

Dispatch

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

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OPERATING IN THE MILWAUKEE ROAD SUBSTATIONS

Part II

By Jack Barger

EDITORS NOTE: *This text is from the personal recollections and anecdotes as told by Mr. Jack Barger, Ex-Milwaukee Road Substation Operator. These comments were recorded and transcribed by Ed Burton at the MilWest Annual Meet - 1993 - Cle Elum, Washington. This is Part II of this article. Part I appeared in the May 1994 issue of the Dispatch.*

A.J. (Art Jacobsen) Do you want to go in and show them the high voltage room?

J.B. (Jack Barger) Yea, OK. Right here were mounted the back room switches, closers. They were long handled. I used to start my machines with the same kind of switches, the reason I did it is they were high voltage. They didn't draw high current, they didn't burn the contacts near as bad as the starting switch did. So I'd close the starting switch and close the transformer switch to start the machine.

Then the big oil switch in the other room connected the hundred thousand, which was the twenty-three-hundred volt side of the synchronous motor and started the machine. That way you didn't have as much burning when you started. My Dad taught me that. I came in the substation when I threw the ball through the window. He taught me how to run the substation. What was dangerous and what wasn't.

The transformers were setting back in here, in fact they cut the channels out of it (the channels supported the transformers). Here you can see the back wall, and they still have a channel over here. You see where the pipes are, in the

back, the holes? That's where the leads came out of there and went under here and into the other room and up into the starting/running switches from the low side.

Then the high side of the transformers was tied to this three-phase buss on the top that runs the full length of the transformer room. Some of the transformer rooms had a great big old..., ah, what do you want to call it... block for lifting bushings out of the transformers. It was a chain type.

A.J. Chain hoist, chain hoist like...

J.B. A chain hoist, yea, is what I was trying to think of. But you can see those bushings on that end. The reason those bushings are set in like that is because of the snow and ice in the wintertime. On these stations they had to build that cupola out of there so when the ice came down on the roof, it would go around the conductors. They had cement roofs, a peak type roof built of cement there to keep that ice from coming right down the conductors. That was the reason they were built that way. They came into this station a little bit different. I keep forgetting I told a lot of these guys they were insulators.

E.B. (Ed Burton) Are these hanging ones circuit breakers?

J.B. That's a standoff. No, that's a disconnect that was probably to one of the oil switches.

A.J. This crossmember here, it's lining it right out again. The crossmembers gone.

J.B. This was your disconnect to your line going back out the other end of the substation. In later years they built opening disconnects on top of the substations. I don't know what they did out here, they may have used those I guess. In the east end they didn't have them except on one end, and those are just a different type. Unless part of it's gone... It's they way they were, isn't it. We had a lot of old stuff with Montana Power, and I think I've seen some of those type insulators before.

A.J. The transmission line came through here?

J.B. It came through on the buss and then went out again. It didn't go over the roof. But anyway, the 110,000 to 2300 volt transformers set in these channels here and they could roll

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them out on that little cart out there that's got wheels, and then take it down here and turn it on the turntable and out the door. Take it out where they could load it up and take it out of here. That didn't happen very often. We usually did all the work right here in the stations.

I remember when they were making Tarkio automatic. I was working on the crew with Earl Barnes and Rusty Landers. Rusty comes out there one day and he forgot the transformer switch was open and it was energized. I was leaning over the handrails, see, they had big handrails, big pipes. I was working on the high pressure relay. If the pressure builds up in the transformer from arcing or anything like I told you, like Two Dot blew up, it would operate that relay and trip the breaker offline. I was working on it because it was part of the automatic wiring.

I was leaning over the rail. You see that ground buss cable there coming out of the wall? That transformer did not have that ground strap connected to it. And I was leaning over the rail and with a Crescent wrench, taking the cover off of this. And Rusty was in the other room, he was the new crew foreman, and he closed the running switch. It was straight across that machine, and it knocked me clear back over

against the pedestals of the lightning arrestors on that side. I discharged the charging current of that transformer right across my chest and my arms! I was sore for a couple of weeks from that.

But Earl Barnes was pretty upset. He was Chief Electrical Engineer.

A.J. It was lucky you were wearing as much clothing as you were.

J.B. No, and they looked back through the old records. Oh I was lucky I wasn't hurt worse! It could have grounded through my feet, but it didn't, it just went across my body some way or another.

But anyway, they looked back in the records, and Dick Laws was the foreman when they pulled this thing out and did some work on it and then put it back and forgot to put the ground strap back on it. Electrically, it worked fine, but you didn't want to be between the case of it and ground when they closed the switches. So that was an exciting time.

The old K1 oil disconnect switches stood here. The contacts on them were only about that wide (indicated about 2 inches), and were kind of a vee shape, and they closed up into a clothesoppin contact. A very small contact. But even starting the machines for all those years, and my Dad, when they would tear the switches down, would say, "see, look at all the work you can save yourself when you use the transformer switch to start the machines instead of the dumb starting switch out there, because it just burns to heck every time you use it!" You know, it was something that worked fine.

Q. How often would they change the transformers if they had the little turntable and the rails here?

J.B. Transformers originally were in their old positions as far as I know. Once in awhile they might have one they had to take in and untank and pull the core out of it and patch something if they broke down. The biggest problem with the transformers that we had, they were beefed up and they just had pipes cor coling out around the side. You've seen pictures of them. That was the cooling part of them. They ran hotter than the dickens! That one at Taunton is still energized, as far as I know. That's been in there since day one.

A.J. It was major just to get the stuff in here once they built the building.

D.X. That's right.

Q. Once they used the rails for putting it all in, they never used them again?

D.X. Only to move equipment around, that's about the size of it.

A.J. How often did they change the oil in the transformers?

D.X. We used to take the transformers, I think, we used to take, yea, we'd take oil samples and if there was any moisture in it, we'd filter it. But other than that we didn't. But we filtered thr oil in the switches, these switches (he indicated where the high voltage disconnect switches were mounted), and also the starting and running switches. They had a filter on wheels with

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General Manager, Ed Lynch, 4001 5th Ave. North
Great Falls, MT 59401

Ass't General Manager, Art Jacobsen, 1870 Easy
Street, Helena, MT 59601-1172

Secretary, Ron Hamilton, 3191 SW Yew Ave
Redmond, OR 97756

Treasurer, John Henry, East 2406 South Altamont
Blvd., Spokane, WA 99202

Staff Assistant, Tony Dell, 530 Ione Road
Pasco, WA 99301-8726

Staff Assistant, Doug Nighswonger, 23715 NE 6th Ct
Redmond, WA 98053

Managing Editor, Rocky Gibbs, 444 W. 15th Ave.
Spokane, WA 99203-2110

hundreds of paper pads that they pushed the oil through to filter it and get all the moisture, all the dirt and everything out of it.

Q. Was that the operator's job to do that?

J.B. No, no, that wasn't the operator's job. That was the maintenance crew that did all the maintenance, and rewound all the armatures. I worked on the crew when we rewound armatures.

That was another exciting story too. Skyler Collins was winding an armature and Haney and I were standing back in the corner. We used a steel banding wire to hold the coils in on this; this was a DC armature that has the copper commutator on the end. And we got a big old arm with a bucket out on the end of this thing that keeps the tension on those two pulleys to keep the tension on that wire as we wind it around, and they solder that. We lay tin underneath the iron. It's a steel wire, real hard spring steel wire. We'd lay piece of tabs there to pin them down on, and we'd solder that so that all together, all the wires together, when it's all ready to close it up, to Glyptol it, paint it up.

But we wound most of our armatures either at Primrose or Janney, over there. And Janney was the prime place there and this was as at Janney substation. Number three machine's only six feet from this big il' armature and all this stuff. And it's on the line, running with a train coming up the hill, and Skylar was standing there winding this armature and the steel wire broke and flipped over the cage right into it's commutator. He jumped twenty feet back and fire blew, man! I thought we wrecked the armature, but it didn't. It burned it in a few spots, but it was an exciting day that day too.

That ol' bucket of steel hit the floor and stuff flew all over. We used to weight it, you know, and we had a scale there, a scale so we knew how much pressure we were putting on that wire to band them together. We had to mix that asbestos in buckets because we'd mix it with a thinner of some kind, and we'd put it on where the risers come up from the commutator bars up to the coil ends and then we'd solder them and then we'd fill all that cavity with asbestos and this other compound that would get hard.

Through the years, the dust, the carbon dust would get behind them, and that's where they'd short out. I've thought about all the asbestos dust I've breathed and I still haven't lost my lungs! We had lost an operator at Bonneville Power. He worked with that kind of stuff, and he died with lung cancer. He only worked at it for about two years and he said that was all it took, and he started having problems right shortly after that. So, that is true about what that stuff does to you. Oh, he was already getting subsidised through OSHA an account of that.

Q. I was just going to ask, the transformers were on this side, and these were the circuit breakers

J.B. Yea, yea, the transformers were this side, they tapped the buss right up there, and these were the circuit breakers. Those came through under the floor and up to the starting switch off the low side, and there was just a tap bar in the top of those transformers where you tied your low voltage connections to the taps.

Q. So, the transformers first, then to the circuit breakers and then to the motor-generator sets?

J.B. Yes, right. This was the high side of the transformer, those oil switches in the other room were the low side of the transformer.

Q. Where are the low voltage bushings on the transformers? Are they on the top, back, or are they on the sides?

J.B. Yea, they're on top on the back side.

Q. The top and the back. You can't see them in the pictures because the high voltage bushings block them.

J.B. Right, they're back against the wall.

Q. By the pit?

A.J. That was the oil sump.

J.B. That was your oil sump. They had big tanks down in there. They'd dump the oil out and we'd filter it and pump it back into the transformers to fill them back up again.

Q. How often did you cycle the oil before you changed it?

J.B. Ah, gosh, I can't remember. You'd have to look at the maintenance records. Pete Mose could tell you. I wasn't, didn't work on the crew too long. I'd only work periods, like two months for awhile, and then three months, and back and forth. They were spilling oil on everything. In maintenance, they kind of had a maintenance schedule they tried to keep up with. And burnuos, why, I'll tell you a story about when the Joe's came too.

They were going to start experimenting on generators, overloading them. They were built for 1200 amps, the big machines, so I think Earl Barnes was Chief Electrical Engineer then. He said we were going to put fifteen minutes at 1200 amps on them, especially up through Josephine or Francis in that area and then on the hills too.

So they started experimenting with Francis, Loweth. We were putting 1200 amps on them. Well, the first night they had me do it, it was on there for twelve minutes when the armature let go on the low end of number one machine! And I think it discouraged them, but we got to checking the records, and that was an old original armature that had never been rewound. My Dad looked at the records and he was telling me that there were only four armatures on the whole Rocky Mountain Division that had never been rewound. They were still going, the old original winding were still there.

For example, you wouldn't believe how many coils are in a synchronous motor. I think it was 45, no 35 feet long. If you laid out the coils in an old synchronous it would end up at 35 feet, and it did not seem that there were that many in that circle. I unstacked one of them one time, and I was dizzy! I finally got smart and got the swivel chair and sat in the middle! 32,000 to 38,000 sheets of steel and it takes you a long time to get all that out! But when it went, there was a starting bar. That's what I want to tell you about the synchronous motors.

When they were originally sold to the Milwaukee, they were made for continuous service, and never shut

them down, they were running all the time. Maybe once a year for maintenance or something.

But the end rings on the poles that rotate, there's bars that run through that steel, these laminations of steel, they have laminations of steel just like transformers do, you know, where you coils are wound around, it's the same thing, the same principle. But they had copper, or not copper, brass bars that run through welded into end rings, but what they called end rings, and they had round holes in them, and we used to silver solder them into the end rings. And between each pole, from each winding to the next one, there were what they called "U-links". And they were just flat pieces of copper bolted to each end ring on the ends, and they carried the heavy current through there, and that was the weak link

It was more or less like a fuse link to let go instead of burning an end ring. A lot of old motors you see, that's a solid bar all the way around, well they used end links, I don't know why, on those machines. But that was a weak link in them and we had to watch them all the time. We were always looking for sparks in there. And every once in awhile an end ring would break and it would break off and tip into the coils. Talk about fireworks! The first thing you did was get that thing off the line if it was on the DC side, because it will start to run away, see. The DC's gonna run it, become motors and that is gonna go crazy and it would strip coils all the way.

This one that I had torn apart had burned an arc right down the finger of the coil all the way to the other end. So the whole thing had to be unstacked! You unstack all that iron and polish it up and file out all the burned up part, and you would stagger it (the holes burned into the iron) through the whole pile again, so you wouldn't have a hotspot. Because, if you have a difference of your eddy currents, you know, would have an effect on the coil and everything, and it would create a hotspot, so you had to distribute the iron through the whole stator.

A. J. How long would it take you to do that?

J. B. Ahh, we could rewind a synchronous in about three and a half, four months.

A. J. That fast, huh?

J. B. We used to take two and one-half months for a DC armature. There's a lot of work involved rewinding on eof those and getting it cleaned up and put back together, especially if you have a lot of burned iron, you know. And they were fun to take apart too. And then we had commutator problems, and we had to re-slot the commutators and bevel them. We found by beveling the corners of the slots of the copper part, there was less brush wear.

Q. Would a lot of the operators also rewind, was that sort of like a rotating job?

J. B. No, the operators, well, if they were out of a job they would put them on a crew. During the last days, this is when I went to substations, I had my Fireman's seniority date, I was ready to be promoted. I even took the examination and everything. But I probably wouldn't have started running an engine for another five years, if the railroad kept up the way it was going, but it was still going down. So I and my Dad kind of got their heads together and said why don't we take these cut off fireman and make substation operators out of them, so

when they do become engineers, they'll handle their trains a lot different.

And it worked. Definately. Right. I used to help those engineers. I'd say "Man, if you guys when you start out at Piedmont, you don't take a run at that hill and you're gonna have lots more power to get up the hill". I said "Ease out of Piedmont as slow as you can onto that 2%, cause" I said, "as soon as those generators reach full amperage, they're gonna start cutting that voltage. Its automatic, when it starts, you'll stall, cut voltage. You're just fighting a losing battle there" I said. "Ease out of there, and just get her set, and don't rush at it, because you're just gonna suck it all down, and once you've got that voltage down to 2400 volts, when you're going over the West switch starting up the 2%, its gonna stay there".

I said, "Now, if you can get it rolling and take it easy, and have it at 2800 volts at the West switch, you're gonna have 2800 volts as long as you don't pull any more than that". And "Lizzy" Egggeston, I was telling Lizzy, he's a neighbor of mine, he was an engineer, I worked with him all the time. And Lizzy said, we had a model railroad together, me, him, and Tommy LaFavre, one of the oldest engineers on the railroad. In fact, he was running the engine on the job when he was sixteen.

But anyway, it was amazing how many compliments I got from all them engineers when they found out about this. They were wasting their time you know! Well, I never realized it myself, until I started operating again. From what I'd learned from what my Dad told me about it. It really did help by having the lot of them as substation operators, some of them stayed substation operators. Some of them went back to firing. But I finally gave up my dates. Yea, you had to go back, if they called you back, and make one trip, and then I could go back to substations. That's what I did for a few years, till I said the heck with it, I've got a steady job operating, I'll stay operating.

I finally went to East Portal as Chief, and that was a good job. It was just that the conditions that we had to put up with the snow up there. Six winters up there is long enough for anybody.

A. J. Nothing wrong with a 24-hour shift, is there? Continuously?

Q. I still don't understand the trolley feed. You can feed east or west, or tie the two together, but what was the normal operating sequence?

J. B. The only reason you tied together, was because a train was pulling from the other direction.

Q. I mean, if there is a train coming from the east, your machine was only hooked to that trolley?

J. B. No, no, they were still feeding both ways. Yea, that to tie that air gap, that was your isolation, you know, in case something happens, it comes in here and still trips you out and not the guys down the line.

EDITORS NOTE: Part III of this story will run in the November Dispatch.

DFW

This column serves for miscellaneous new 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.

Tacoma's plan for mountain train getting on track.

The above was a column headline in the July 21, 1994 Tacoma News Tribune. The article was sent in by E. R. Emanuel of Marysville. It concerns the former Milwaukee branch lines to Morton and Chehalis

The City of Tacoma, in partnership with the Boeing Co., and developer M. A. Segale, are planning to buy the Chehalis-Western Railroad from Weyerhaeuser Co. for \$3.25 million. The deal has yet to be approved by the City Council and the Port of Tacoma commissioners. This will allow the City to run a passenger train to Mount Rainier, as well as provide common-carrier freight service to the Frederickson industrial area. Common-carrier status will qualify the City to apply for federal and state rail funds, helping to defray the estimated \$6 million cost of repairing the badly decayed track. The city will operate the railroad as the Tacoma Eastern Railway Co., a name that dates back to the 1890s.

Boeing will benefit from common-carrier service to its Frederickson plant. Segale will buy the railroad's 90-acre former repair and maintenance facility in Thurston County. (MilWest members who attended the 1990 Annual Meet in Tenino will remember we toured this facility). He preserves his capability of moving gravel from one of his companies by rail. The City plans to develop other customers on the line because the more freight they haul, the more loan money they can apply for.

Boeing is already hauling over the line in an agreement with Weyerhaeuser. The City has recommended Gray Line of Seattle and Tacoma, owned by Holland America Line-Westours, and Lewis & Clark Railway to be operators of the line. The railway will connect to both BN and UP. Plans are to be hauling freight this fall, and passengers by the summer of 1997.

Tacoma Eastern offices are already open at Freighthouse Square which will be the Tacoma passenger terminal.

Ed Emanuel further notes that Westours operates tours on the Alaska railroad using former Milwaukee Super Dome cars. Also, the Seattle Coliseum, where the Sonics play, is being rebuilt, so for the 1994-95 season they will play in the Tacoma Dome. Plans are underway to run a passenger train between Seattle-Tacoma for the games. This has been dubbed the "Sonics Express". This train would also run from Freighthouse Square. The old MILW freighthouse (former

Coast Division General Offices) is just a short walk to the Tacoma Dome. - Ed Emanuel

MILW CABOOSE PRESERVED

The Inland Empire Railway Historical Society has acquired ex-MILW bay window caboose 01907, which has served as St. Maries River Railway 995. St.M.R.RR traded the caboose for ex-BN extended vision caboose 10504, which was donated to the IERHS by D.B. Enterprises of Spirit Lake, ID. IERHS and STMA supplied the paint which STMA applied. E.T. Hawk donated the MILW locomotive decals, which had come from the West Milwaukee shops. The caboose arrived in Spokane on the back of UP's Plummer Turn in late April. The caboose was built in August, 1942, and was received by STMA in November, 1982.

POVA NEWS

June 1, 1994, from the Newport Miner. Locomotive no. 102, a GP-9 will be shipped to Livingston MT, for repair by Montana Rail Link (MRL). Work is expected to run close to \$100,000. The upgrade will cost more than POVA spent on both GP-9's they have. The engine won't go to Montana until the parts arrive. The electrical system problems have made the unit unreliable for regular service. MRL believes the problems are in the low-voltage wiring, which controls everything on the locomotive according to Bob Shanklin. MRL will upgrade the wiring to 1980's technology. They will also upgrade the air brake system to the newer "26" system. They will also "chop" the nose of the engine to provide better visibility for the crew. The dynamic brake grids will be removed as they are not needed on the "flat" POVA. The work is expected to take up to 6 months. While 102 is gone, POVA hopes to use Lafarge Co.'s ALCO switcher. The unit has been moved to POVA's shop at Usk, WA.

A new track has been constructed to the chipper at the Vaagen Bros. mill at Ione after Vaagen returned to shipping chips by rail after trying trucks for a year. The big project this year will be work on the Blueslide Tunnel. They will relieve some of the pressure behind the timbers at the north end of the tunnel and some timbers will be replaced. - Mike Denuty, News Editor, Newport Miner.

TAFT TUNNEL NEWS

From The Spokesman-Review 8-1-94: The U.S. Senate has approved \$390,000 in funding for a 23-mile mountain biking, hiking, and horseback trail on the former MILW railroad grade in the Bitterroot mountains.

The funds will come from the 1995 Forest Service trail construction budget. The U. S. House approved the money last month. The route will go over nine trestles and through 11 tunnels. Jim Fowler, director of the Taft Tunnel Preservation Society, says they will apply for a special use permit to administer the trail. TTPS hopes to spearhead a community wide effort to develop the trail system open it within a year. As Fowler envisions it, enthusiasts would be shuttled from Wallace to Lookout Pass where they would be treated to a video or slide show telling them about the trail. Interpretive signs narrating the region's mining and railroad history would be placed along the trail. At the other end of the trail, riders would be shuttled back to Wallace. Fowler said he envisions renting out carriages so parents could ride their bikes and pull their children behind.

Taking up the largest portion of the money, the Taft Tunnel itself would be repaired and reopened. The final plan has not been decided on at this time however.

From The Spokesman-Review 8-19-94: The Avery Ranger District has closed a tunnel along the former MILW grade. The tunnel is on the Idaho side of the proposed "Route of the Hiawatha" trail. The closed tunnel is about 2.5 miles west of the Taft Tunnel. A section of the tunnel liner is cracked and concrete has fallen from the top of the tunnel. The tunnel is posted as closed but is still physically open to allow firefighter access. The Ranger District plans to build a bypass around the tunnel as soon as Forest Service workers are no longer needed for firefighting this season.

Milwaukee Light Rail?

From The Spokesman-Review August 1994: A national expert hired to solve Spokane's transportation problems suggests building a train to carry commuters downtown from valley suburbs. He says the system could include 16 miles of track, several stations and frequent service between downtown Spokane and Liberty Lake. The track would follow the route of the former Milwaukee Road, land the county has bought for a six-lane arterial. A two-mile circle of track downtown would stop at various locations. Train speed would be from 10 mph to 55 mph. The system could be built for \$450 million or less the consultant says. He says that is much less than the cost of a freeway with similar carrying capacity. The proposal is part of the 300-page "High Capacity Transportation Plan" prepared for the Spokane Regional Council. The report was required for the county to continue qualifying for federal transportation funds.

The Inland Electric Railway operated trains from Spokane to Coeur D'Alene from 1902 to 1939, carrying 14,000 person per day at its peak. During somewhat the same time period, Spokane was served by no less than four streetcar companies and Interurbans ran to Coeur D' Alene and Cheney. Another electric line ran to numerous farming communities south of Spokane.

Editor's Note: It seems history must repeat itself. As many cities are discovering, the best way to serve the public transportation

needs in the future is with ELECTRIC railways of some form. In the early part of this century, many cities were served by fine electric railway systems, but most were scrapped in the name of "progress". Now, the current generations are perhaps realizing what has been lost and just how much sense electric railways make. The Milwaukee was truly visionary when they electrified beginning in 1915. The former MILW route through Spokane would be perfect as it runs almost arrow-straight, right up the center of the Spokane Valley.

Annual Meet Notes:

The 1994 Annual Meet was a great success. Our paid attendance was near 70 people. We also had numerous visitors from among the local population, mostly former MILW employees. We had several slide show presenters on Friday night.

On Saturday morning we all gathered at the E-70 for the group photo. After that, many went on the bus tour of the Grant Kohrs ranch, the former MILW depot and freight house, and the few remaining buildings of the former MILW yard facilities. The rest of the day was free time for folks to do as they pleased.

We began Saturday night with our annual business meeting. After that, our featured presenter was Bruce Black from Colorado. Bruce took many slides and photos of the MILW in the 70's and his work is always a pleasure to see. Later, Art and Ed presented a sound-slide show featuring a history of the E-70, from its beginning to its present state. Other folks again presented slides from their collections. We also had a room full of exhibits of MILW artifacts, photos, etc., that was busy with folks every moment it was open.

On Sunday, we thought we would be observers at the E-70 rededication. Two weeks prior to the meet, we found that the Powell County Museum & Arts Foundation was expecting us to organize the rededication. In two weeks, Ed found speakers, presenters, and made all the other arrangements needed. On Sunday morning, several MilWest members assisted the local folks in moving bleachers to the site, and making all the preparations. After the ceremonies, we had to take everything down and put it all back.

The turnout for the rededication was good. In addition to the meet attendees, we had many local folks, many of whom either were former MILW employees, or related to former employees. Our featured speaker was Bill Brodsky, president of Montana Rail Link and a former MILW employee himself. The persons and organizations that had donated \$1000 or more to the project were recognized and given plaques. Casey O'Neill was given a special award for his exceptional contribution of funds to the project. The official sign that will be mounted permanently at the site was unveiled. This sign contains the names of persons and organizations that donated \$100 or more in money, materials, or labor to the project. After the event concluded, many photos were taken. We were able to get many of the

former MILW engineers together with Bill Brodsky for a photo with E-70.

We all left for home very tired, but very happy with the whole effort. The E-70 is something the Deer Lodge can be very proud of as an attraction for the public, and MILW electrification railfans from anywhere can be pleased about. We hope to see many of you at the 1995 Annual Meet. - Rocky Gibbs

Waybills

FOR SALE: Map set showing the mainline of the Milwaukee Road from Harlowton, MT, to Tacoma, WA, and nearby branch lines. This newly compiled and published three map set shows all significant features of the railroad such as sidings, yards, substations, stations, bridges, tunnels, railroad crossings, grades, etc., with adjacent features printed in the background. A must for the serious fan or historian of the Milwaukee Road Lines West. Available rolled in a tube for \$10.00 plus \$2.50 postage. Jeff Simley, 2185 S. Hoyt Ct., Lakewood, CO 80227.

WANTED: Milw Rd. & related lines tall globe lanterns, brass locks and keys, paperweights, "Train-in-Bow" china, and other items. Write to - Dennis Papendick, Box 284, Hot Springs, SD 57747.

MINUTES OF THE 1994 ANNUAL BUSINESS MEETING AUGUST 13, 1994 DEER LODGE, MONTANA

The meeting was called to order by General Manager Ed Lynch. He introduced the other members of the Board of Directors and asked each to report on their work during the past year.

Managing Editor Rocky Gibbs discussed his work in production of the Dispatch. Rocky reported the change this year in eliminating the photo insert, in favor of increasing the page count and putting more photos in the Dispatch, had been well received with numerous favorable comments and virtually no complaints. The switch to unfolded mailing format has also helped in this endeavor by not creating crease marks in the middle of photos.

Treasurer John Henry presented detailed copies of the financial report. As of August 13, 1994, the MilWest treasury has a balance of \$3,143.65.

Assistant General Manager, Art Jacobsen, has been acting as a technical advisor and MilWest liaison to the Forest Service Ranger District at Avery, ID, regarding the proposed

trail project on the former MILW right-of-way over the Bitterroots from St. Regis to Avery.

General Manager Ed Lynch, in conjunction with the Powell County Museum and Arts Foundation, has worked on the E-70 Little Joe restoration project and planning of this annual meet.

Staff Assistant Tony Dell has continued his work in promoting MilWest through various railroad publications.

Secretary Ron Hamilton reported on membership growth. Forty states are represented with the states Washington and Montana holding the largest blocks of members. The upper Midwest area is also very well represented. Foreign members total nearly 20. The E-70 project has brought in more than two-dozen new members in 1994 alone. MilWest currently stands at 365 members.

Staff Assistant Doug Nighswonger was not present but Art Jacobsen spoke on his behalf reporting that Doug is currently working to secure facilities in which to host the 1995 Annual Meet in the Kent-Seattle area.

Under old business, the General Manager reviewed the E-70 project since its restoration was adopted as a MilWest project at the 1992 meet in Miles City, MT. Funds remaining after moving and painting the E-70 will be used to provide regular maintenance on the motor. PCM&AF will continue to sell shirts, coffee mugs, etc., for this purpose. Plans call for eventual building of a small shelter to exhibit historical photographs and information about the E-70 along with MilWest flyers, etc.

Casey O'Neil was introduced and recognized for his contribution of \$16,000 to E-70 from the foundation of which he is a trustee/director. As a longtime Milwaukee railroad fan, having grown up right on the Chicago-St. Paul main line, he had been looking for a worthwhile non-profit effort of MILW restoration in which the foundation could participate. He expressed great interest in supporting future similar MILW projects.

Art Jacobsen gave details on the Bitterroot trail project, noting that some early plans called for developing a hiking/biking trail with a "natural setting" which would deliberately exclude any reference to the past presence of the MILW. Recent plans promote a more liberal use of the former right-of-way. MilWest has agreed to support one of the eight current proposals, which would allow hiking, biking, horseback riding on the trail. Larger vehicles could be allowed by permit for special interest group access and handicap accessibility. Snowmobiling would be permitted on the Montana side of the mountains. Discussion continues regarding the use of the St. Paul Pass Tunnel #20 as part of the project. The tunnel is currently closed and will likely remain so for safety reasons. Repairs to enable it to be opened are estimated at 3 million dollars. It is most likely that the trail will be developed and the tunnel done as a separate project later, if ever.

There has been some talk of trail projects on Pipestone Pass and Durant Canyon but neither seems likely to develop at this time due to conflicts of privately owned land and mining claims in the areas.

The snowsheds at Lake Keechelus were torn down in the Fall of 1993 as their continued deterioration has posed a danger to trail users. The Washington State Parks Commission determined something must be done, and with no money available to repair them, it was decided to remove them.

Ed Lynch reported that MilWest netted \$1,300 as its share of the Lines West slide sales, a joint project of MilWest and the MRHA. Slides for the set were provided by Larry Zeuschel and Sandy Goodrick. The 300 sets sold out very quickly.

Under new business, Ed Lynch announced that he will step down as General Manager at the end of 1994 as he is moving to California. Tony Dell was elected to be GM for 1995. Ed Burton was elected to Tony's Staff Assistant position. The remainder of the MilWest Board was elected to serve for 1995.

The restoration of the Kittitas depot was discussed as a future MilWest project. The structure is basically sound but needs repainting and the roof is in need of repair. Estimates for this work were obtained by the State Parks Commission, and totalled \$38,000. The project would be done on a "matching funds" arrangement meaning the State would match any funds raised for this project. MilWest's involvement could mean having a permanent display site for acquired materials and displays, and would also show continuing active work by our organization in the preservation of the former MILW Lines West. Ideas, plans, and funding were discussed. It was approved by the members present for MilWest to proceed with the project. Our initial involvement will be to negotiate with the State Parks Commission to work out actual details and terms of what the respective groups will do, or not do. Any further action on MilWest's part will depend on satisfactory agreements being reached.

Ed Lynch announced that earlier in the day, the Board of Directors decided that neither non-members, or members presenting program at MilWest functions, will be paid or reimbursed for any expenses in making their presentations.

The site of the 1995 Annual Meet will be in the Seattle area. The exact location is not yet firm. Details will be announced in the Dispatch as they are available.

Rocky Gibbs read a tribute to Ed Lynch for his supreme efforts in bringing the E-70 project to a completed reality. The same tribute will be read to the crowd at the Sunday rededication of E-70 as Ed is presented with some awards.

With no further business, the meeting was adjourned. Respectfully submitted, Ron Hamilton, MilWest Secretary.

Thanks Ed

Editors Note: This is the tribute I wrote just prior to, and presented, at the Annual Meet in Deer Lodge, Saturday night, and again at the E-70 rededication ceremony on Sunday. I believe I speak for many MilWest members, as well as MILW history fans from everywhere.

The E-70 project owes a debt of gratitude to many individuals and organizations, for their generous contributions of money, materials, time, and labor to the project. These folks, however, have been given their well-deserved recognition in other places already, such as the sign which will be installed at the E-70 site.

Tonight, I wish to call attention to one individual that I feel should be recognized by the MilWest membership for, what I feel, is his outstanding contribution to the project. I'm not talking about contribution of any specific tangible item, be it money, material, or labor. Instead, I'm talking about one person's dream.

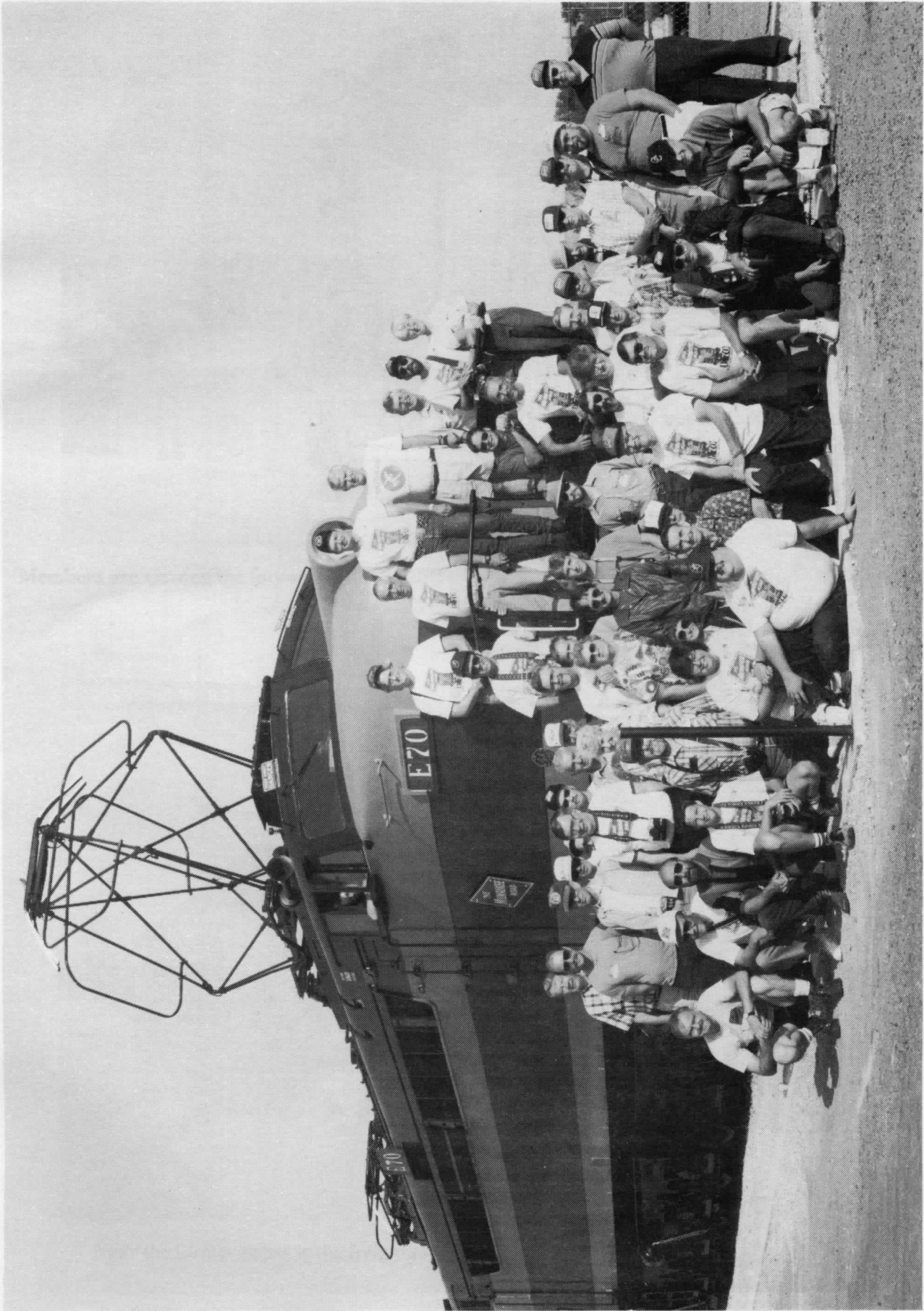
Prior to our 1992 meet in Miles City, this person said to some of us on the Board, "The E-70 is deteriorating badly, even to the point some local residents are even calling it an eyesore and saying it should be gotten rid of. Wouldn't it be great if MilWest could in some way help to repaint the motor and preserve it for the future". From that humble beginning came the result we have today.

I won't go into the details of all the specific work that has taken place since 1992 that brought this restoration to reality, as those details have been well reported already. Instead, I wish to thank this person for his vision, his direction, his leadership, his ability to influence people and organizations to get behind this project, his ability to persevere in the face of obstacles that arose, and mostly, his dedication of personal time and effort to the project.

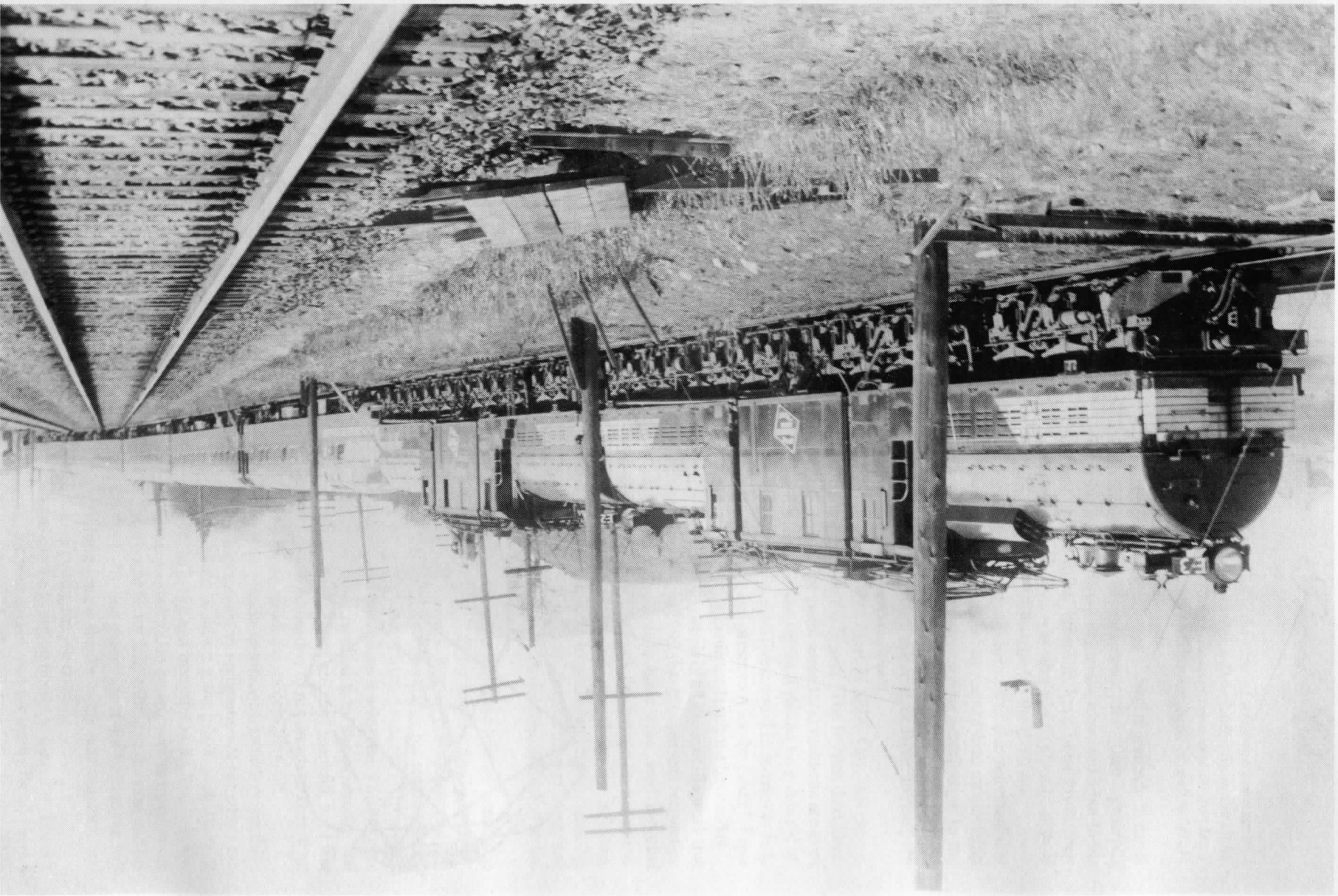
Some of those who have known him for some time may call him "fanatical" in his love for the Milwaukee. Whatever you call it, his dedication is unquestioned and I submit to you tonight, that without his single-minded dedication to this project, I truly doubt the E-70 project would have enjoyed the success it achieved. The project's success certainly has resulted from the generosity and efforts of many, for which we are truly thankful, but I feel it took this man's dedication to his dream to keep it all together and bring about the successful result.

We have no plaque, certificates, awards or anything else to give him tonight in recognition of his effort. No, instead, his award is sitting at the prison parking lot in Deer Lodge, MT, big and beautiful in its fresh orange, black and maroon colors, to be enjoyed by many in the future. There could be no finer tribute to the man and his dream. The E-70, and memories of the Milwaukee will live on a little longer thanks to his determination and leadership in getting the job done.

Please join me in saying thanks to him now. Thanks, Ed Lynch, for your dream, and for letting us all share a piece of it with you. A job well done Ed. - Rocky Gibbs



MiWest members are feeling proud of the effort expended to restore E-70 to its proper status on August 13, 1994. John Chase photo.



Milwaukee E-3 and E-2 eastbound at Black River Junction with the Olympian Hiawatha encountered a dangling guy wire which ripped all the pantographs on both motors. Date unknown. Doug Nighswonger collection.



Members are viewing the former MILW station in Deer Lodge with the concrete platform still in place. Ed Lynch photo.



Near the former depot is the freighthouse, sadly in need of some care. Ed Lynch photo.

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MilWest Dispatch

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Two Joes are eastbound past the depot and freighthouse in Deer Lodge. Compare the condition of the freighthouse to the recent photo inside. Pete Ellis photo, circa 1955.