

Dispatch

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

Volume 6, Issue No. 4

November 1993

Happy Holidays

From the Staff of MilWest

GENE LAWSON - MILWAUKEE MAN By Kurt E. Armbruster

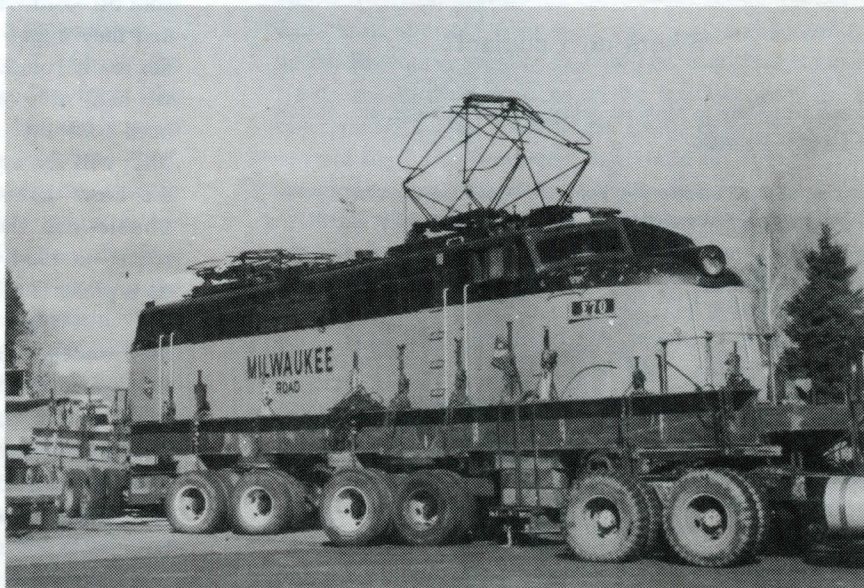
The following is from an interview conducted with Gene Lawson during the 1993 MilWest Annual Meet in Cle Elum, WA. - Kurt Armbruster:

A giant, boxy locomotive stands in the sagebrush, its spidery pantograph reaching high to an overhead trolley wire. There at the front of the Milwaukee Road's E40 stands a figure, small in comparison to the electric motor, yet standing with an easily-discernable pride and stolidity. "That's Louis Dulik. I worked with him many times and he laughed at me for taking pictures, but I think he liked that one--he was one fine engineer."

Gene Lawson is proud of his photography, which includes magnificent western landscapes and many a shot of his fellow crewmen; he is also proud of the railroad he and those men helped run--the Milwaukee Road. "I've been a photographer since the age of 12. Of course, I wish I had taken more photos of the railroad, but usually I was too busy running the train! Of course, we never though one day there'd BE no railroad either."

"My father was Lloyd L. Lawson. He was hired by the Milwaukee in 1919 to help build the electrical substation in Kittitas, when the railroad was extending its electrification to Tacoma, and he was kept on as the substation operator when it was finished in 1920. He worked until 1960, most of that time

at 'Kitty.' As a kid, I found the huge electrical gear fascinating; Dad wouldn't let me loose in the substation--that was 3000 volts remember--but he would let me watch as he started up the generators. He'd throw two big switches, and a tremendous 'whooomp!' would vibrate the whole building when the machinery started up. When a train was getting 'in range' of the substation, about 30 miles, or just ready to leave the yard, the operator would start up his substation, to power the train until it was



Class EF-4 electric #E-70 is seen being moved to its new location in Deer Lodge, MT on October 19, 1993 - Ed Lynch photo.

Lawson

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passed to the next substation's field. There were long, quiet periods between trains, but there was always maintenance work to be done--cleaning floors, lubricating the oil cups in the generators, checking the bearings and everything; Dad was very meticulous with 'his' substation and proud of his work. "I was always hanging around the Kittitas depot listening to the train crews talk about things out on the road, and no amount of discouragement from Dad--about the long hours away from home at 2 A.M.--could sway me from my ambition, to run trains. I went to work for the Milwaukee in 1950, with Cle Elum my home terminal; Tacoma, Cle Elum, Othello, Malden, and Spokane were division points until 1974, when the crew districts were combined. Since I was low man in seniority, I caught what extra board work I could out of Cle Elum,

as a fireman on other freights, but also had to take work at other stations when business was slack and I got 'bumped'. I worked all the branch lines and switching and hostling jobs, even worked on the section gang for a time. That job was hard but interesting and taught me about the track we engine crews ran on. We had a track gang of three laborers and the foreman, and covered roughly Ellensburg to Horlick, 20-odd miles. In the '50s and '60s our track was in top shape and we had enough manpower to keep it up to snuff. We had the 'Olympian Hiawatha' streamliner--they called it the 'Speedliner'--and the track had to be good for 80 miles per hour. It was a fast train and everyone worked to keep it on schedule. But even after the passenger run was cut off in 1961, we kept the track up; I got to handle the Great Northern's Empire Builder one time about 1965, when they detoured over our railroad. The GN president was in his private car on the rear end, and I gave him a darn good ride, if I don't say so myself!

Othello was where the electrics were changed to steam, diesels after the early '50s, and was a busy yard. The hostler's jobs there were enjoyable, because I got to run the big 4-8-4 steam engines, at least for a few hundred yards. They were excellent steamers, the 250 and 260-class. I did get to fire one road trip, with Bill Vandursen engineer, and I still get goose-bumps thinking about it. This was in December, 1950, on engine 269. It had been sent to Tacoma for shopping, and we got her at Cle Elum at 6:45 PM. The steam engine was tucked in behind an electric, and we could have just loafed along enjoying the ride. But Bill had other ideas; when we left town, he just hauled back on that throttle and stole the show! He had us pulling the train and pushing that electric motor along for dear life. The motor crew had to shut off--Bill was pushing them beyond their speed limit, and they might have a traction motor flash-over. He had her really romping there for a time, but with all the work we had, stations, and meets, we didn't get into Othello until 6:25 the next morning--11 hours and 40 minutes! That will show you that when management stretched out the crew districts in 1974, they were just asking for trouble--and they got it! All the steam engines were retired in 1954, but a railroad group in St. Paul is fixing up a preserved S-engine, the 261, to run excursions.

"I got to work most of the branch lines on the division--the Metaline Falls line out of Spokane, Moses Lake, and Hanford branches. They were all very busy lines, before the trucks took all the traffic away: we hauled many, many cars of wheat, lumber, beets, spuds, hay, and corn on those branches, but it died off in the '60s. Kittitas was likewise a very bust station, especially with beets and spuds for the east coast. The Hanford line was interesting, and I always loved the desert country--it was like running right on the edge of the earth! During the Second World War they had lots of top-secret trains, all hush-hush of course, for developing atomic energy. But it remained busy into the '50s, with cement,

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&SP, CMSP&P, MILW Lines West.

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

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

Whom do I contact?

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

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

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machinery, steel, coal, and of course uranium heading down to the reservation, either from mainline set-out at Othello or more often Beverly. Beverly is the hottest place in the state. Down there on that 'fryin pan', we recorded 113 degrees one summer. You had to be careful taking out your pocket watch--one time, I burned my hand on mine!

"After 1955, I settled down in fairly regular duty on what we called the 'ring', first-in, first-out freight service rotation out of Cle Elum. Other roads called it 'chain gang', same thing. I loved that Cle Elum-Othello run, with all the beautiful scenery and lots of level, fast track. The big climb over the Saddle Mountains out of Kittitas and Beverly was interesting, but called for careful running when you had the throttle--or you might run away! Our Engineers were very good, and there weren't many slipups--guys like Joe Clark and Eddie Maxwell on passenger, and Ted Rooks, Louis Dulik, Pat Chester, Ed Kalinski, Bill Rogatay, Henry Rekdahl, and of course Bill Vandursen were all 'aces'. Some of them could do things with the electrics, little tricks, to make them run faster, which the master mechanic would not take kindly to if he found out; but we liked to make time--we had a real 'going' railroad! Poor Louis Dulik came to a bad end, unfortunately: he was on top of his motor at Kittitas one day, checking for cracked insulators, he neglected to notice that the 'fishpole', the little trolley pole for contacting the wire in order to start up the locomotive air compressor, was up on the trolley. He lost his footing and instinctively grabbed the pantograph and took all 3000 volts. It knocked him off the engine, and he was horribly burned; he lived a few more years, but could never work again. That was very sad, such a nice fellow, and that juice was something you to watch all the time.

"My favorite job was firing on passenger between Spokane and Cle Elum. I was promoted to engineer in 1957, but was cut back next year, so I bid on the passenger job. We were down to the one train, the Olympian Hiawatha, Numbers 15 and 16, and I most often fired for Archie Crane. He was a real 'smoothie', very conscientious about giving the passengers a smooth ride and always sat at the throttle with a stogie in his mouth. Our Hiawatha was, along with Southern Pacific's Daylight, undoubtedly the most eye-catching train in the country, all decked out in the orange and maroon. After about 1956, they switched to Union Pacific yellow, when the Milwaukee began handling the U.P. trains between Omaha and Chicago, but we were always very proud of 'our' train, and were sorry to see it pulled off in 1961. Of course, we had about the finest scenery anywhere, too.

"Aside from the passenger job, running the electrics was the highlight of my career. We got the box cab motors starting in 1915; the Coast Division was electrified in 1919, and some of those old motors lasted into the '70s. That I believe was a record for mainline railroad power. Toward the latter days, they did start falling down, and it got so we had to make all the parts

for them in our own shops, or strip some down to keep others going. But in its day, our electrification was a wonder: two 4-unit motors coming down that Boylston Hill could regenerate enough power back into the trolley, through braking, to light the whole Kittitas Valley! I caught the E47 on my first trip as an engineer: leaving Ellensburg I laid down a good patch of sand, for traction, and really 'burned rubber' out of town. Of course, drawing all that power about blew the Kittitas substation operator out of his chair, and he let me know quick that 'jackrabbit starts' were NOT appreciated!

"We had 'peak load time' in effect 5 to 6 PM, and to get a break our power rates, all electric trains had to head into sidings during that hour. I spent many an hour at Beverly, at the foot of the Boylston grade steepest on the Milwaukee. It was a 17-mile haul up to Boylston, and during the electric years, there was always a helper set stationed at Beverly that would cut into a freight from 1/2 to 1/3 back, to pull the rear part of the train and equalize the load. Otherwise, too much tonnage behind a concentration of head-end power would only pull out drawbars and break coupler knuckles, when the full weight of the train hung back downhill. I caught the helper job often, and enjoyed it. It was all done by feel, before we got radios--ease out slowly, feel what the head-end is doing, and keep your ammeter in line with the head-end, to match the load. It was when the later management cut down track maintenance, and skimmed on the motive power, that hill got to be trouble; we had more and more derailments in the '70s, especially on the reverse curves that came to be called the 'heartbreak curves', on account of all the pulled knuckles and problems there. We did have one runaway in 1957: a pin or casting between motor units broke just as a freight was starting downhill below Boylston. Before the crew could set the brakes, the front units shot off away from the train, and turned over on the first curve west of Dorris. The head brakeman was riding the trailing unit, when he felt the train go into emergency; he ran toward the front, to get to the cab, opened his unit's blind-end door--and no engine! Those things you don't forget!

"I had a few mishaps during my career in the later years. I was not alone! In 1975, we were coming west down Boylston Hill, and had just crossed the big I-90 trestle at Renslow, when I felt the train surge ahead. I knew immediately that part of our train was on the ground. 31 cars had derailed, to within 5 cars of the caboose, when a rail turned over. They called it 'deferred maintenance', to make it sound scientific, but it meant the track was not being kept up. This was to save money, but of course cleaning up that wreck, and settling all the damage claims from shippers cost the railroad over a million dollars. You have to wonder where all 'extra money' went. I mentioned the heat down there between Beverly and Othello. I did have 19 cars go on the ground

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Lawson

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near Taunton, about the same time, which we figured was due to a sun kink. Extreme heat does sometimes kink rails, and I know even the well-maintained lines in the southern desert, the Santa Fe and Southern Pacific, have problems with sun kinks.

"I talked about the heat down at Beverly, but the winds there are the worst in the state, too. Our big bridge across the Columbia took them full on. One night I was coming downhill eastbound, and got a red board there at the west end of the bridge. Pat Chester had just taken a westbound through--he didn't want to cross, but the dispatcher made him go. The wind at the time was gusting way up, and he didn't think it was safe. So here I was staring at the red signal, but away off at the east end, the signal was green! That struck me as odd, so under permissive rules, I eased onto the bridge, going dead slow because that wind was slamming against our power like it was going to push us over. All the while, that distant signal stayed green, and I was getting suspicious: there must be something wrong between here and there! Sure enough, about 2/3 of the way across I saw a big gap of missing guard rail, and knew something off Pat's train must have gone into the river. I reported this to the dispatcher, and when Pat's train got to Tacoma, sure enough there was a piggyback trailer missing--it was in the drink!

"That's just the beginning. No sooner had we found the suspicious gap, when we felt that wind really bang against our train, and then the train really shivered--and I looked back in time to see not one but twelve trailers, one after the other, heel over and tumble into the river! Thank goodness our engines were just a bit too heavy, or we would have followed them. But the rest of the train got over intact, and next day I went out on the cleanup train: those twelve 'pigs' had broken open, and the river was covered with floating tennis shoes and other things.

"They called the Milwaukee 'America's Resourceful Railroad', and it was! We were a real 'going' outfit, with the best team of people you could want, and good business. I still don't understand why all our freight traffic drained away--we had good service, and our rates were lower than trucks. The old, up-from-the-ranks Milwaukee management really tried to make the railroad develop, but in the '70s we were more or less taken over by guys from the outside, from other railroads. It was all dirty politics from then on, with this gang and the ICC looking to eliminate the Milwaukee and get themselves into cushy jobs elsewhere. We were a busy railroad in the '70s, with lots of overseas container trade, automobile delivery, Canadian interchange, wheat, lumber... But they said we were losing money, so the men even volunteered to take a ten percent pay cut to keep the line going. But with the whole track falling apart from neglect, there

wasn't much we out on the road could do, and the shippers--some of whom were very loyal--suffered a good deal. In 1974, the crew districts were doubled in length, section gangs were cut 'way back, and that was the beginning of the end. I was leaving Tacoma one day with a freight, and a rail just flopped over right in front of the engine--we didn't even make it out of the yard! So they just sent us off duty, and I don't know how long it was before all those shippers loads got out of there, and that wasn't unusual. With Cle Elum eliminated as a terminal, the Tacoma-Othello run could often require much more than twelve hours--remember that run of mine on old 269, for just half the distance and on good track! Sometimes it took as many as five separate crews to get a train across to Othello by the late '70s; the railroad was trying to save money, but spent a fortune in taxi fares and crew costs with all that 'dog catching', and Cle Elum remained sort of an unofficial crew change point, anyway. Our power was all played-out, and often you would lose several diesels on the road, then have to reduce your train, and leave someone's load sitting on some siding for who-knows how long. It was a sorry mess! "I consider myself very lucky to have worked on the railroad when I did, and would not have traded it for anything else. Yes, family life suffered, and my wife, Vera, often had her plans for a nice holiday ruined by the dreaded call: 'Lawson, you're called for Number 264 at 12:01 A.M. Merry Christmas!' Still, I tried to keep the family clued-in on what I was doing out there. I took my two girls and son out on the road, in the cab or the caboose, often--I wanted them to understand the railroad, and have something to remember. That railroad really WAS a family, and I loved every minute of it!"

The Milwaukee Road and its demise have become part of American folklore, the subject of countless books, articles, essays, and videotapes. Some blame the road's downfall on high-level conspiracy. Others philosophically call it "the railroad that never should have been built." The debate continues, only adding to the mystique of this most unusual of American railroads--a mystique enhanced by rusting trestles high in the mountains, and deserted depots in the middle of nowhere. "The loss of the Milwaukee was a nightmare" says Gene Lawson; "I can't go back to Kittitas or visit the old right-of-way--it just bothers me too much. It's called the 'John Wayne Trail' now, but it ought to be named in honor of the Milwaukee and the men who worked there--perhaps 'Trail of the Olympian Hiawatha'! I can certainly sympathize with all those going through job-loss today, because we on the Milwaukee loved our jobs, and loved that railroad. In Cle Elum and Kittitas and Beverly and Othello, old depots still stand beside the barren path of the old Milwaukee Road, the ever-present wind rustling through their deserted operators' bays. But in the cozy home of Gene and Vera Lawson, the memory of an American institution lives on. - Kurt Armbruster.

MODEL CONTEST WINNERS

MilWest Annual Meet, August 14, 1993

STRUCTURES (Scratchbuilt)

1st - Bill Barker - Missoula, MT Milwaukee Depot
 2nd - Doug Nighswonger - Tacoma Jct. Depot
 Honorable mention - Doug Nighswonger - Kent, WA Depot

ENGINES (Scratchbuilt)

1st - Ross Sterling - E-80 Electric Steeple Cab Locomotive

ROLLING STOCK (Scratchbuilt)

1st - Doug Nighswonger - Caboose #01349
 Honorable mention - Brian Rommel - Wood Chip Cars

CUSTOM PAINTING

1st - Jim Linden - F-unit diesel
 2nd - Mike Faletti - PS-1 50 foot Hydrocushion

THE MILWAUKEE MAN

Dedicated to every Lines West employee whose service gave us all a great railroad to remember.

The caboose clattered by and a cool night grew still,
 His strained final glimpse of markers rounding the hill.
 His head now bowed down, his gloves in his hand,
 The grief quite apparent in this Milwaukee Road man.

He'd been told of his future, now the picture was clear,
 His last day would come and now it was here.
 The Road was his life and he'd given his all,
 But today's run was different: his dreaded "Last Call".

He had served with pride for near 40 years,
 And could count each memory from far and near.
 Tacoma to Mobridge, he'd worked it all,
 And he filled with emotion as to me he recalled.

The events and the places, they flew from his lips,
 The countless friends and thousands of trips.
 As he remembered each moment, not a detail was missed,
 His voice it wavered and his eyes they did mist.

The love of his work poured out of his soul,
 And he talked of train orders, steam power and white coal.
 As the evening grew long, he shared tale after tale,
 Of his engineering days on the Milwaukee Rails.

Through Haugen and Ringling, Pipestone and Harlow,
 He had moved countless tons of priority cargo.
 The steeple cabs and worn out U-boats,
 Slow order track and a yellow shop goat.

Red Coulee and Lombard and Dead Freights West,
 The spectacular views at his Eagle's Nest.
 There were Joes, Bipolars and even the Quills,
 And a man he respected named Wilkerson, Bill.

Colossal brick stations, the E-59,
 Racing the "Mainstreeter", he'd beat her each time.
 The Hiawatha and Columbian, no contracts for mail,
 Adair, the Jawbone, and 90-pound rail.

The Gateway Arches to Yellowstone Park,
 Icy trolley in winter, my God how it arced!
 Benewah trestle, being froze in the cab,
 Changing power in Avery to bridge The Gap.

Ski trains to Snoqualamie, the old Loweth grade,
 The helpers at Piedmont, in his memory they stayed.
 The dead line in Deer Lodge and remember the thrill,
 Of eight units smokin' up Tacoma's big hill?

Hauling secrets to Hanford to build the Big Boom,
 Sacajawea's Hotel where he'd rented a room.
 Of Locotrol helpers, Othello and Kitty,
 His life's love was fading and for him I felt pity.

There was Drexel and Newport and maintenance deferred,
 The Employees' Picnic-"When's the date, have you heard?
 Ah, the Domeliners, the ribsides and those great Skytops!
 And they could fix anything in the Deer Lodge shops.

The troop trains, the ' Logger and Beverly wind,
 Plummer Junction and Miles'. Ever heard of Lind?
 The Cascades, the Belts, and the Bitterroots too,
 Are they really going to sell us out to the Soo?

Those huge steel trestles with their dizzying heights,
 And what's that movie they made? Oh yeah, Danger Lights.
 Hot sands at Boyelston and the Hyak snows,
 The Vendome Loop and Butte's lights all aglow.

Late night debates, black coffee, no cream,
 Which one is better, diesel or steam?
 F units, C-liners, and the Fairbanks Morse,
 Being outbid for jobs, he'd stayed the course.

"I see scrappers just waitin', their equipment all here,
 To tear up the labor of near 80 years.
 The bankruptcies, the airlines and the damn B.N.,
 Will railroadin' ever be the same again?"

Man

(Continued from page 5)

"And the characters I knew, I'll miss them the most,
And we'll all be seeing Milwaukee ghosts.
Butler, Hanley, Peterson, and DeWald,
A hundred times I've had beans with them all."

"Barger and Burns and Stephenson too,
How many mornings did we dog catch at 2?
Where will we all go since this is the end?
When the rail's all pulled...where to my friends?"

His recollections now slowed, no more great events,
A reflective silence as his memory was spent.
Then he leaned back in this chair, hands back of his head,
"In my mind, ya' know, She'll never be dead."

"I'm glad that I worked her and will be part of her lore,
And I did snatch the herald off ol' 24!
I was proud to have served her and this much I know,
If the Olympian's in heaven, I'm ready to go."

When he'd packed up his bag and his locker was gleaned,
He strode by the Call Board forever wiped clean.
His labors were over, no more to be done,
For tomorrow there would be no 261.

I was honored to have heard his telling first hand,
For the man was giant in this Milwaukee land.
And I could only hope that he'd oft' share his tales,
With all those who loved his Milwaukee Road rails.

- Ronald R. Hamilton - 1993

MINUTES OF THE ANNUAL BUSINESS MEETING OF MILWEST August 14, 1993 - Cle Elum, Washington

All board members were present as the 1993 annual business meeting of MilWest was conducted at the Cle Elum, Washington High School. General Manager Ed Lynch introduced all board members who then gave a brief report on their activities over the past year.

Secretary Ron Hamilton announced a membership growth from 220 to 275. He also mentioned that he had received from new registrants, material which is often appropriate for publishing in the MilWest Dispatch and encouraged members to send such material to the editor. The membership was also reminded that if they do not receive Dispatch issues to contact the Secretary to receive the missing issues.

Editor Rocky Gibbs described his work in publishing the Dispatch. He also encouraged members to submit articles for publication. They need not be

professionally written. A summary of ideas, thought, experiences, etc., can be re-written for use in the Dispatch. Information was given to the members about the difficulty with mailings to Canadian members and that those problems have hopefully been corrected.

Art Jacobsen, Assistant General Manager, has been working on the proposed Milwaukee Road trail project which involves the use of the old Milwaukee Road right-of-way on either side of St. Paul Pass. He also assisted in the coordination of the Annual Meet.

New Staff Assistant Doug Nighswonger has just come on board the MilWest staff and at the meeting date had not assumed any large scale specific duties.

Ed Lynch, General Manager, outlined his work in MilWest, particularly the E-70 restoration project.

Tony Dell, Staff Assistant, outlined his work in promoting MilWest through several national railroad and hobby publications.

John Henry, Treasurer, gave a financial report for MilWest. As of this date total revenues totalled \$3,164.68, and disbursements totalled \$2,856.48, leaving a net balance of \$2,038.20. A detailed copy of the financial report was available for the membership to inspect.

OLD BUSINESS

Ed Lynch outlined progress with the E-70 restoration project currently underway in Deer Lodge, Montana. MilWest is working on the project in conjunction with the Powell County Museum and Arts Foundation. The Little Joe is to be moved to a new location at the former State Prison downtown. The target date is September 15, 1993. Restoration of the Joe will include new paint scheme, illuminated headlights, classification lights, and night display lighting. The problem of the removal of the lead paint has been resolved satisfactorily by using a process which will effectively seal the paint on the unit and allow the new paint to be applied over it. This process will save thousands of dollars in costs. The project is being financed entirely by donations, the sale of E-70 Tee-shirts, the sale of "The Milwaukee Road in Montana" book, and the video, "Wires, Wings, and Warriors". One generous person from Milwaukee, Wisconsin has donated \$11,000.00 to the project. More information will be forthcoming, as the restoration progresses, in future issues of the Dispatch.

Rocky Gibbs announced that he is always experimenting with new software and tools to upgrade the quality of the Dispatch, while making it easier to produce as he does all the work himself. Suggestions for its content and format were requested. Those members present indicated they were happy with the current format and content of the Dispatch. There was a request to see if issues could be mailed "flat" instead of folded. While this will make the Dispatch more presentable, it does increase mailing costs. The board will have to decide after we have

a cost comparison in hand. Those present indicated that an increase in dues would be acceptable in order to preserve the quality of the photos via the flat mailing.

NEW BUSINESS

Election of officers for the 1994 year. It was moved and seconded that the current slate of officers continue to serve in 1994. Motion carried.

James Starosta, MilWest member and board member of the M.R.H.A., has contacted MilWest about the possibility of marketing a Milwaukee Road Lines West slide set. The slide set would include 36 slides of the Lines West region. The M.R.H.A. will handle all mailing, postage and promotion expenses. A share of the profits from this project will be returned to MilWest. It was estimated that if 200 sets were sold at \$22.00 per set, MilWest would receive a net profit of \$1,196.00. Slides for the project would come from the personal collections of MilWest members. After discussion, it was moved, seconded and approved that MilWest participate in the project.

Art Jacobsen discussed in detail the various aspects of the old Milwaukee Road right-of-way trail project in the Bitterroot Mountains. He explained the proposals of the program, potential problems and conflicts involving land ownership, access, right-of-way, and safety issues. MilWest will continue to monitor this project and will provide technical input to the sponsoring agencies whenever possible.

Annual Meet 1994. Deer Lodge, Montana was proposed and approved as the sight for the 1994 Annual Meet. The highlight of the meet will be the re-dedication of the E-70 Little Joe after it has been repainted and moved. Locations for the 1995 Annual Meet were discussed but none were selected.

Model Contest winners. Certificates and awards for the model contest winners were presented. (See sidebar elsewhere in this issue for the list of winners). Contest winners receive a free membership in MilWest for 1994.

With no further business, the meeting was adjourned.

Respectively submitted,

Ron Hamilton, Secretary, MilWest.

DFW

This column serves for miscellaneous news items about the former MILWAUKEE ROAD's operations. Like the symbol for "Dead Freight - West" it utilizes, the subjects found here are a "catch-all" from a variety of sources.

SNOWSHEDS - 10/21/93. The west snowshed at Lake Keechelus is history. The short shed remains. As of early October, 1993, the Humpback Creek shed still stood

as well. When I walked through the Keechelus sheds in September I noticed quite a bit of damage to the roof and supports on the long snowshed. I don't know what the future holds for the other sheds. Too bad they were not made of concrete like on the G.N. - Ray Alkofer, Yakima, WA.

ADDRESS CHANGE - Attn: MilWest members: Please make note of the new address for Ron Hamilton, MilWest Secretary. It is in the masthead but here it is again; Ron Hamilton, 3191 SW Yew Ave, Redmond, OR 97756.

PORTAL - C.C. Crow is offering an HO scale portal set for the St. Paul Pass tunnel. These were advertised in the August, 1993 "Mainline Modeler". - Bradley Dobbins.

E-70 - Former MILWAUKEE ROAD "Little Joe" electric locomotive #E-70 was moved during October 18th - 20th, 1993, from its former display site in Deer Lodge, Montana. This move was part of the restoration project being undertaken by the Powell County Museum and Arts Foundation, in cooperation with MilWest. The work was performed by a house-moving contractor and funded by a grant from the USDA's Forest Service. Additional funding was provided by the Powell County Museum and Arts Foundation. The current goal of this entire project is to have the E-70 cosmetically restored to its mid-1950's appearance at a new display site.

The E-70, one of ten EF-4 and two EP"-4 class electric locomotives ("motors" as they were known to MILWAUKEE employees) bought by the MILWAUKEE in 1950, was built by General Electric for the former USSR's Trans-Siberian railway. These were never shipped, however, due to the Cold War embargo on all strategic materials during the Berlin Blockade. The twelve "motors" performed well on the MILWAUKEES's former Rocky Mountain Division until electric operations ended in June 1974. The E-70 was sold to Deer Lodge in 1975, and has been displayed behind the Powell County Courthouse since.

The E-70's new display site is on the south side of the parking lot south of the old state prison and Towe Ford Museum. This is on the west side of Main Street in Deer Lodge, and is in view of the former main line grade and yard in Deer Lodge. MilWest and the Powell County Museum and Arts Foundation are currently raising money to repaint the E-70 in the classic three-tone orange, maroon, and black paint scheme in which it originally entered service. The painting should be completed by mid-August, 1994, at which time a "re-dedication" ceremony will be held following the 1994 MilWest Annual Meet in Deer Lodge. - Ed Lynch.

E-70 SHIRTS - Ed Lynch is announcing that as of January 1, 1994, he will no longer be directly handling

the orders for the E-70 shirts that are being sold to raise funds for the E-70 restoration. Please send all future orders for the shirts to: E-70 PROJECT, C/O JOHN SATAKI, POSTMASTER, DEER LODGE, MT 59722.

Waybills

For Sale - Milwaukee Road unused forms - fair to excellent condition. 15 different forms, shipped flat, \$5.00. Supply is limited. Steve Hauff, 1827 E. Lauridsen Blvd., Port Angeles, WA 98362.

Wanted - Railroad dining car artifacts of all kinds., particularly Milwaukee Road. The unusual to common Milwaukee Road items desired. I am a former Milwaukee Road employee. Contact: Larry Bunce, c/o Railroad Relics, 199 N. Kerch St., Brooklyn, WI 53521. (608) 455-4233.

Notes from the Editor

Some of you may notice that the month on this issue is November instead of October. I am changing the schedule of the Dispatch to February, May, August, and November effective with this issue. The primary reason is to help out Ron Hamilton, Secretary, with the problem of

renewals. In mailing out a January issue each year we always have a significant percentage of the members that have not renewed as of the mailing. Technically, they are no longer members and not entitled to receive the issue. However, we also know that most of those members will renew and thereby will be entitled to the issue. If we don't mail to the non-renewals, it only makes extra work for Ron to later mail out issues when they do renew. If we do mail to the non-renewals, then we run the risk of them not renewing and we feel its not fair to the renewing members for the others to get a copy of the Dispatch. I felt that by moving the issue to February, we should truly have all the renewals in for the mailing and we can have better overall control. This should mean that if you have not renewed your membership by January 31, you probably will not receive the first issue of the year, and probably will not get it unless you buy it as a back issue.

A second reason for the schedule change is that an issue in May fits with the timing of the Annual Meet for announcements better than an April issue. I will try this schedule for 1994 and review it at the year end for achievement of its goals.

Please pay attention to the enclosed renewal flyer for those of you who have not renewed your membership for 1994 yet. Ron Hamilton will greatly appreciate your prompt renewal as it makes less work for him in mailing out reminders, and saves MilWest the expense of mailing reminder notices. Thank you. Again, from all the board members of MilWest, we wish you the best for this holiday season and lets work together to make MilWest even better in 1994. - Rocky Gibbs.

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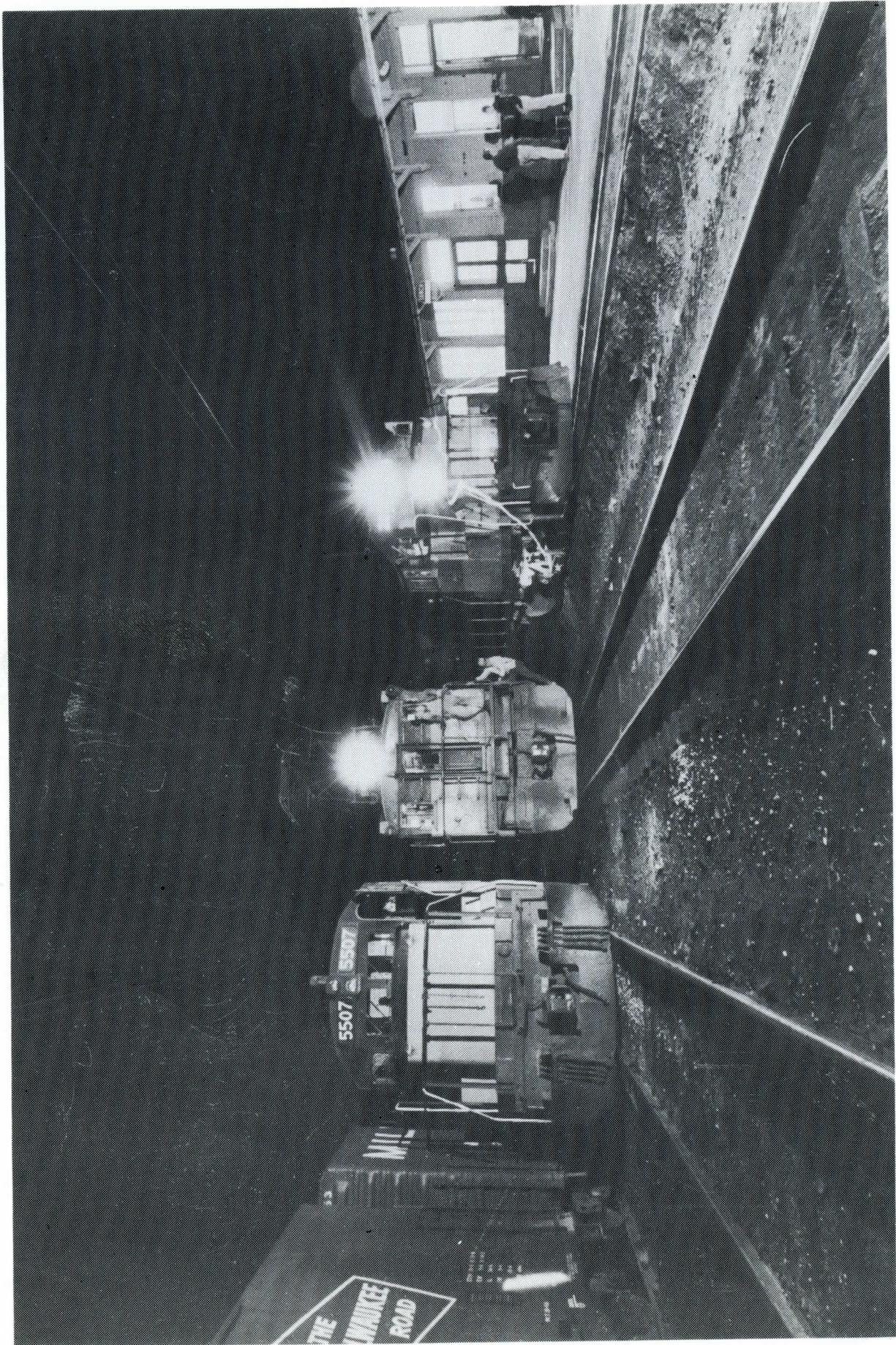
MilWest Dispatch

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Boxcab helper E45 is ready to work midtrain on #264 at the right. The GE's on the left are ready to return to Tacoma on this night in July 1972.
Ted Benson photo



Steeplecab E81, Boxcab E50B, and Joe #20 are at the end of their service and await their fate in Deer Lodge on 6-15-74. *Dick Dorn photo*



Night at Deer Lodge finds the Joes entering their last month of service — E73 idles on the turntable lead after arriving on #264. For Boxcabs E29B and E45A, the war is already over. 5-8-74. *Ted Benson photo*