

# Dispatch

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

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July 1993

## HIAWATHA RUNAWAY

By Edward R. Emanuel

Jim Scribbins in his excellent book, "THE HIAWATHA STORY," makes reference to two incidents that happened to No. 16 during January, 1950. The first incident was on January 16th in Wisconsin, when as a result of a highway crossing accident, the first unit of its 2 units became detached from the train and went a considerable distance before stopping. Fortunately there were no injuries. The second incident which happened here in Washington State, while on the surface may not have been so spectacular, had the potential of exceeding the Custer Creek, Montana disaster of June 19th, 1938.

This incident was the running away of No. 16 on Boylston Hill, (Jim in his book, like most of us, refer to these hills as the Saddle Mountains. But as show on any map, they are actually the Boylston Mountains. The Saddle Mountains are east of the Columbia River, south of where the main line used to be).

While I had no actual part in this incident, I became very well acquainted with what happened and what could have happened.

During this period of time, No. 264 was being called late out of Tacoma on Sundays to make certain branch line connections. The plan was for them to let No. 16 by at Kittitas. If No. 264 did not have station switching there, they would hold the main line and run No. 16 through the passing track which had a "rubber" switch on the east end. There was a couple of industry tracks which came off the main line, and if it was necessary for them to switch these tracks, then they would have to take the siding. Fortunately that was not the case the evening of January 29th.

I was then the agent at Ellensburg and due to reduction in forces had assigned a "call" to meet No. 16 seven nights a week. On this date, No. 264 came through around 5 p.m., and No. 16 was right on time, after their departure, I made up the night deposit, dropping it off at the bank on my way home, unaware of the drama that was going to unfold.

After heading in at Kittitas, No. 264's crew decided to eat dinner, as the beanery at Beverly was closed on Sundays. They could not do the switching until

No. 16 went by anyway. While they were eating, No. 16 sped through, making a run for the 1.7 percent grade of Boylston Hill. Alas, they never made it. The Bipolar's traction motors flashed over and caught on fire somewhere near "Old Renslow" and they came to an abrupt stop. As related in Jim's book, the engineer, Eddie Maxwell, and his fireman climbed down off the engine and began throwing snow on the fire, trying to put it out. All of a sudden they looked up in amazement. NO TRAIN. There it was, going pell mell down the hill. Realizing what was happening, the train crew rushed through the train setting the hand brakes on each car, but to no avail. They knew No. 264 was at Kittitas, and as they raced through the train, they yelled for everyone to lay down on the floor of the cars.

Back at Kittitas the only person who was aware that No. 16 had stopped was the sub-station operator, who could tell by his meters they were not drawing any power. He had not yet informed the dispatcher, and of course did not know the train was running away.

In the Kittitas depot, G. J. "Gerry" Bohnen, (an old head), the second trick operator, had just come on duty at 6 p.m. and was bustling around the office, talking to a couple of 264's crew who had come back from eating. All of a sudden, with a roar, a string of lighted windows went streaking by westbound. The ensuing dialogue sounded something like this:

Jerry getting on the DS phone: "OS Kittitas"

DS: "OS Kitty" (thinking he was getting the departure of No. 264).

Jerry: "OS, Passenger Extra West by at 6:45 p.m., I did not get the engine number."

DS: "YOU CRAZY OLD COOT, WE DON'T HAVE A PASSENGER EXTRA WEST!"

Jerry: "YOU YOUNG SQUIRT, I KNOW A PASSENGER TRAIN WHEN I SEE ONE!"

## RUNAWAY

(Continued from page 1)

About this time, the sub-station operator who had been listening in, decided he had better say something before things got completely out of hand. He told the DS, that indeed it was a passenger train, not an extra west, but No. 16. The train had gone about a mile west of the depot before it coasted to a stop.

While there was a lot of telephone conversation going on between No. 16's conductor and Tacoma, the Coast Division officers had been alerted by the DS and had rushed down to the office, the Kittitas section crew had been called out to go up the hill to pick up the engine crew.

After a couple of hours, the Beverly helper motor was taken off No. 264, coupled onto No. 16 for the long, cold run to Othello. No. 264 had to reduce to a single train.

It does not take much of an imagination to realize what the results would have been if No. 264 had held the main, or had already started their station switching. The thought of the Sky Top Lounge observation car, being pushed by the rest of the train, smashing into a 4 unit freight motor at 30 to 35 miles per hour, boggles the mind. The carnage among the 200 passengers and the crews would have been tremendous.

## EPILOGUE

I never did hear the official explanation of what actually had caused the runaway, outside of what had been reported in the newspapers, "for some unknown reason the air brakes had bled off."

At the time, there was some speculation, that Eddie Maxwell, in the excitement of the moment, had failed to set the air brakes, and had only used the engine brakes, which could not hold the train on that steep of a grade.

Regardless of what actually happened, the gods smiled on the Milwaukee Road that night, possibly for the very last time.

Postscript: "The dialogue between Gerry Bohnen and the DS is not word for word, but is a reasonable facsimile thereof. The time of the train passing Kittitas is also approximate, but close. Wish I could remember who the 2nd trick DS was that night. I think it was Bruce Cedarholm. Bruce went on to bigger and better things with the Milwaukee. He had a rather quick temper and was not the best liked DS in the history of the Milwaukee. - Edward R. Emanuel, Seniority Date 09/26/46

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Managing Editor, Rocky Gibbs, 444 W. 15th Ave.  
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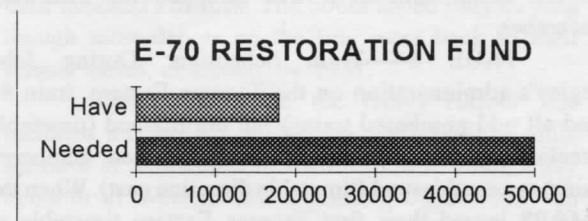
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**WAYBILLS**

WANTED: Photos of 2 NP cabooses that became WI&M cabooses in 1955. NP #1635 and #1698 (possibly were based around Spokane). Also info on WI&M caboose X-4, now a mountain cabin near Athol, ID (would like name and address of owner), or someone to examine it to find any trace of the NP #. Tom Burg, N. 2771 Thiel Drive, Merrill, WI 54452.

WANTED: Original, or good photocopies of MILW "train dispatcher's record of train movements" sheets and train-order books from the Deer Lodge office. Interested primarily in the Avery to Alberton area, but anywhere on the Rocky Mtn. Division electrification is welcome. Also like to hear from ex-MILW train dispatchers. Patrick D. Flynn, (SP train dispatcher) 1215 Chesapeake Drive, Roseville, CA 95661-7012.

WANTED: Interested in purchasing or trading train orders from any railroad. Dr. Edward Metz, P.O. Box 523, Crawford, NE 69339.





## ADDITIONS AND CORRECTIONS TO THE HISTORY AND 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's Note: Part I of this series ran in the April 1993 Dispatch. This is Part II. Part III should appear in the October 1993 issue of the Dispatch.*

### Additions to the July 1991 article.

PAGE 7-----Tacoma Eastern roster: A possible clue to the missing locomotive #2 may lie in the information that a 4-4-0 locomotive, number unknown, built by Manchester in Oct. 1882, Construction #1088 with 57 inch drivers was acquired by the Tacoma Eastern in Dec. 1901. It was sold to the Oregon Ry. & Navigation Co. in 1911, renumbered #58 and leased to the Mount Hood R.R. until it was retired July 1922.

Fred Stiegler of Tacoma, a TERR historian, swears there were two 4-4-0's on the line when he was a boy, so it would make sense that the missing #2 would be an 8-wheeler. However, the acquisition date doesn't jive with the number sequence.

Regarding the missing #13. There probably never was a locomotive #13 on the roster. Most likely for superstitious reasons. It sounds corny today but there were cases of it happening on other roads.

PAGE 8-----Former TERR locomotive #11, as the #2007, was used in passenger service on the Everett line in the late 1920's. Also before being transferred to the Raymond branch, PS&WH #4, as the #2130 was regularly used on the Everett line passenger in 1913. As the #122 it pulled a 7 car excursion train over the line on April 24, 1912 to celebrate the opening of the Everett line to passenger service. Class F-1 #6000 was used in Everett line passenger service to Seattle after the gas electric motor cars were pulled off in 1920.

For a photo of the #6000 on the Everett run see page 93 of Warren Wing's book, "Northwest Rail Pictorial" Vol. I, which shows it at Argo in 1924 with its two car consist on the morning run into Union station. As the #2185 it was used right up until the end of service on the Everett line in August 1930. This may have even been it's last assignment as it was scrapped the following December.

PAGE 8-----Train Schedules: During John Bagley's administration on the Tacoma Eastern, train #1 (and all odd numbered trains) ran northbound (timetable direction west) and train #2 (and all even numbered trains) ran southbound (timetable direction east). When the CM&PS issued their first Tacoma Eastern timetable in 1910, these directions remained unchanged. Within a short time however, these directions were reversed so that

southbound trains (from Tacoma) now ran timetable direction west and northbound trains (to Tacoma) ran timetable direction east.

Under Milwaukee ownership there was a second passenger train #3 and 4, which originated out of Mineral each morning, making a round trip to Tacoma and making a side trip to Ladd on the afternoon return to Mineral. This schedule provided good service in both directions on both the morning and afternoon runs over the most populated section of the line. Unfortunately the service out of Mineral was dropped within a couple of years, leaving just trains 1 and 2 operating out of Tacoma to Morton and return.

In the summer of 1918, trains 1 and 2 became the new "National Park Limited" Seattle to Asford, and trains 3 and 4 were reinstated to become the Morton local, but with a new twist! They were operated from the Morton end of the branch, tying up overnight there.

At the end of 1918 the TERR was absorbed into the CM&StP and trains 3 and 4 were renumbered to 31 and 32. They were also changed back to originating out of Tacoma, but, by 1924, were once again tying up overnight at Morton. This change in operating ends represented attempts by the Milwaukee to provide service that would permit patrons (especially businessmen) along the branch to be able to go to Tacoma on business and return the same afternoon.

On the Puget Sound & Willapa Harbor, train #1 and 2 were dropped from the schedule by the summer of 1916 and trains 3 and 4 became the Willapa Harbor Express, with Raymond as the originating terminal. Train 4 would depart Raymond at 1:05 pm and lay over at Maytown for three and one-half hours to make connections with both Grays Harbor trains to and from Hoquiam. Then, leaving Maytown as #3 at 7:15 pm and arriving at Raymond at 9:45 pm.

When the PS&WH was absorbed into the CM&StP, Dec. 31st, 1918, trains 3 and 4 were renumbered to 217 and 218, still leaving Raymond about the same time, but making, closer connections at Maytown (only a 15 minute turnaround by 1921) and returning to Raymond by 6:30 pm.



**T & E***(Continued from page 4)*

Milwaukee train service on the Grays Harbor line initially started as a mixed local when operations began August 14, 1910. Train #10 left Tacoma at 7:15 am, becoming #11 at Salsich Jct. and train #12 leaving Cosmopolis (the end of the line then) at 7:30 am, becoming #9 at Salsich Jct. with both trains arriving at their opposite terminals at 1:00 pm.

When the line was completed to Aberdeen/Hoquiam a few months later, a regular passenger service was inaugurated leaving Hoquiam at 8:35 am as train #102, and making a round trip to Seattle, returning to Hoquiam as train #101 at 10:40 pm.

By the fall of 1915 the Grays Harbor Express was originating out of Seattle on the schedule shown near the bottom of page 8, making a round trip as #115, leaving at 7:20 am and arriving back as train #118 at 7:25 pm.

An additional train and crew were added by the fall of 1916, each making a daily one-way trip. A 4:00 pm Seattle departure by #117 replacing the former #115's early morning run, and #118's schedule remaining unchanged.

This schedule fixed the meeting point between the two trains at Allison, 4.3 miles east of Frederickson, and scheduled the trains a little over 3 hours apart through Maytown. Causing a considerable layover of the Willapa Harbor train to make connections.

Over the next few years the time of #117 was gradually moved up to a 12:15 pm departure out of Seattle, which changed the meeting points to Rainier, Offutt Lake and, finally, Maytown itself. Which gradually shortened the layover of the Willapa Harbor connection and finally put all three trains in town at the same time.

In fact, Maytown could become quite crowded at 3:40 pm, with trains 218, 117 and 118 all swapping passengers, plus the Raymond local way freight tied up in the yard and a Maytown local also tied up on Monday's, Wednesday's and Friday's.

The only other change in the Grays Harbor trains was the elimination of the Seattle-Tacoma portion of their run, about 1920. This service was handled on the Columbian from that time on.

The OWRR&N (UP) also provided passenger service to Grays Harbor from Seattle. Their trains ran at night with sleeping cars and were known as the "Grays Harbor Owl. Train #563 left Seattle at 11:15 pm and arrived at Hoquiam at 7:15 the next morning. Train #564 leaving Hoquiam at 10:30 pm and pulled into Seattle at 6:15 am. These schedules were carried in the Milwaukee public timecards, the service lasted until the early 1940's and was operated with gas-electric motor cars at the end, probably McKen cars. A General Electric gas car was used in passenger service on the Morton branch in 1917.

Passenger service on the lines South of Tacoma remained intact until the late 1920's. Trains 31 and 32, to Morton were pulled off sometime around 1929. Service to Raymond and Hoquiam was discontinued about the same time. Trains 1 and 2 (National Park Ltd.) were only operated to Ashford on a seasonal (summer only) basis. Starting in late June or early July and running through mid to late September. These trains were discontinued after the 1931 summer season.

PAGE 8-----Regarding original P&E line rail. An inventory I have, dated Sept. 11, 1915, shows the line to consist then of 56 lb. and 60 lb. rail on the Pacific # Eastern section from Willapa station to P&E Jct. There were various rail dates of 1887 to 1912 on the 3.6 mile of 60 lb. rail, and the 4.9 miles of 56 lb. was all "Carnegie 1907" stock. No record was shown of any 45 lb. steel.

PAGE 10-----"Agencies & Trackage". At the time of takeover by the CM&PS in 1910, the TERR had the following open agencies on it's line. Tacoma (passenger depot), Bismarck, Kapowsin, Eatonville, Elbe, Ashford, Mineral, Morton and McKenna. There is evidence to suggest that there were agencies at Watkins (2.5 miles west of Mineral) and at Ladd in 1906, but these may have been only temporary during construction. It is known that there was a boxcar depot at Glenavon in 1910, during construction of the extension into Morton.

A small telegraph office was opened at Salsich Jct. in 1912, to handle trains to and from the Grays Harbor line and, over the years, agencies were opened at Tanwax Jct., Alder and Reliance as business dictated. From August 1946 until February 1948, there was night office established at Eatonville Jct. to handle train orders on the new Alder Dam line change, which left Eatonville on a stub spur.

The "boom years" of World War II saw the most activity among open agencies on the Morton branch. A night operator was added to Alder in 1947, followed by the reopening of Frederickson as a night office in Feb. 1945. Night operators were added to Mineral and Morton to make them "continuous offices" by 1946 and Frederickson was also made continuous by Feb. 1948. The agents at Morton and Eatonville even had the company of their wives on the job, as they were assigned as station clerks at their husband's offices! The boom lasted only so long though most depots on the line were back to their former status, or closed, by 1951.

Open offices on the Grays Harbor line included an agency at Rainier until 1930, a night operator at Skookumchuck from 1936 to 1940, a day operator at Western Jct. beginning about 1939 an agent at Maytown (opened in Oct. 1912) and Rochester (1913 until 1931).

## T & E

(Continued from page 5)

Open offices on the OWRR&N Chehalis River joint line were: Independence, Cedarville, Saginaw, South Elma, South Montesano, Melbourne, Cosmopolis and South Aberdeen.

The Grays Harbor line was called the McRenna-Gate line when first built and there were a number of interesting spur lines off of it that are worthy of mention. The first of these was the Johnson Creek Spur, located .9 mile east of Rainier. It was built in 1910 and the Milw's portion was 3.59 miles in length, serving the Johnson Creek Lumber Co. mill on the stream of the same name.

There was a grade crossing of the NP spur to the Lindstrom-Handforth Lbr. Co. and an east and west connection to the Milw. spur which formed a wye and provided Milw access to the lumber company via the NP spur. There was also a spur track about 700 feet long serving the Rainier-Lea Lbr. Co. mill at mileage 2.5. At mile 3.59 a thirty span pile trestle crossed the Des Chutes river and, on the twenty fifth span was the end of the Milw. steel. The balance of the spur, of unknown length, and the remaining five spans of the bridge, were owned and maintained by the lumber company. Also a short way beyond the end of Milw. steel was a connection to the NP's Prairie line.

The spur was abandoned in segments, beginning with 5,051 feet of the end portion in Feb 1918. Another 5,606 feet in July 1925 and the final 8,326 feet in Sept. 1936.

Another was the Gregory Spur built in late 1910, early 1911, it was located 2.8 miles east of Offutt Lake and was 4.5 miles in length, serving the Gregory mill. This spur shows on the map of railroads on pages 78 and 79 of Warren Wing's first N.W. Pictorial book The spur was retired in Oct. 1928.

The shortest but longest lived, of these spurs was known as the Bordeaux Spur. Located at Mumby, 4 miles west of Maytown, it was built in 1911 and extended 1.26 mile westerly to Bordeaux Jct. where a connection was made with the Black Hills & Northwestern Ry., a common carrier logging road owned by Mason County Logging Co.

The logging company's tracks continued westerly to the company town of Bordeaux and the mills of the Mumby Lumber and Shingle Co. The spur contained six bridges, spanning various small creeks and a cattle pass. The first of which crossed Little Rock road, another spanned Black River and the last was an undercrossing of the NP, who also had a connection to Bordeaux Jct. from their Grays Harbor line.

Mason County logging operations ran regularly scheduled passenger trains over their line from Bordeaux to connect with the passenger trains on the Northern Pacific right up until the end of logging operations in

1941. The Milw. pulled up their spur a couple of years later.

These spurs were similar to ones on the Tacoma Eastern at Tanwax Jct. to Tidewater (2.9 miles), Kapowsin to Electron (2.2 miles) and East Creek Jct. (Mineral) to Ladd (2.97 miles) which are somewhat more commonly known among rail historians.

Getting back to the subject, open offices on the Willapa Harbor line were: Maytown, Blakeslee Jct. (two-story interlocking tower operated by the OWRR&N), Centralia, Chehalis, Chehalis Tower (2 miles west at crossing of NP Willapa Harbor branch), Dryad, Dryad Tower (at crossing of NP's W.H. branch), Doty, Sutico and Raymond. Also a depot and an agency was established at Burt (10.6 miles west of Doty) from the mid-1920's until 1971.

In Nov. 1971 Milw. gained running rights to Longview and this led to the establishment of a train order office and manual interlocking on the NP's double track Third subdivision at Chehalis Jct., where the NP's Willapa Harbor line takes off.

The office was opened sometime around 1937-38 and was manned by Milw. operators. Sometimes on a full time basis, other times dividing their shift between Chehalis depot and the junction. The operators copied NP train orders for the westbound Longview job (train 863) and provided interlocking protection for Milw. trains coming onto or off of the NP mains.

In 1974 the Milw. initiated running rights over the NP's Willapa Harbor branch from Chehalis Jct. to Dryad Jct. (the old Dryad Tower crossing site) in exchange for rights granted the NP over the Milw. between Waugan and St. Regis, Montana the year before. Milw. trains entered the NP branch through the Chehalis Jct. interlocker.

The Chehalis Jct. office appears to have been created using the top story off of either the Chehalis or Dryad tower. These towers were no longer needed as the crossings had been made automatic in Feb. 1928 and the tower men removed. The Dryad crossing became nonexistent as the Milw. rails were pulled up east of the crossing and the former diamond became the junction switch for Milw. trains to enter their own rails for the rest of the trip into Raymond.

The Chehalis crossing would continue to see service under new owner Chehalis Western Ry. and indeed, the crossing still exists to this day. Chehalis Jct. was closed and replaced by CTC in 1971 and the tower was shoved over the NP embankment, where it slowly decayed over the years.

PAGE 11-----In addition to the drawbridges mentioned on the Grays Harbor line at South Aberdeen and Hoquiam, there was also a joint OWRR&N draw span over the Chehalis River at South

**T & E***(Continued from page 6)*

Montesano on the Montesano Spur. This was a 250 foot steel thru truss swing span, built in 1913.

Other joint line drawbridges located on lines west territory were on the Great Northern, over the Snohomish river at Snohomish, from August 1976, when GN rails were first used to Everett, until 1949 when it was made a "fixed" span. Also, after Sept. 1970, when running rights to Bellingham were begun, Milw. trains operated over three Burlington Northern (ex Great Northern) draw spans at Everett's Delta Jct. (Bridge 10) over the Snohomish River and at Marysville (Bridge 17) over Steamboat Slough and (Bridge 12) over Ebey Slough.

There were, however, three drawbridges on lines west that were wholly owned and operated by the Milw. Two were located on the Everett line, FF-7014, a 210 foot span over Ebey Slough and, one mile west was FF-1018, a 240 foot span over the Snohomish River at Lowell. Both of these were wooden thru Howe truss types, swung manually and were adjacent to similar bridges on the parallel Everett-Snohomish Interurban line. They were abandoned and dismantled in 1936, after running rights over the GN were obtained. The third bridge was located off of the tail of the wye in Tacoma Tide Flats yard. Bridge FF-724 was a 250 foot steel thru truss swing span over the Puyallup waterway and gave access to the St. Paul & Tacoma Lbr. Co. mill. It still existed until the end of operations in 1980, but had been "straight railed" in place for many years by then. Most of the turning machinery and controls from the bridge tenders shack had also been removed. When I last visited it in the late 1970's there was a sign mounted to the draw rest in the middle of the river with instructions to call the Milw. train dispatcher to have the bridge opened. It was so out of date that the phone number contained only 3 digits!

None of these bridges warranted even a mention in the earlier employee timetables until around 1926 when the two Everett line bridges were listed among the station names in the schedule. Also the Ebey Slough bridge received crossing gates at each end of its approaches about this same time. It is not known what, if any, type of signal system was used at the Lowell bridge. In later years the Lowell bridge was left open at night after the passage of the last train. The bridge tender, Vernon Phillips, used a row boat to get to and from the bridge while it was left open.

The St. Paul Spur bridge simply rated a mention in the timecard under the heading "DRAW BRIDGES".

PAGE: 12-----Concerning "OPERATIONS" On the Morton line in the 1930's and early 1940's train #791 would depart Tacoma about 7:30 am and work all of the stations along the line. Sometimes 3 or 4 hours at Eatonville with the big mill to be switched.

Arriving at Mineral about 5:30 pm they would unload the LCL car at the depot, switch the log dump and M.R. Smith

shingle mill and then the train crew would tie up. There was an extra caboos at Mineral, usually stored on the Chippy track, used by the Mineral-Morton turn.

They would use the locomotive and engine crew from 797 and go to Morton, do all of the switching there, return to Mineral with their train and both crews would tie up.

The next morning the Tacoma train and engine crew would finish up any switching around Mineral and depart for Tacoma as #792, meeting #791 at Eatonville. At Mineral there were some shacks west of the depot where the crewmen stayed for 35 cents a night. There were four rooms per shack and the engine watchman's wife took care of them. There was also a roundhouse and a loggers hotel on the West Fork logging railroad at Mineral in those days too.

Concerning the "rock train" operations for the Fife yard project. These trains originated out of a gravel pit served by a 6000 foot spur off of the Grays Harbor line about a mile and a half west of Offutt Lake. This spur was established Feb 1, 1976 and was known as "Segale" after the Tukwila based contractor who supplied the new yard site with fill. These rock trains were operated in the wee hours of the morning and a third trick operators job was added at Western Jct. to handle train orders for the return of these trains back to Tacoma. After the rock trains were pulled off the night operator at Western was no longer needed. However, it was decided an operator was needed elsewhere so it was decided to re-open Frederickson. A trailer from West Siding was moved in for a depot, a train order signal erected and the job bulletined. For some reason the day before the job was to start, Aug. 29th, it was abolished.

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## Notes from the General Manager

Greetings from Great falls. Our 1993 Annual Meet is fast approaching. This year's event will be held at the Cle Elum/Roslyn High School commons room in Cle Elum Washington, August 13th & 14th. This year's meet should be one of our best ever. Activities will begin at 7:00 PM Friday, with registration. As in the past, Friday night will have open slide shows, and I urge all those attending to bring things to display and slides to show. Please limit your slides to 40. Also on Friday night, will be a program by the Washington State Parks on the Iron Horse Trail which encompasses much of the former Milwaukee Road Main Line across the state. We will also be taking entries for the model contest on Friday night so bring your MILW models and enter them. On



## GM NOTES

*(Continued from page 7)*

Saturday morning we will meet at the former substation (#24) on Madison Avenue in South Cle Elum at 10:00 AM. The official "group photo" will be taken here, followed by a look inside the building (now privately owned). The area around the former depot at the site should be considered by all to be "OFF LIMITS" during the meet. It is owned by an individual who is not a railfan and has no interest in The Milwaukee Road or its history. His area is private and is clearly posted NO TRESPASSING. Also in the area of the former yard is the old Milwaukee Crew Bunkhouse which has been turned into a bed and breakfast establishment. This is one building that all attending should see. It has been completely restored and has several adjacent ex-Burlington Northern/Frisco cabooses turned into rooms.

After a two hour lunch break we will form a motorcade and travel to Hyak for a walking tour of the former grade led by members Doug Nighswonger and Allen Miller. Also on hand will be a guide from Lake Easton State Park to answer questions and describe current plans for the grade and Snoqualmie Pass Tunnel. Another break will follow the tour to give the members a chance to explore the area on their own.

At 7 PM will be the 7th MILWEST Annual Business Meeting back at the school commons. At the meeting, progress of the E-70 Project will be covered as well as old and new business and elections. After the meeting the winners of the model contest will be announced. Between 8 PM and 11 PM will be the feature program. Doug Nighswonger and Allen Miller will show a slide program on the original Main Line over Snoqualmie Pass and operations on the pass right up to 1980. Also on tap will be a model catenary "clinic" by well known author Noel Holly. If time permits after the main show, the die-hards can stay and watch more slides if there are more to be seen. As always, we invite all members to bring lots of Milwaukee memorabilia, photos, etc., to display. Table space will be available. We will have copies of the book "Guide to the Milwaukee Road in Montana" available, as well as the video tape "Wires, Wings, and Warriors, and lots of E-70 Shirts. I hope that this meet will be enjoyable for all, and I look forward to seeing everyone there. One bit of advise to everyone who plans to attend; please make your motel reservations-NOW! Motel rooms are limited in the Cle Elum area and August will be the height of the Tourist Season. A list of available motels appeared in the April, 1993 issue of the Dispatch. Please reference this list for current addresses and phone numbers. See you in Cle Elum!

There is a good chance we will be looking to fill a possible vacancy on the MilWest Board of Directors. One

of the Staff Assistants has indicated it may be necessary for him to step down due to personal reasons. We are hereby asking for volunteers to come forward to lend their assistance in running MilWest. Contact me for details of what the duties of the position are if you are interested. We will need to fill this vacancy at the Annual Meet if possible.

We also need a volunteer to be a third judge for the model contest. Please contact me for details. This is an easy job and you only have to work a short time at the meet. The model categories are Locomotives, Rolling Stock, Structures, and What-If. C'mon forward and help out your organization if you can. You'll feel better for it.

- Ed Lynch, MilWest General Manager

## DFW

### ST PAUL PASS TUNNEL MAY GET REPRIEVE

The following was reported in the May 12, 1993 Idaho Statesman - U.S. Forest Service officials, working with Rep. Larry LaRocco, D-Idaho, have agreed to work with state and local officials and residents to open the St. Paul Pass tunnel to mountain bikers and others. This is the former MILW tunnel #20 between East Portal and Roland on the Montana-Idaho border. The tunnel is at the beginning of a 26-mile downhill grade over nine trestles and through nine more tunnels on the way to Avery. The tunnel had been ordered closed due to safety considerations. Contracts had been let to plug the ends with concrete this summer. This action has now been postponed pending a study of the cost involved to make the tunnel safe to keep open. Deputy Regional Forester Chris Risbrudt pledged the cooperation of his staff in planning for the entire recreational trail and improving guard rails on the trestles. The Forest Service does not have the \$1.5 million projected cost needed to make the tunnel safe Risbrudt reported, and the agency would welcome financial help to get the job done.

This should be good news for MILW fans of that part of the line. The roadbed from Two-Mile creek (near St. Regis) over the mountain and down to Avery is (I believe), the largest single segment of the former grade that is still intact and open for use. Tunnel 20 is closed now to all travel. If the above proposal can be completed, the tunnel would be usable for hikers and bicycles. The Dominion Creek Bridge is also closed now I believe. Other than these two items, the roadbed is open and most of the Montana side may

**DFW***(Continued from page 8)*

be driven by motor vehicle. The rest is open to hiking and non-motorized vehicles. This looks like a project that all interested MILW fans should get behind by writing the Forest Service and their Congressmen to let them know you support the efforts to keep the trail open. For those interested, I recommend a trip over this part of the grade on a summer day. The scenery is spectacular as you travel over the trestles and through the tunnels of the Adair Loop on the way down to Avery. - Rocky Gibbs

**A TRAIL ON THE OLD MILWAUKEE GRADE?**

Subsequent to receiving the above news item, I received a request for public comment regarding the potential development and preservation of the abandoned MILW grade between St. Regis, MT and Loop Creek north of Avery, ID. This request is from the Avery Ranger District of the Forest Service. I have had MilWest on a mailing list from the Ranger Districts in this area for a couple years as they continually plan and evaluate many factors affecting the area. For MilWest, our major area of concern is the former MILW grade. Now it seems there may really be a possibility of doing something with the grade.

Their proposal is the development of a historic recreation trail along the grade. Two trail segments are being considered. The first segment to run from St. Regis to St. Paul Pass tunnel, and the second segment from St. Paul Pass tunnel to Loop Creek. The proposal is for trail use by hikers, bicyclists, and horseback riders. Motorized vehicles would be prohibited except for snowmobiles in the winter, on the Montana side only. They are not considering the Idaho side because of safety concerns on the trestles. (the Montana side is currently used for snowmobiles).

They plan interpretive plaques along the trail, and would develop trailheads with information, parking and restroom facilities. Some of the specific issues needing to be addressed are Safety and Liability, Preservation of Historic Features, Desired Recreation Setting, Types of Recreation Use, Compatibility with Other Resource Objectives, Private Lands, and Interpretive Opportunities.

I will send a reply on behalf of MilWest but I urge all of you, please write and make your thoughts known to these people. I know the area in question first hand and this seems like a real opportunity to keep this area open for recreational use and preserve some of the MILW history of this area. I'm sure that without some sort of plan for recreational development of this trail, the whole area would eventually be closed off completely. Then no one could experience what the MILW was in this area. Please write to: Patrick R. Sheridan, Acting District Ranger, Avery Ranger District, HC Box 1, Avery ID, 83802-9702. Mark your reply to "1950/2350". They are

requesting that all replies be to them by August 15, 1993. - Rocky Gibbs

**LITTLE JOE E-70 TO MOVE**

Ed Lynch reports that the Forest Service has awarded a grant of \$23,000 to the Powell County Museum and Arts Foundation, for the purpose of moving the E-70 from its place behind the Powell County Courthouse to a spot at the old Montana State prison site. The prison and the Towne Ford museum are currently operated by the Foundation and moving the E-70 to this site will display it much better than its present location. We believe bids have already been taken and a contractor selected to perform the moving operation. While moving the E-70 is not part of Milwest's fund raising project, we certainly support any action that will benefit the display of E-70. Our fund raising project is only for the cosmetic restoration of the E-70. See the General Manager's notes for more information on our fund raising progress. The local community in Deer Lodge seems to really be getting in the spirit of the E-70 event and are working hard towards the satisfactory completion of all needed work in time for the planned rededication of the E-70 in 1994. We at MilWest commend their efforts. - Ed Lynch

**TOWN OF ISMAY CHANGES NAME**

The eastern Montana town of Ismay, on the former MILW main line, has officially changed its name, effective July, 1993, to "Joe" Montana. If that name sounds to you like a well known football player, you are right. It seems the town was given the idea for the change and the movement snowballed culminating in the official change. It was reported in the newspapers that the 22 residents of Joe held a celebration in honor of the event, even though it rained heavily that day. Joe Montana (the ball player) was invited for the event but was unable to attend. It is hoped he will be able to visit Joe at a later date. - Rocky Gibbs *(DFW continued on page 11)*

**A Poem**

Courtesy of Bill Wilkerson

**THE HOGHEAD'S DYING REQUEST**

A hoghead on his deathbed lay,  
His life was ebbing fast away.  
His friends around him closely pressed  
To hear the hogger's last request.

**Poem***(Continued from page 9)*

He said, "Before I bid adieu,  
One last request I'll ask of you;  
Before I soar beyond the stars,  
Just hook me to a hundred cars.

Oh, let me on that engine there  
Just see how rough I can handle air;  
Oh, let me at some water tank  
Make a big-hole stop and give a yank.

Then from the corner of my eye  
I'll watch the pieces as they fly;  
Then I'll calmly sit me down  
And watch the dust clouds settle 'round.

Oh, let me pull a drawbar out,  
Then take my can with its long spout  
And getting down upon the ground;  
Take my own time to oil around.

Then far behind, in that red caboose,  
I'll hear the conductor turning loose  
A few pet names, as in days of yore  
I've heard a thousand times before.

Oh, just once more before I'm dead  
Let me stand the conductor on his head;  
Let me see him crawl from beneath the wreck,  
With a window sash hung around his neck.

And when he comes and wants to fight,  
Then I'll appear so innocent-like,  
And the old excuse I will proclaim:  
There's a dynamiter in that train!

And you, dear friends, I'll have to thank,  
If you'll let me die at a water tank;  
Within my ears that familiar sound,  
The tallow-pot pulling the tank-spout down!

Oh let me die holding in my hand  
A bunch of waste and an old oil can;  
And let me die here on the ground,  
Where I've spent the long years oiling 'round.

Oh, let the train with draw-bar down,

Have all the crossings blocked in town;  
And when they chain those cars together,  
I hope it'll be in sloppy weather.

And when at last, in the grave I'm laid,  
Let it be in the cool of the water tank shade;  
And put within my lifeless hand  
A monkey wrench and the old oil can.

A marble slab I do not crave;  
Just mark the head of my lonely grave;  
With a draw-bar pointing toward the skies,  
Showing the spot where this hogger lies."

Then fainter grew the hoghead's breath;  
His friends around him closely pressed.  
His mind was wandering far away,  
Perhaps to some other bygone day  
When he as a hogger of great renown,  
Was turning cabooses upside down.

Perhaps his mind was wandering back  
To a draw-bar close beside the track  
While he was trying to start the train  
And was doing his best to "break the chain."

Then his face lit up in a joyful light,  
And his soul prepared to take its flight.  
His friend bent o'er him and called his name;  
He smiled and said: "I've broken the chain."  
Then closing his eyes, he said no more;  
He was doubling the hill to the other shore.

*Editors note: This poem was supplied by Bill Wilkerson. His dad had saved it from an old Brotherhood of Locomotive Engineers Journal.*

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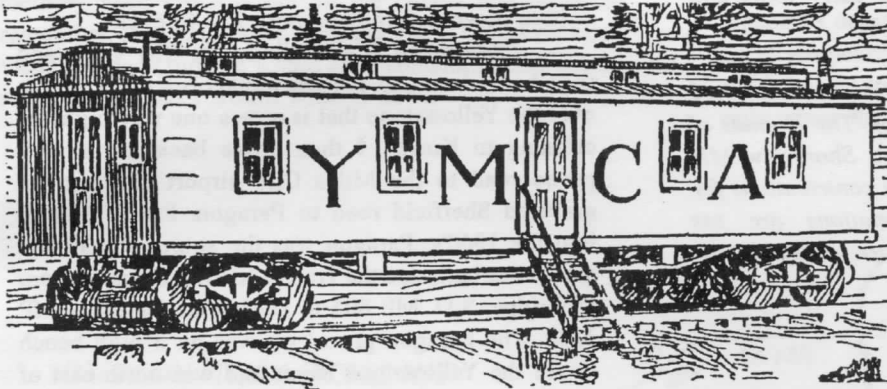
**YMCA Car****By Tom Burg**

In late 1912 the Potlatch Lumber Co. employed 800 men in its logging camps and operated 83 miles of standard gauge logging railroads adjacent to the mainline of its Washington, Idaho & Montana (WI&M) Railway and the Elk River Branch of the Chicago, Milwaukee & Puget Sound Ry. The woods headquarters of the company was at Bovill, Idaho.



## YMCA

(Continued from page 10)



Y M C A. CAR POTLATCH LUMBER CO., POTLATCH, IDAHO

A traveling secretary of the YMCA toured the camps and found a keen interest by the men in establishing an industrial YMCA in the area. It was determined that it would not pay to erect even temporary buildings at each of the isolated camps, but a traveling YMCA railroad car was proposed. Potlatch Lumber Co. General Manager William Deary, Assistant General Manager Allison W. Laird, and Woods Superintendent Thomas P. Jones met at Bovill, Idaho, with representatives of the YMCA. It was mutually agreed that the company would furnish a 60 foot car and part of the maintenance if the men would raise the money for the equipment and incidental expenses of operation. In less than ten days the men raised the nearly \$600 necessary.

A special car, 60 feet long and 14 feet wide was furnished by the company. Photos appearing in *The Timberman's March*, 1916 issue reflect the car to be a typical clerestory roofed logging camp car of the era, with white trim and probably Potlatch's boxcar red basic color. Interior photos reflect a wood stove for heat, benches along exterior walls, and card, writing, and billiard tables running longitudinally down the center of the car. Equipment included a phonograph, musical instruments, boxing gloves, a billiard table, a barber chair, ten newspapers, ten magazines, games and stationery.

The YMCA car entered into service on December 1, 1912, making visits of 3-4 days duration at each of the camps. It was liberally patronized by the men. YMCA Secretary James E. Lansbury of the industrial department of the Spokane YMCA was placed in charge of the car, traveling with it. A full day's program took place Christmas Day, 1912, in Camp 11 (located about one mile east of the Milwaukee branch up a logging railroad spur along Nat Brown creek at Collins, north of Bovill). It began with a Christmas service and included a wrestling contest for the Championship of Potlatch Camps, a sawing

contest, a boxing contest, and closed with a pie eating contest (winner was awarded a pair of socks). Lansbury quoted many of the men as saying this was the best day they ever had in the woods.

The car continued to serve the 10 Potlatch camps between Bovill and St. Maries with 3-4 day stops, being welcomed upon arrival and lamented upon departure. Potlatch Lumber Co. management thought highly of the car for providing wholesome recreative and leisure time activities, and cutting down on gambling and drinking; and for keeping men on the job longer and saving the losses incurred in breaking in new men. The car was still in service in 1916. *Source: Various issues of The Timberman*

- Tom Burg

## DFW continued

(Continued from page 9)

### #261 REBUILDING PROGRESSES

Milwaukee S-3 4-8-4 #261 has been shifted to Minneapolis, MN for completion of the rebuilding. The locomotive is in the General Electric apparatus shop adjacent to the Soo Line's Humboldt Yard. G.E. has graciously allowed the use of this shop for the rebuilding. Since its arrival, all of the boiler and firebox surfaces have been ultrasound tested and inspections of the stripped-down boiler have been conducted. The inspections revealed that the boiler and firebox are in excellent condition. In November, 1992, a patch was installed on the knuckle portion of the rear flue sheet in an area where cracks are common (such cracks had developed on #261). Of 3800 "staybolts", only 150 have required replacement. The superheater tubes and flues have been removed and new ones are being installed. Most major appliances have been shipped to various shops for repair work. Rebuilding is on schedule with the first steam-up planned for later this year.

The first authentic piece of ex-Milwaukee Road rolling stock has been acquired for the consist to be pulled by #261, former MILW storage car #1959. The car was constructed in 1938 as an observation car for the "Twin-Cities Hiawatha" and carried the name "Earling". The car was acquired from Wisconsin

**DFW***(Continued from page 11)*

Central. It has been repaired and repainted in the original streamliner colors. It will be used to carry tools and equipment needed to service #261.

*Editors note: The above #261 information was extracted from "Northern Lines", a publication of "The Friends of the #261", Inc. 4322 Lakepoint Court, Shoreview MN 55126. They would be happy to accept contributions for the restoration of #261. Your donations are tax deductible. Individual memberships are available for \$25.00 annually.*

**U-25b #5056**

MILW #5056 has been acquired by the Illinois Railway Museum. Built as GE #35639 delivered to MILW on July 9, 1965 as #387 (class GRS-4). Renumbered to #5006 in January 1968, it gained its current #5056 in July, 1973. From two years after delivery until March 14, 1980, when it was the 3rd unit on "DFE" #X5502E (the 3rd to last train out of Tacoma), it was assigned to the Coast/Washington Division. It was retired in April, 1980 and sold to Miller Compressing in 1982/83. Miller used it until it developed fan problems in the late 80's. They parked the unit and sold the 26L brake system off the unit. The museum has the brake parts to restore it so they feel they have a complete unit that can be runable at a reasonable cost.

*Editors note: The #5056 information was provided by Art Jacobsen, and Mr. Dana Ishman, project leader for the #5056. The Illinois Railway Museum, P.O. Box 427, Union, IL 60180-0427, will happily accept your tax deductible contribution towards the restoration of #5056. This unit spent most of its MILW life on 'Lines West' so this unit should be of interest to MilWest members.*

**FOUR JACKS****By Bill Wilkerson**

In sorting through my notes I came across this story from Glen Sarff's memories. Glen died September 11, 1991 and I'm 71 so its time to put his memories in writing.

One beautiful summer afternoon in 1989, I drove 96 year old Glen Sarff on a sight seeing trip to show him what remained of our beloved Milwaukee. Glen had been living in a rest home since his wife died in December 1985. I tried to visit him once a week and pump him for early day railroad stories. Glen hired out as a Boilermaker helper in November 1910, went firing May 11, 1913 and

had an engineers date of May 11, 1918. He had been retired since February 1958.

I always took my note book along when I visited Glen because I never knew what memory would pop out of his head and I wanted to get it written down before they were lost forever.

We drove around the Miles City yards and then headed east to the Milwaukee's Kinsey bridge over the Yellowstone that is now a one way highway crossing to Kinsey. I then drove back the Kinsey paved road to the Miles City airport and out the graveled Sheffield road to Paragon. From 1908 to into the 1960's, Paragon was the source for all the gravel that ballasted the Trans-Missouri Division from Moberge, S.D. MP 805 to Harlowton Montana MP 1335. The Paragon gravel pit was on a high bench above the Yellowstone River and was north east of our station of Paragon. Besides the 6150 foot long passing track north of the main line, there was a small 4 track yard. No. 1 held 69 cars, No. 2 held 65, 3 held 44, No 4 was the industry track to the stock yards and held about 25 cars. All tracks tied into the passing track on the west end so they could switch from the west end without having to go out onto the main track.

There is nothing left at Paragon except the road beds and some rotting ties. As we started back to Miles City, I stopped where the pit tracks had crossed the county road so we could look at the steep grade on the side of the hills. The high wood trestle over the county road is long gone. In fact, that is why the Milwaukee quit the pit rather than rebuild the bridge. As he sat there reminiscing about our trips up into the pit, many of them together as engineer and fireman, Glen suddenly remembered that Jack Wiles turned a Kl over about here when he lost his air coming out of the pit.

Here or at the derail ?

Right here some place.

Wait until I get my pad and pencil.

Glen laughed and said "He had 4 Jacks"

What do you mean 4 Jacks?

Four men on the crew named Jack. Jack Wiles Engineer, Jack Rawlins Conductor, Jack O'Neil brakemen and I think Jack Mc Guire brakeman.

Who was the fireman?

I can't remember his name but it wasn't Jack. I can see him now, he was a tall skinny guy but he didn't stay or he never came back after he was cut off in the dirty thirties, I don't know, maybe it was 23 but he was gone long before you hired out.

When and how did it happen?

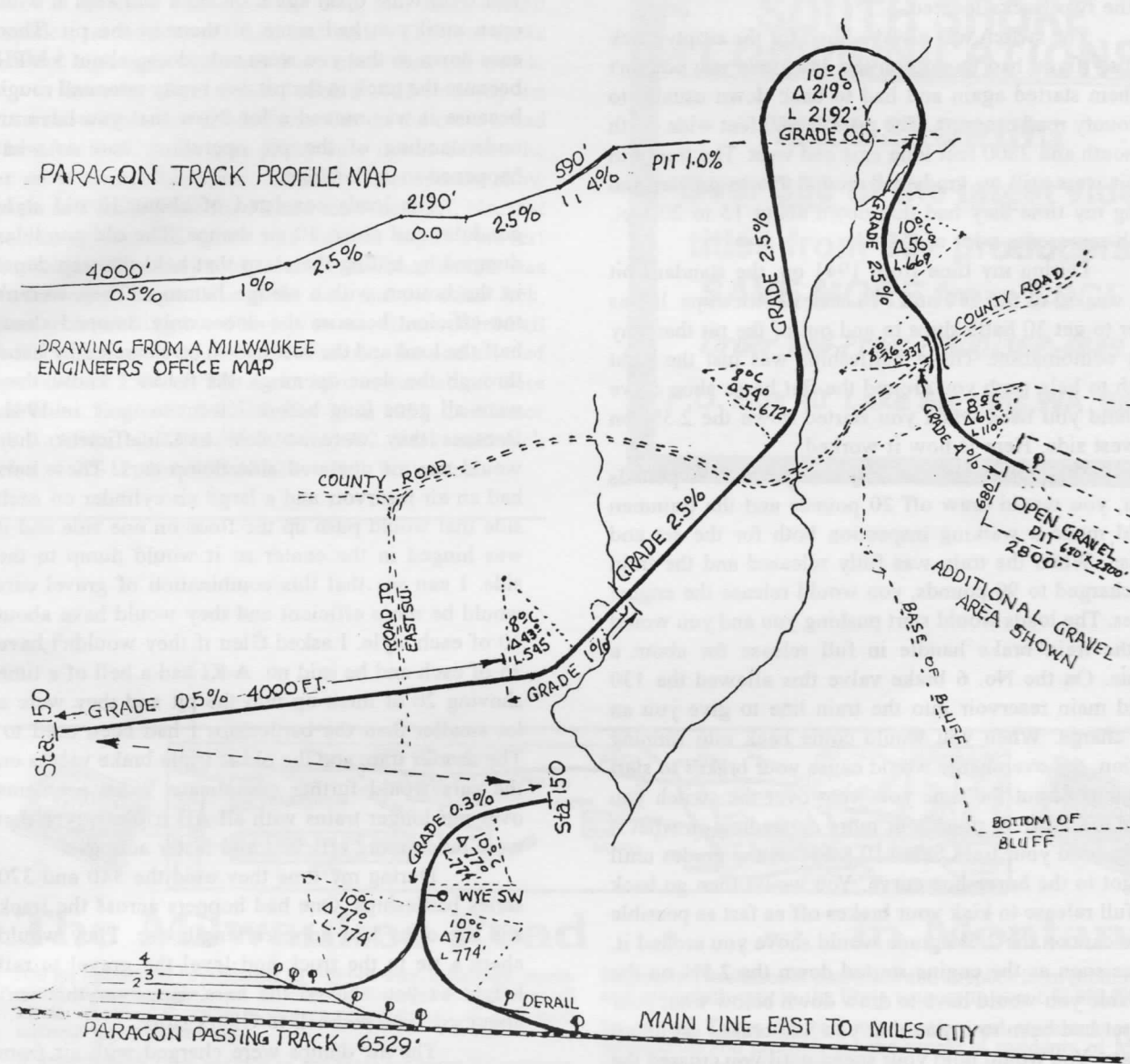
He lost his air coming out of the pit and it ran away on him.

# JACKS

(Continued from page 12)

It took three or four weeks picking at that wonderful memory until I finally got all the details that he could remember. He would keep thinking about things between visits and each time he would have something else that he remembered and I would write it down

0.5% (26.4 ft per mile) grade for 4000 feet to an 8 degree curve to the left that was 524 feet long and went around 44 degrees. The grade steepened to 1.0% (52.8 ft per mile) for 2,200 feet to another 8 degree curve to the left that was 672.3 feet long and went around 53 degrees and 50 minutes. On this grade, the curve steepened to 2.5% (132 ft per mile) for another 1880 feet up to a 10 degree horse shoe curve to the right where the grade was flat as it crossed the coulee



DRAWING FROM A MILWAUKEE ENGINEERS OFFICE MAP

The railroad up into the gravel pit was a little over 2 miles and a raise of over 300 ft. There was a Wye at the east end of Paragon. The east leg came off the main line. It had a split rail derail (that always worked) and curved around on a 10 degree curve of 157 degrees to start up a

on a high fill. The curve went around 219 degrees in 2190.8 feet. It was then into another 10 degree curve to the left that went around 669.2 feet that went around 66 degrees and 55 minutes all on a 2.5% grade, into another 8 degree curve that went



## JACKS

*(Continued from page 13)*

around 26 degrees 55 minutes for 337 feet to the right half of which was on the high wooden trestle over the county road. It was then 410 feet of straight track to another 8 degree curve to the left that was 610 feet long and went around 48 degrees and 55 minutes, all on a 4% grade (211.2 ft per mile) up to the pit switch. The switch location varied depending on where they were digging and had the two tracks located.

The switch was always lined for the empty track because if you had to stop on the 4% grade you couldn't get them started again and had to back down usually to the county road crossing. The pit was 680 feet wide north and south and 2800 feet long east and west. The tracks in the pit were still on grades of around 1% or greater and during my time they had dug down about 15 to 20 feet, which represents a lot of gravel.

During my time from 1941 on, the standard pit train was 50 of the 340 and 370 series battleships. It was easier to get 30 battleships in and out of the pit than any other combination. Thirty battleships was just the right length to help push you around the flat horse shoe curve and hold you back when you started down the 2.5% on the west side. Here is how it worked.

When the train was fully charged with 90 pounds of air, you would draw off 20 pounds and the trainmen would make a walking inspection both for the set and release. When the train was fully released and the train line charged to 90 pounds, you would release the engine brakes. The loads would start pushing you and you would put the train brake handle in full release for about a minute. On the No. 6 brake valve this allowed the 130 pound main reservoir into the train line to give you an over charge. When you would come back into running position, the overcharge would cause your brakes to start dragging. About the time you went over the switch you would draw off 10 pounds or more depending on what it took to hold your train below 10 MPH on the grades until you got to the horseshoe curve. You would then go back into full release to kick your brakes off as fast as possible so the cars on the 2.5% grade would shove you around it. Just as soon as the engine started down the 2.5% on the west side you would have to draw down below what your first set had been to insure that you had brakes set on all the cars. You would hold your speed until you crossed the county road and then make a graduated release of about half of your set and hold that until you got to the Wye. This still left you with 70 pounds of brake pipe air to get stopped short of the derail or go down the west leg of the wye into the yard. The air would be full of white brake shoe smoke. You couldn't use too much engine brake because excessive heat would loosen the driving wheel tires. It was tricky and a thrilling challenge and it was always a great satisfaction when you got stopped at

Paragon. I had a set of spots and speeds and it never failed me.

Going up was just as tricky and thrilling. When the end car swung into the curve at the county road, the fireman would yell and you would go wide open on sand to get up the 2.5% grade. When the end car swung onto the horseshoe curve you would ease down to about half throttle to keep your speed down as the flanges were really squealing at any speed. Just as soon as you saw the end car come off the curve you went wide open again on sand and kept it wide open until you had some of them in the pit. Then ease down so that you were only doing about 5 MPH because the track in the pit was pretty poor and rough because it was moved a lot. Now that you have an understanding of the pit operation, here is what happened to Jack Wiles.

His loads consisted of about 10 old style gondolas and about 10 air dumps. The old gondolas dumped by hitting the clasp that held the trap doors in the bottom with a sledge hammer. They weren't too efficient because the doors only dumped about half the load and the rest had to be shoveled by hand through the door openings. As far as I know, they were all gone long before I went to work in 1941. Because they were so slow and inefficient, they would use air operated side dump cars. These cars had an air reservoir and a large air cylinder on each side that would push up the floor on one side and it was hinged in the center so it would dump to the side. I can see that this combination of gravel cars would be more efficient and they would have about 10 of each style. I asked Glen if they wouldn't have 15 of each and he said no. A K1 had a hell of a time shoving 20 of them up into the pit and they were a lot smaller than the battleships I had been used to. The shorter train and the old K triple brake valves on the cars would further complicate Wiles problems over our longer trains with all AB triple valves that were much more efficient and faster acting.

During my time they used the 340 and 370 series battleships. One had hoppers across the track and the other had hoppers lengthwise. They would chain a tie to the truck and level the gravel to rail height as you shoved the cars. However this isn't about my time so back to Glen's story.

The air dumps were charged with air from the train line. A regular air hose for the air dump was by necessity right next to the train line air hose so it could be easily hooked up to the train line. On this date, one of the train men coupled the air dump hoses into the train line. When Jack Wiles set the air from the engine, he only had brakes on the gondolas and not the air dumps. The gondolas weren't enough braking power to hold his train on the grades. Jack was able to hold his speed down enough so they got around the horseshoe curve, but when he started

**JACKS**

*(Continued from page 14)*

down the 2.5% on the west side the brakes and wheels were so hot they were losing their holding power. He could see that he had lost control of the train and they jumped. The K1 derailed on the 8 degree curve just before the county road crossing and laid over on its side along with several of the cars.

When Superintendent Spencer got out there he looked at the crew and said. "My God, four Jacks and all in spades, no wonder you had bad luck". The four Jacks were the high light of Glen's story more than the wreck.

In order to get a date I took a 1922 seniority list out to show Glen that if McGuire was on the crew it had to be after 4-5-20. He was pretty sure it was before the war so it wasn't McGuire. Seniority lists mostly show initials so I picked out the J's and read them off. No, that was Jim or Joe. OK when was Spenser supt.? Forever! We got him when they took over the Jawbone and he was here for years. Regardless of the date and the other Jack, it was an interesting bit of history to me. Glen outlived all the 207 enginemen on the 1922 seniority list and a lot of them on the 1958 list. The Jacks he was sure about were Jack Wiles, Engineer, 4-02-08, No. 75 in 1922. Conductor Jack Rawlins, 10-02-10, No. 20 in 1922. Brakeman Jack O'Neil, 6-25-12, No. 46 in 1922. - Bill Wilkerson

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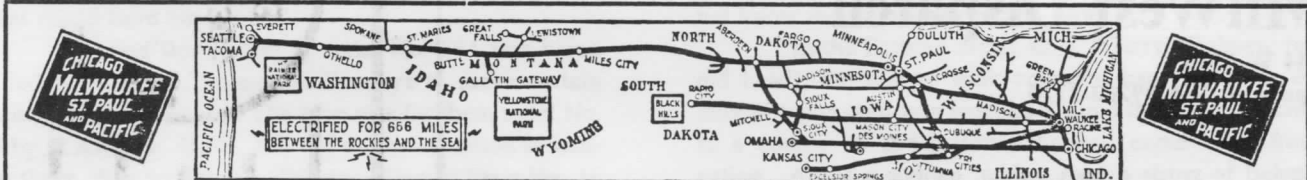
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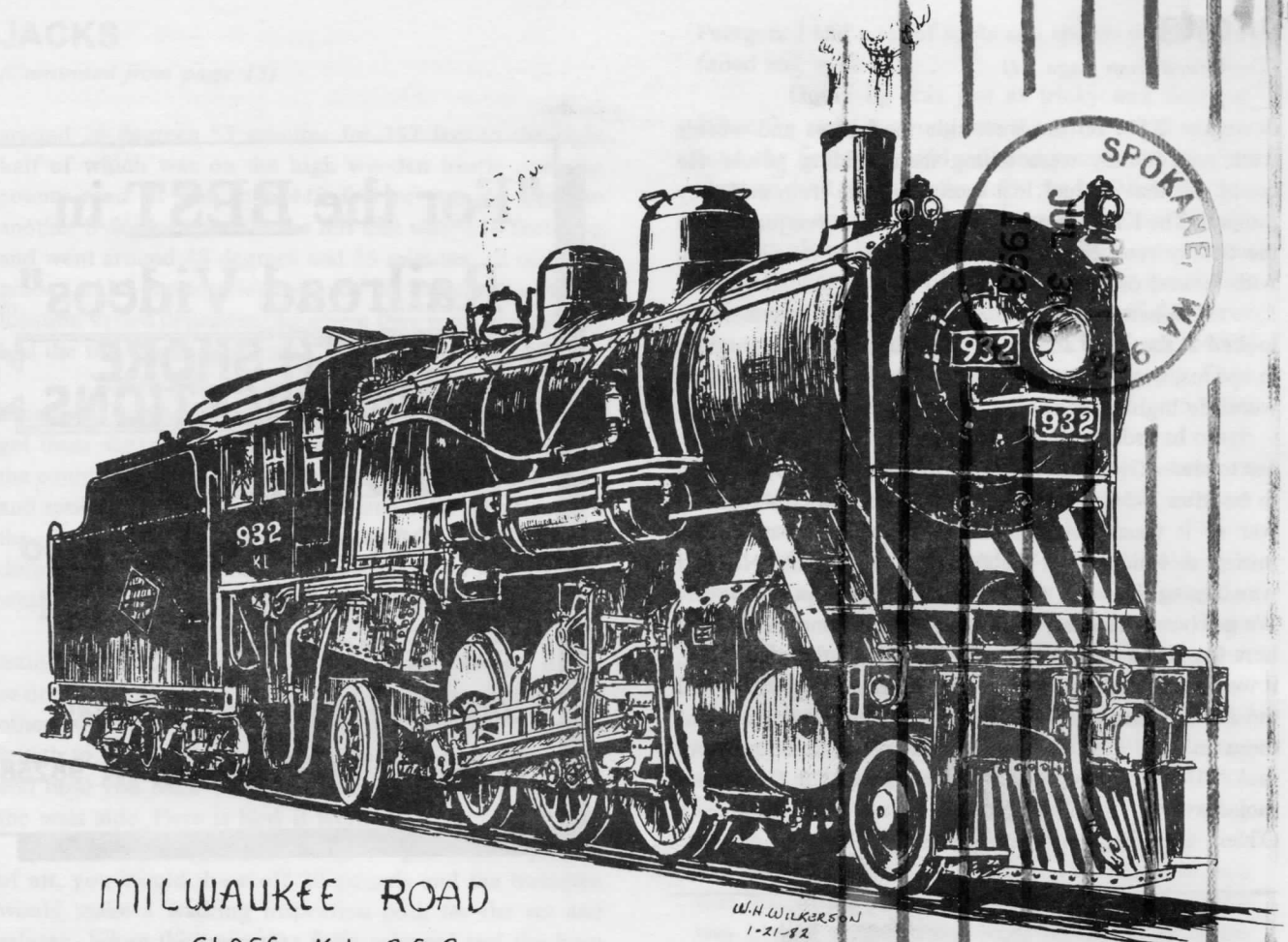
Its Payrolls in Montana in normal times amount to over \$5,000,000 a year, divided among nearly 3,000 employees.

The Milwaukee Road is, therefore, one of Montana's most important industries, contributing to the material and social welfare of every resident. Diversion of business to highways and waterways necessarily reduces employment on the railroad and causes curtailment of its service and expenditures which, of course, affects the welfare of the people in the State.

Its yearly Purchases of materials and supplies from producers and manufacturers in the State amount to about \$1,500,000.

Its annual Taxes, for the construction and maintenance of institutions and facilities for the benefit of residents of Montana, are over \$1,000,000.

It Advertises extensively Montana's agricultural and industrial advantages and scenic attractions, and in other ways aids in the development of this State.



MILWAUKEE ROAD  
CLASS K-1 2-6-2

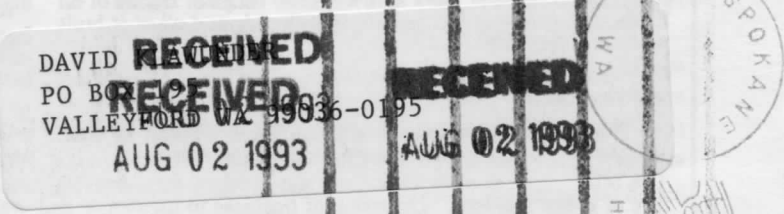
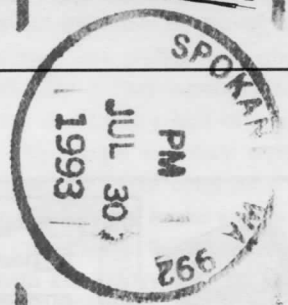
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# MilWest Dispatch

444 W. 15th

Spokane, WA 99203-2110



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U.S. POSTAGE







Eastbound at Roland in a Little Joe. We are about to enter the west portal of St. Paul pass tunnel after the steady climb from Avery. Photo - Will Davis collection.



Westbound to Avery. We have just come through the Adiar Loop. The track above is headed to Roland with one of the many steel trestles in this area. Photo - Will Davis collection.



Near the end of Lines West operation on 6/20/79, SD40-2's #25, 28, 168, 169, and 288 are westbound at Hyak passing the substation. Attendees to the 1993 MilWest Annual Meet in CleElum can explore this area for themselves but they will find little left of what's in this photo. - Ted Schnepf photo, Ed Lynch collection.