an item that any MilWest member would be proud to have. A copy of the artwork is on the front page of this Dispatch issue, however, the artwork on the shirt looks much better as it is in color. The MILW herald is red, black, and white. The E-70 is orange and black with the maroon sidebands. The artwork measures 14 inches tall on the shirt. The shirts are 100 percent cotton, pre-shrunk, and made in the USA. This shirt is a limited edition and could even become a collector item someday. It serves as a tribute to MILW Lines West and the E-70. All profits from the shirts go to the E-70 project, and if all shirts are sold, about \$1,700 will go to the E-70 fund so please consider ordering one now. At the recent swap meet in Helena they sold very well so we hope they will go fast. Sizes medium, large and extra-large sell for \$15.00 each, and extra-extra-large sell for \$18.00 each. Order direct from me, Ed Lynch at my Great Falls address, but PLEASE, make all funds payable to the "E-70 Restoration Project", not MilWest or Ed Lynch..

Another fund raiser is our selling of the video "Wires, Wings, and Warriors". This tape contains footage of the MILW Lines West in the 1930's. It also contains original GE footage of the box-cabs being constructed in the GE plant. We are also selling the "Guidebook to the Milwaukee Road in Montana" published by the Montana Historical Society. While both the tape and the book are available from other sources, purchasing them through MilWest provides for a portion of the proceeds to go to the E-70 project. Both can be ordered directly from me, Ed Lynch, at my Great Falls address, but PLEASE, make all funds payable to the "E-70 Restoration Project", not MilWest or Ed Lynch.

Please make your plans now to attend the MilWest Annual Meet in Cle Elum on August 13-14. Plans are being finalized. It looks like we will get a tour of the former substation courtesy of the owner. We are still trying to secure a bus for a tour of the grade from Easton to Hyak, guided by the Washington State Parks Dept. Noel Holly will do a clinic on building HO-scale catenary, and there will be several slide presentations on operations in the Cascades during the 1920's, and the 1950-60 era. This should be a good meet and we sincerely hope all members will try to attend. We will also have the model contest entries, and open slide show on Friday night. Registration costs will be the same as last year, \$5.00 per adult, \$7.00 per couple, children 12-18 \$2.00 each, children under 12 are free. All amounts are in U.S. funds.

I hope you can see that MilWest is actively working to preserve the Milwaukee Road history in the

west. With your continued support we will complete the E-70 on time and be able to go on to other projects to keep alive the memories of the Milwaukee Road Lines West.

Other items of interest in the Cle Elum area are National Forests, Lake Easton State Park, fishing lakes, river rafting, golfing, and most other outdoor recreation activities. Nearby is Roslyn, WA, a small virtual living museum of early 1900's architecture, as well as once a site of coal mines supplying the NP railroad. Roslyn is where all the exterior shots for the TV series "Northern Exposure" are filmed. If you like turn-of-the-century architecture, don't miss a visit to Roslyn. Hope to see all of you at Cle Elum on August 13-14. - Ed Lynch

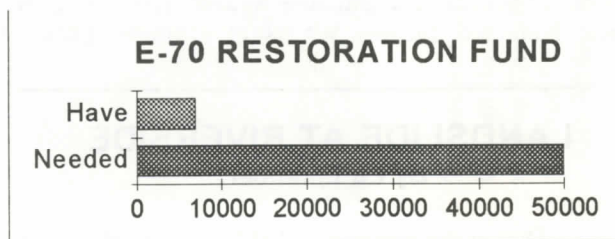
### Lodging Facilities

- Mountain Rose Resort, Hwy 903, Driftwood Acres, Lake Cle Elum, WA 98922. (509) 649-3409.
- TimberLodge, 301 West First St., Cle Elum, WA 98922 (509) 674-5966.
- Stewart Lodge, 805 West First St., Cle Elum, WA 98922 (509) 674-4548.
- Cedars Motel, 1001 East First St., Cle Elum, WA 98922. (509) 674-5535.
- The Moore House, (bed and breakfast, old MILW bunkhouse), P.O. Box 629, Cle Elum, WA 98922. (509) 674-5939. (800) 22TWIN.
- Bonita Motel & RV Park, 906 East First St., Cle Elum, WA 98922. (509) 674-2380.
- Chalet Motel, 800 East First St., Cle Elum, WA 98922. (509) 674-2320.
- The Roslyn Inns, P.O. Box 386, Roslyn, WA 98941. (509) 649-2936.
- Lake Easton State Park, P.O. Box 26, Easton, WA 98925. (509) 656-2586.

Additional lodging is available in Ellensburg, about 20 miles East of Cle Elum. Most travel-chain motels are represented. A variety of restaurants are available in all the local towns.

### Additional Information

- Cle Elum Chamber of Commerce, P.O. Box 43, Cle Elum, WA 98922. (509) 674-5958.



## WAYBILLS

Powell County Museum & Arts Foundation is now offering a T-shirt to raise funds to restore the E-70. The shirt is light grey in color and available in 4 sizes. The design was hand painted in by Jack Ostrom of Albuquerque, NM, and silk-screened by Tee's West. The shirt is a limited edition. The shirt-art is in 6 colors, hand screened on 100 percent cotton, pre-shrunk shirts.

Sizes- Medium-Large-Extra Large, \$15.00 each.

Size-Extra Extra Large, \$18.00 each.

Please include \$4.00 shipping with each order. PLEASE, makes checks payable to the "E-70 Restoration Project".

Order from Ed Lynch as follows:

E-70 Project T/S

4001 5th Avenue. North

Great Falls, MT 59405

The shirts will also be available at several Northwest swapmeets this summer, as well as at the MilWest Annual Meet in August. - Ed Lynch

I am preparing a set of three maps depicting detailed information on the Milwaukee's lines west. In the Spokane area there are two U.P. bridges used by the Milwaukee that I need information on. I need information on the 3000 foot U.P. bridge crossing the Spokane River and Hangman Creek on the west side of the city. I also need information on the U.P. bridge across the Spokane River in downtown Spokane. For each bridge I would like to know the type of bridge, the number of spans and the exact length. Jeff Simley, 2185 S. Hoyt Ct. Lakewood, CO 80227.

I am trying to contact former MILW Railroad employees in the Puget Sound region to let them know of the railfan museum started at the North end of the freight house square next to the Tacoma train shop. You are invited to stop by or attend our meeting on the 4th Saturday of each month at 11 a.m. We show slides, videos, movies, and pictures of the MILW from past history. You may see some of your friends and share stories of the past. If you have pictures, slides, movies, or stories to share, please call or write me. We would also like to hear from members of the MILW women's club that was active in the Tacoma/Seattle area. Our goal is to preserve the history of the MILW and its predecessors on the "Coast Division". Jim Holzworth, Freight House Historical Society, Freight House Square, 430 East 25th Street, Suite 206, Tacoma, WA 98421. (206) 383-0869.

## LANDSLIDE AT RIVERSIDE

By Ed Emanuel

During the summer of 1947, I was working the 3rd trick operator's position at Ellensburg, Washington.

It was an exciting time for Milwaukee Roaders, Nos. 15 & 16 had been re-equipped with new cars, except for the Pullmans, and named "THE OLYMPIAN HIAWATHA," operating on a 45 hour schedule between Tacoma-Seattle and Chicago. The old equipment had been given the name THE COLUMBIAN," trains No. 17 & 18, and was operating on the previous schedules of Nos. 15 & 16.

3rd trick Ellensburg with No. 18 eastbound and No.s 17 & 15 westbound was an interesting position if you enjoyed selling tickets and dealing with the traveling public. With Advance 264's and Dead Freights west, it was not an "OS" job, where you could figure on several hours of sleep each night.

At midnight, Saturday August 30th, 1947, besides noticing that it had been raining quite heavily, I could see and hear a westbound freight doing the station switching. Just after illuminating the train order signal, (there was not a 2nd trick operator), Graff Parker, the conductor, came into the office, saying they were almost ready to leave and if I could yet them some time on No. 18 at Horlick, otherwise they would have to stay at Ellensburg for them. Horlick was 10 miles east of Cle Elum, just inside the west end of the Yakima River canyon. I relayed the request to the Dispatcher, and after a moment, he said copy 3 west, will give them a meet at Horlick.

I displayed the westbound train order signal and copied the order, when I was about halfway through repeating it, all hell broke loose, there was a tremendous hit on the DS phone, which immediately went dead, both Morse wires were making weird noises.

Looking out the window, I could see the trolley wires and the 440,000 volt Puget Sound Power transmission lines making wild gyrations. The freight motor and the block signals went dark, so I knew the Kittitas sub-station had been knocked off the line.

Graff Parker was sitting under the switchboard, (we still had the old-fashion Peg Board type, with the long carbons), and had just lit a cigarette, we heard a sizzling sound, we both looked at the end of his cigarette, I just happened to glance up at the switchboard and saw flames shooting out of various holes. I said "GOOD LORD!" Graff looked up and was out of the chair like a skyrocket. The flames subsided after a brief period of time. About then the engine crew and head brakemen came into the office and wanted to know what was going on. Graff and I sure didn't know.

After some time, the city phone rang, the DS was calling from Tacoma with the news the track patrolman (who patrolled ahead of No. 18 from Cle Elum to Ellensburg, then returned ahead of No. 17 back to Cle Elum), had reported a slide at a place locally known as Riverside, just at the start of the canyon. No. 18, which was now at Cle Elum would back up to Easton and detour via the NP to Spokane. About this time, the Kittitas sub-station came back on line, and the westbound freight which had entered the main line, was able to back into the clear.

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## LANDSLIDE

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Although at that time, the extent of the slide was unknown, it was obvious we would not be running anymore trains that night between Ellensburg and Cle Elum. We annulled the freight's running orders and had them put as much of their train as possible on various yard tracks, as No. 17 & No. 15 would be tying up on the passing track. After that was accomplished, we released them from duty. They called a couple of their wives in Cle Elum to come and get them.

The DS also had me call out the Signal Maintainer, Frank Applegate, to go to the scene of the slide to make a preliminary inspection to try to determine what materials would be needed to make repairs.

Things quieted down until the conductor off No. 17 came into the office, they had been given a message at Kittitas to head in at Ellensburg and report to the train order office for instructions. The Ellensburg passing track was east of the depot and both it and the main line had a rather sharp curve to the left, just east of the west switch, so with half of the freight's train on the west end of the pass, I could not see No. 17's train.

I called the DS to report their arrival, he issued an Order annulling No. 18 from Cle Elum to Othello and Nos. 17 & 15 from Ellensburg to Cle Elum. After the conductor had signed the order, both the train and engine crew were released from duty.

Frank Applegate returned from the slide, in a voice tinged with disbelief, he said tell them to forget about making any repairs, there isn't anything left to repair. Everything was gone, either buried under tons of earth or out in the middle of the river. He had climbed up on the slide, and walking towards where the river bank used to be, he was able to see the slide had carried clear across the river, and for a short time had effectively dammed it up. Before it had been able to cut it's way through, the river had washed over the NP main on the north bank. No. 18, which was waiting at Easton for an NP steam engine, would not be going anyplace soon either.

While Frank was walking on the slide, he suddenly realized it was still moving. He made a hasty retreat to firmer ground. He estimated the slide to be at least 15 feet deep and about 1/4 to 1/2 mile long.

Before long, No. 15's conductor came into the office, and we repeated the same drill as with No. 17. With the train crews off duty, only the porters were left to deal with the passengers, and they had little or no idea why they were standing still, apparently out in the middle of nowhere.

There was a brief interlude of quiet, until glancing out the east window of the Telegraph Bay, I could see a small army of people advancing on the depot. In a few minutes the waiting room was jam packed, and people were lined up about 10 deep at the ticket window,

all demanding to know what had happened and when they were going to be on their way. I really didn't have any answers, except about the slide. At the time, we did not have a pay phone in the waiting room, and it was probably just as well, as there might have been a riot over who was going to use it. I could not accept any Western Union messages as the wires were down. Like a lot of places, the Ellensburg depot was a long way from town, at the time, it was not even inside the city limits.

The "Brass" in Tacoma and Seattle, having been roused from their beds, were beginning to show up at their offices, so between answering the city phone and pacifying the passengers, I was busier than the proverbial one arm paper hanger. Even the Pullman Company called with instructions for their conductors and porters. One message was for the dining car crew on No. 17 advising them the Seattle Times Newsboy special had been cancelled. Each year, as a reward for their paper carriers, the Times had chartered a train to bring them to the Ellensburg Rodeo, which is held on Saturday, Sunday and Labor Day.

The Road furnished 2 diners for this train. To do this, the diner arriving Tacoma on No. 17 Friday, would be one of the diners, the diner due to arrive Seattle on No. 17 Saturday, would be cut out of the train and switched into the special. As the only meal served was breakfast, the diner scheduled for No. 18 that night, was switched out at Ellensburg and picked up by No. 264 and taken to Othello, where No. 18 would pick it up. It must have been a very long day for the dining car crew. Of course, in previous years these would have been the diners off 15 & 16. The Newsboy Special never ran again.

Finally C. A. Nummedor, Superintendent of Transportation in Seattle got through on the city phone, with the most welcome news they were chartering Greyhound buses to bring the passengers and off duty train crews to the coast, the engine crews had long since arranged for rides to Cle Elum. Now I had something definite to tell the people. Probably the only lucky break the Milwaukee had during the whole mess, was that Ellensburg was still a division point for Greyhound, and due to the Rodeo, a number of extra buses and drivers were laying over, so the buses would be available in a fairly short period of time. The checked baggage would stay in the baggage cars, which didn't go over too well, but most people understood the situation and were just happy to know they soon would be on their way.

At long last, it was 8 a.m., and the first trick operator and the agent showed up, (the 6 day work week was still in effect), and I was very happy to turn the enjoyable job of dealing with the traveling public over to them. I did stay to watch the loading of the buses, and did not envy the porters the task of carrying the hand baggage down 1/2 mile of railroad track. As I recall, it took about 11 or 12 buses. After the buses left, the quiet in the depot was overwhelming so I went home to bed.

*(Continued on page 6)*

## LANDSLIDE

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Sometime during the day, crews were brought from Cle Elum and the passenger equipment was taken to Spokane for detour to Tacoma via either the GN or NP. The freight train went back to Othello.

## EPILOG

The immensity of the job, precluded the use of railroad forces to clear the slide and rebuild the railroad. A contract was issued to Morrison-Knudson Construction Company, who in a very brief period of time, had men and equipment working 24 hours a day. It was a tremendous undertaking, a solid roadbed had to be established first, before the rails could be relaid. The restoration of service in order to eliminate the costly detouring was of primary importance, so the finished trackage was not much more than a "shoo fly." The Electrification crews could not reconstruct the trolley until the track work was completed, so for some time, a diesel engine was used to drag the trains through the gap. Later on railroad forces eliminated a rather sharp curve and brought the track up to normal standards.

The Cle Elum substation sustained considerable damage when it flashed over, and the carrier equipment in the depot had to be replaced. The telegraph key on the operator's desk was reduced to a lump of melted brass.

The consensus of opinion about the cause of the slide was the fact that for many years the land above the railroad had been irrigated for farming, and was heavily saturated with water. The heavy rains finally caused the hillside to come sliding down.

I have no way of knowing if this was the most costly landslide in the history of the Milwaukee Road, but if it wasn't, it was certainly close to the top.

After 46 years, I do not remember the exact number of days the railroad was out of service, but it must have been at least 6 or 7. During that time, the Ellensburg depot was a very lonesome place, with not even the chatter of the telegraph to break the silence. The only company I had was the famous Ellensburg wind rattling the train order signal.

The only thing worse than a desolate railroad depot at night is no depot at all. - Edward R. Emanuel, Seniority Date 09/26/46

*Postscript:* "I went to the scene of the slide the next morning and was amazed at the scope. It was 3/4 of the way across the river. It was hard to believe there had been a railroad. I talked to the NP crew mentioned in the caption of the Seattle Times photo.

The disruption in service had a drastic effect on the potato harvest in the Kittitas valley. At the time, Kittitas was loading out 60-80 cars per day, and the corn cannery at Ellensburg was going full blast. A Kittitas turn,

commonly called the "spud run", was called almost daily out of Cle Elum to switch at Ellensburg and Kittitas. In addition, several times a week, sweet corn was shipped out of Kittitas in Railway Express passenger reefers for movement on No. 18 to eastern cities. This was a nice commission for the Kittitas agent.

I was agent at Ellensburg until October 1959, when transferred to Port Angeles. I was there until March 1971 when I was promoted to General Agent (Opr Dept) at Everett. I was in that position until I locked the office door for the last time March 7, 1980. I was offered and accepted a position as General Freight Agent with the Seattle & North Coast (what a story that would make), and remained with them until I could no longer stand it and took early retirement in September 1983. The S&NC lasted until the following June. My career batting average for working for a profitable railroad is .000.

Milwaukee Road trivia Cle Elum -- The only person in the history of the United States Coast Guard to be awarded the Congressional Medal of Honor is Douglas A. Munro, Signalman First Class, who was awarded the medal (posthumously) for his heroic action at Guadalcanal, September 27, 1942. Douglas is buried in the Cle Elum cemetery. The heavy endurance cutter USCGC Munro (WHE724) is named in his honor. Douglas was the son of Jim Munro, long time Chief substation operator at Cle Elum, and I am sure the only member of the "Milwaukee Family" ever to receive the highest honor this country has to offer.

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## IN MEMORIUM

We are sorry to report the passing of Phil Kresik, former MilWest Staff Assistant. Phil passed away in February, 1993, after a lengthy illness. Phil was active in many railroad hobby activities, including riding various railroads in his restored speeders with that group. We appreciated the work he did on the behalf of MilWest and he will be missed by his many friends in the group. We on the MilWest board, on behalf of the membership, extend our sincere condolences to his family. - Rocky Gibbs

Correction - In the January Dispatch I reported the passing of Bill Wilkerson's wife. Unfortunately, a typo crept in and the year was reported wrong. Bill's wife passed on in 1993, not 1992 as printed. My apologies to Bill and his family for any concern this error may have caused. - Rocky Gibbs

## ADDITIONS & CORRECTIONS TO HISTORY & OPERATIONS SOUTH OF TACOMA, WASHINGTON.

By Alan Miller

*Following is additional data regarding the T & E series of articles run in the Dispatch in 1991. I have researched the T & E for years and hope this additional information serves to amplify what was previously published. - Alan Miller. Editor Note - Additional results of Alan's research will run in future issues of the Dispatch.*

### Additions to April 1991 article.

PAGE 1-----Preliminary operations on what would become the Tacoma Eastern R.R. actually began in 1887 when the Hart brothers, who operated a sawmill at the present location of east 46th street, built about three miles of narrow gauge railroad down the present T&E gulch to get their lumber to tidewater.

Operations were sporadic and had ceased altogether by 1890, when new owners took over the property and rebuilt, standard gauged and lengthened the line to six miles under the name of Tacoma Eastern R.R. Operations ceased as a result of the financial panic of 1897 and the roadbed became overgrown and covered with debris. Reconstruction was undertaken by John Bagley in 1900 and was backed by Portland, Oregon bankers W.M. Ladd and Tilton.

John Bagley's son, Albert, was an engineer and minor official on the independent Tacoma Eastern in those early years and he remained an engineer after the Milwaukee's takeover of the road, retiring in the late 1970's with his original seniority date of Sept. 1, 1900!

PAGE 2-----Regarding the Willapa Harbor line, Pacific & Eastern operations were headquartered out of Firdale, Wash. (7 miles east of Willapa, 1.6 mile west of P&E Jct.) Facilities included a two stall engine house, coaling platform and an oil trestle. I suspect this last structure was an elevated track where a tank car full of Bunker C oil could be spotted and drawn to a locomotive tender by gravity. It was probably installed after purchase of P&E's oil fired 2-6-2 # 102 in July 1910.

PAGE 3-----P&E Jct. was renamed Sutico around the fall of 1918. MacPhail was renamed from "Sudbury" about the same time. Sutico is a contraction of the name "Sunset Timber Company", a logging outfit that took over operations of P&E's remaining "Woods spurs" in 1915. An unconfirmed suspicion I have is that Sunset Timber had running rights over the PS&WH from P&E Jct. to Firdale in their early years and used the old P&E engine facilities there for their motive power.

P&E's original log dump was located one mile east of Willapa station, off of a spur at the east end of the Willapa river bridge (WH-132) and was known as "Landing". In 1916 a new log dump was constructed

midway between Willapa and Raymond for the Sunset Timber Co. and was known as "Sunset Dump". About 1971 this dump was replaced with a new one at the east switch Raymond. Shortly afterwards Sunset Timber Co. was taken over by Willapa Harbor Lumber Mills (Weyerhaeuser) and operated as the Willapa Logging Railroad Co. until 1944. They purchased a C-1 class 2-8-0 # 7058 from the Milwaukee for their road power.

At the time of construction of the PS&WH in 1915, and for several years afterwards, the Raymond depot, yard tracks and most of the town were built atop piling over the tideflats of the Willapa river until they were eventually filled in.

A connection off the tail of the Raymond wye served the old Sanderson & Porter shipyard, which was developed during World War I. The tug "Bonnie" was used to tow the car barges to South Bend and she would dock at the old shipyard site.

- Alan Miller

## Olympiangram

*The title of this section derives from the former newsletter for passengers on the "Olympian (trains No. 15/16) west from Harlowton, Montana. Published in Lewistown, Montana between 1910 and 1918, it provided the latest wire-service news of the day.*

NEW MILW 2-6-2 BOOKLET - Bill Wilkerson's newest booklet is now available. It features the K1 Class 2-6-2 Prairie locomotives. These units served the MILW from 1907 through 1945. The book features photos from Norman Good and Earl Burrows among others. It is written in Bill's usual writing style making it very enjoyable to read. It contains further examples of Bill's excellent drawings. For the serious MILW motive power fan, this book will make a welcome addition to their collection. This book may be purchased from The Times-Clarion, P.O. Box 307, Harlowton, MT 59036. The cost is \$7.50 plus \$1.50 shipping and handling (all U.S. funds)

#261 RESTORATION--- #261 was the second of ten such S-3 Class 4-8-4 "Northerns" built by ALCO in July - September, 1944 (#260-#269). Due to War Production Board restrictions on strategic materials at the time, these locos were a "composite" design based on similar 4-8-4's built in the previous decade for the CRI&P and D&H. The CMStP&P's locos included all roller bearing construction, all-weather cabs, and "semi-Vanderbilt/water bottom" tenders. Built (ALCO #71974) with 74 inch drivers, weighing 230 tons, boiler pressure at 250 lbs., its tractive effort was 62,119 lbs. @ 25% adhesion. This was roughly equivalent to CMStP&P's first 4-8-4's (S-1's #250 & 251) built in 1929-1930.

Initially, all ten of these locos were assigned to

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the former "D & I" division between Chicago/Milwaukee and Council Bluffs/Kansas City on "Lines East". Four S-3's, the last steam power purchased by the CMStP&P, were converted to oil and assigned to the former Idaho division c.1950. These were the #262, #263, #267, and #269, and were used in both freight (on the main line through Malden, WA), and passenger (through Spokane) service. The #267 had the distinction of being the last steam loco in main line service on the former Idaho division when it was tied-up at Othello on December 17, 1954. The other three had been retired earlier that month.

Two examples of this "modern" steam power were saved following their retirement in 1956. The #261 was donated to the National Railway Museum in Green Bay in August, and #265 was donated to the city of Milwaukee in September 1956. The #265 (CMStP&P's last operating steam locomotive) was subsequently moved to the Illinois Railway Museum at Union. Now the #261, the closest "kin" to any of the CMStP&P's former "Lines West" steam power, has been leased from the National museum and is undergoing restoration to complete (FRA-approved) running condition at Minneapolis. -Art Jacobsen

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**Vol. 6, Issue No. 2**

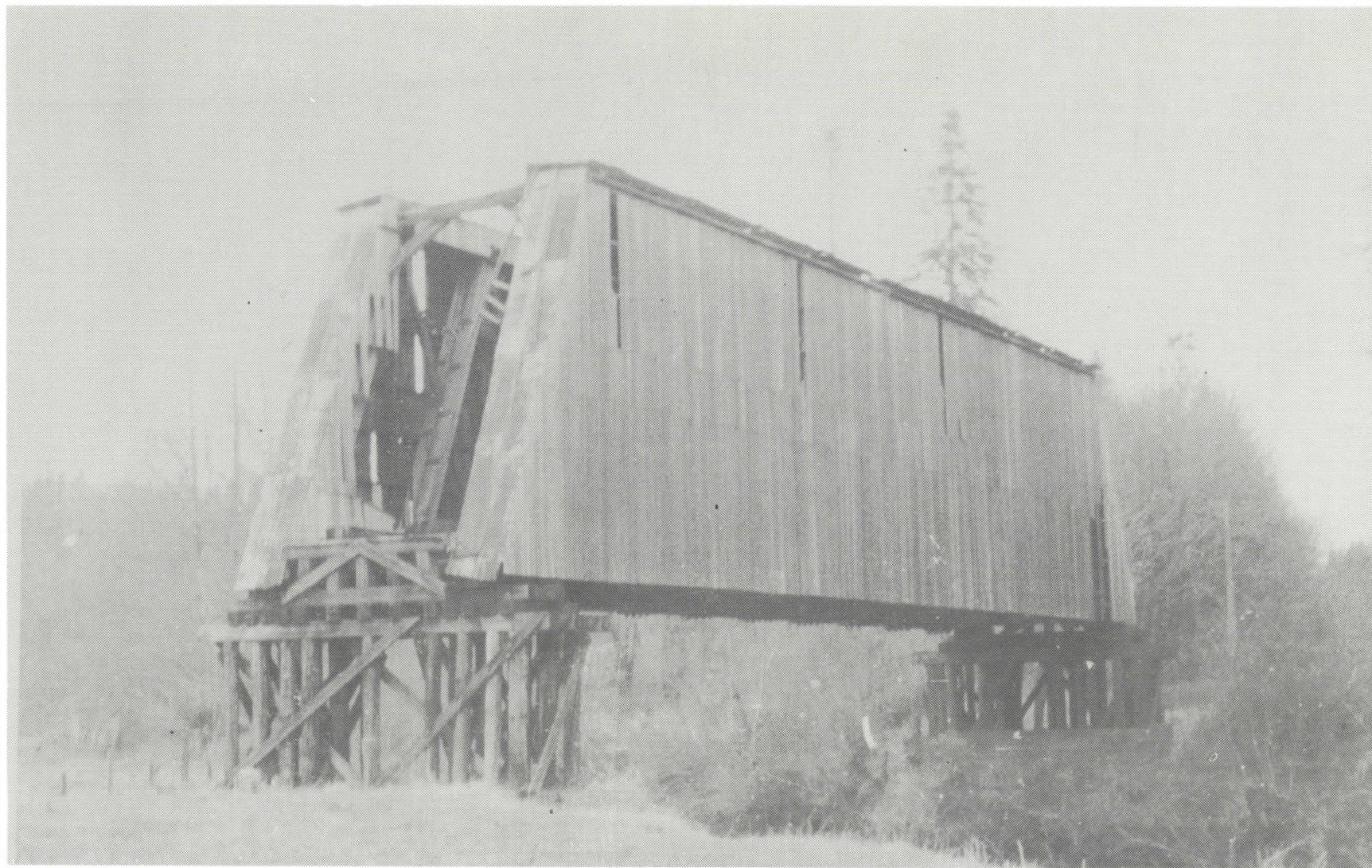
**April, 1993**

**MilWest Dispatch**

444 W. 15th

Spokane, WA 99203-2110





The covered bridge at Ruth, just months before it was removed. Former MILW bridge WH42, was a 125 foot through Howe Truss covered span over the South Fork Chehalis River on the former Raymond branch. Last used by Chehalis Western trains to Camp McDonald until 1962, it stood abandoned until November 1975 when removed for a new pile trestle by the Curtis, Milburn & Eastern Ry. when the line to Curtis was rebuilt.  
- Alan Miller photo, April 1975.



The Dryad depot was still in its orange and maroon colors, but sadly, looked every bit the relic it had become.  
Within two years of this photo, it was gone.  
- Alan Miller photo, April 12, 1975