

Minutes . . .

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tion. Comments about Milwest's objectives, Dispatch content, etc., have been very positive.

Gerry Quinn — Staff Assistant:

Constructed an additional photo display board used in the advertising and promotion of Milwest at various northwest rail functions. Gerry also worked to upgrade the quality of the slick paper photo inserts in the Milwest Dispatch.

Kirk Petty — Staff Assistant:

Working with the Managing Editor, Kirk is now overseeing the distribution of the Dispatch. This change has eliminated several logistical problems previously encountered with the Dispatch distribution.

Rocky Gibbs — Managing Editor:

Explained the process involved in the production of the Dispatch and the coordinated work with our printer, Jerry Miller in Harlowton, and the subsequent distribution by Kirk Petty. Rocky also developed the draft version of the Articles of Incorporation for Milwest and is developing the draft version of By-Laws for Milwest.

NEW BUSINESS: Several items were presented and discussed as new business.

1. Art Jacobsen presented the "Articles of Incorporation" and together with Rocky Gibbs, answered questions and offered explanations as to their need by Milwest:

a. Incorporation is the first step towards obtaining IRS tax-exempt status for Milwest, which would allow donations to Milwest to be tax-deductible to the donor.

b. Incorporation makes Milwest a legal organization (in the state of incorporation), and registers the name "Milwest" to our group.

c. In most circumstances, personal liability for legal claims is eliminated or reduced for the members of Milwest and the Board of Directors.

Costs of incorporation are \$20.00 to file, and an annual filing fee of \$5.00. It was moved, seconded, and unanimously voted to adopt the Articles of incorporation as presented. The Articles will be filed in Washington state. It was also decided that to conform to the guidelines for Incorporation, the term "Advisory Council" would be dropped and replaced with "Board of Directors" for reference to the 7 member ruling body of Milwest.

2. Inquiries were made as to whether a membership list could be made available to Milwest members, and other interested parties with the intent of solicitation of members

Railcars of the WI&M

By Tom Burg

During the year 1932, in the depths of the depression, the Washington, Idaho and Montana Railway (WI&M) decided to discontinue its daily passenger and mixed train service. Still wanting to keep its mail and express business, and provide daily passenger service along its line, the WI&M built in its own shops, a railcar from an old Stude-

baker automobile that had been purchased from its parent company, Potlatch Forests, Inc. This car, given road number ten, was locally known as the "bug." On December 12, 1932, the Idaho Public Utilities Commission gave permission for the WI&M to discontinue daily mixed train service, and operate instead the steam train tri-weekly (Tuesday, Thursday and Saturday), and the motorcar on the alternate days (Monday, Wednesday and Friday), between the WI&M terminals of Palouse, Washington and Bovill, Idaho. Records of the WI&M now in the special collections section of the University of Idaho Library reflect that #10 had an overall length of 21 feet, a wheelbase of 10 foot, 3 inches, a height of 9 feet, and a width of seven foot, 3 inches. Total weight, in working order, was 7220 lbs. It was powered by a Studebaker 6-cylinder gasoline engine. In July, 1935, the WI&M received an inquiry from William M. Greene of the Review Publishing Co., Moscow, Idaho, inquiring about "the contraption you people built from an automobile to run on your railroad tracks." Greene had a photograph of the "contraption" and was seeking information to use in a caption under it when published. (This photograph, either original or as printed in this publication, has not yet been located by the writer; it is hoped that a Milwest member in proximity to, or with easy access to Moscow, might undertake such a search.) W. J. Gamble, Assistant General Manager of the WI&M, responded that this automobile on railroad tracks was necessary because of not enough revenue to justify the expense of daily steam train operation. The railcar provided daily mail and express service to the towns along the WI&M, and could handle 8 passengers in addition to the mail and express. It operated on a regular schedule at 30 miles per hour, and would develop 55 mph. Gasoline consumption was about 25 mpg, providing enough economy to give daily service. By August, 1935, it had run about 65,000 miles.

3. After discussion, it was agreed that the Dispatch will allow commercial advertising with the following restrictions:

Advertisements are restricted to items or products common to the history, operation and general interest of the Milwaukee Road Lines West geographic area and associated railroads. Products aimed at or promoting the Lines East area or other U. S. or foreign railroads will not be accepted. The cost will be \$5.00 per column inch. Submit advertisements, with payment, to the Managing Editor, or contact him for further details.

4. By-Laws for Milwest will be developed in the coming months and information concerning their adoption will be published in the Dispatch.

5. Art Jacobsen announced that the Milwest annual meet for 1990 will be held in the Tacoma, Washington area. Activities are now being planned. Pre-registration may be necessary as Milwest may have to pay for the use of a meeting facility. It was suggested to include a model contest as part of the activities. Further details will be in the Dispatch as available.

6. Ed Lynch will send a "Thank You" card signed by all those present at Harlowton to C. A. "Buck" Anderson for allowing us access over his property into 16 Mile Canyon.

The meeting adjourned at 9:30 p.m.

Minutes respectfully submitted by
Ron Hamilton — Secretary, Milwest.

During the year 1936, in order to continue this service, the WI&M was required to build a trailer car for the "bug" from an old push car with a canvas top.

By January, 1937, the WI&M sought to obtain a larger unit to replace the "bug," a unit designed to better handle the needs of its service on a 5 days per week basis. On a trip east (because of the Weyerhaeuser ownership of Potlatch Lumber Co., later Potlatch

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Railcars . . .

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Forests, Inc. (PFI), much business was regularly transacted with the owners in Minneapolis-St. Paul). Gamble stopped at the factory of Fairmont Railway Motors at Fairmont, Minnesota, and obtained specifications and a quotation on such a coach. With the cost being approximately \$9,000, the WI&M proposed that the new coach, operated on a 5 day per week basis rather than the 3 days per week mixed train, would pay for itself in about two years via savings of locomotive fuel and train crew wages.

The unit that the WI&M selected was Fairmont's 5100 coach, one of which was already performing well in service of the International Lumber Co. The body was the same as Fairmont's 4100 coach, but on a more substantial chassis. Fairmont's quotations, FOB Fairmont, Minnesota, was \$9,800 for the coach, arranged for 12 passengers and driver, with a separate baggage compartment. The plan included a 4-wheel front truck. Body and chassis specifications provided by Fairmont Railway Motor, Inc. on January 8, 1937, were as follows:

GENERAL SPECIFICATIONS — Engine mounted inside, completely insulated to eliminate noise and gases. Arranged for right hand operation. One door at front on each side. Seating space for 12, in non-reversible double seats upholstered in genuine leather. Partition window height with door between passenger and baggage compartment. Baggage compartment to be 14' 8" long by 8' wide. Height inside 4' wide on each side of baggage compartment with two rear windows protected by bars. Floor to be

of white pine. Passenger compartment covered with battleship linoleum.

INTERIOR OF BODY — Side walls veneer to window height. Top finished in imitation leather and general construction in the same as our standard 4100 coach.

BODY — Completely insulated with Balsam Wool, outside to be 22 gauge stretcher level body steel. Windows and windshield shatterproof glass with mechanical type window regulators of sliding sash type, depending upon location. Body insulated from frame to minimize wheel noise.

ACCESSORIES — to include heater, headlight front and rear, air horn, classification lights and flag brackets, windshield wiper front and rear, defrosting fan at front, metal rail sweeps. Grab iron at all doors, all steps to be of raised diamond tread type.

ENGINE — Waukesha 110 H.P. 6-cylinder, having a 4" bore and a 4 3/4" stroke. Delco ignition. Heavy duty type radiator.

TRANSMISSION — Spicer 4-speed with helical cut gears of sufficient size to assure maximum performance.

CLUTCH — Spicer 4" plate.

AXLES — 4" S.A.E. 1045

BEARINGS — Timken double row heavy duty type bearings of sufficient capacity to insure safe operation at all times.

BRAKES — Westinghouse air brakes. Design approved by Westinghouse as being of sufficient size and of correct design and application to provide absolute protection at all times and at all speeds.

SERVICE BRAKE — Operates independently of the braking system, of sufficient power to slide all four wheels.

FRAME — Structural steel, bolted construction, with use of cross beams and gusset plates to assure permanent alignment. All members of sufficient size to care for your requirements with a large margin of safety.

WHEELS — Davis steel, 24" diameter with triple heat treated tread.

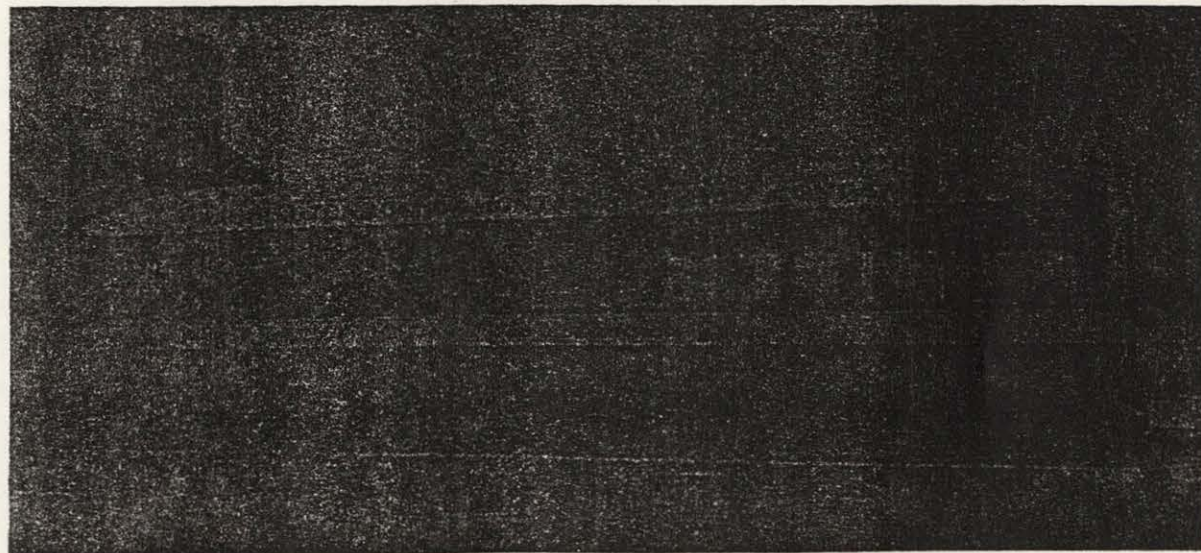
FOUR WHEEL FRONT TRUCK — Ruggedly constructed, see print #8921 for details.

PILOT — Standard railroad design as shown in print 8290.

SPRINGS — Deep coil type as illustrated, of sufficient capacity to carry your loads and assure maximum riding comfort. Hydraulic shock absorbers to further smooth the ride are standard equipment.

The WI&M inquired about alternate power, either a smaller gasoline engine, the Waukesha 60-75 horsepower Hesselman engine, which Fairmont considered to be about 25% underpowered; and a diesel engine. Fairmont could supply such a diesel engine, which would provide a fuel savings, but cautioned against the diesel's cold weather starting problems. The cost of the coach with Waukesha Comet diesel engine 6D-100-462, with the same coach body was quoted at \$10,750, FOB Fairmont, MN. The WI&M accepted Fairmont's initial recommendation for the 110 H.P. gasoline engine, and in a telephone conversation of March 29, 1937, placed the order for Fairmont to proceed with manufacturing the railcar. The WI&M hoped to have the coach delivered in time for a visit of the road's

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WI&M railcar the "Potlatch" shortly after delivery. Photo from the 9/60 issue of "The Potlatch Story," copyright Potlatch Forests, Inc., Ted Holloway Collection.

Railcars . . .

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directors to Potlatch on May 17, 1937. This however, proved to be not possible for Fairmont.

WI&M Master Mechanic Andrew visited Fairmont and inspected the body and chassis during construction. At that time he mentioned the inclusion of a box under the floor of the baggage compartment to carry iced fish, and at times, maintenance of way tools. By letter of October 27, 1937, Fairmont provided sketches of this box. Including the fish box added \$85 to the coach price.

By November, 1937, construction had progressed to the point that paint schemes began being discussed. The WI&M wanted the color scheme as used on the Greyhound buses. Fairmont was concerned over the possibility of Greyhound having a copyright on this color scheme. The proposal submitted to the WI&M was as follows:

The entire top would be aluminum, with a white center band and the balance blue. The underframe and running gear would be black. Fairmont initially proposed a yellow color for contrast with the blue. By letter of November 5, 1937, Fairmont suggested that lettering could be either above or below the windows, and suggested that some name for the car, such as "the Potlatch," be worked up and lettered on the car. By return letter of November 8, 1937, the WI&M requested that the company name be lettered above the windows, and the name, "The Potlatch," lettered in script on the side of the body. The words "U. S. Mail and Express" were required and directed to be printed to the rear of the large sliding door, and the car number on both the front and rear. The Potlatch became WI&M unit #11.

On December 2, 1937, the Potlatch received an 80 mile track test by Fairmont, and the front springs were found to be a bit soft. These were stiffened, and the final tests completed. The coach was shipped from Fairmont on December 16, 1937, via CStPM&O car 59803, waybill 110, routed CStPM&O to St. Paul; Great Northern Railway c/o Spokane, Coeur D'alene & Palouse to Palouse, WA, for delivery onto the WI&M. It entered into service in early 1938. The WI&M estimated its date of retirement to be January 1, 1945.

The Potlatch lasted significantly longer than that. In about 1945 it was repainted, with the style of lettering being changed from the original to Railroad Roman. Photographs of the Potlatch, as delivered, appear in the September, 1975 issue of Model Railroader, along with its plans,

Olympiangram

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

Larry Zeuschel reports that MILW Road caboose 992097 has been donated to the city of Alberton, MT for display at the former MILW depot. It was shipped by rail free of charge on SOO, BN and MRL. While in transit, it was involved in a derailment on MRL east of Belgrade, MT. Fortunately, the caboose was undamaged even though the track and some wood chip cars were severely damaged. The caboose is reported to be in good shape with the interior and all windows intact. It has horizontal rib sides and the drop-center style trucks. We are indeed fortunate that another piece of MILW equipment has been saved for us all to enjoy.

(Editor inquiry) — Does anyone know who owns the MILW caboose shoved off the track on the west side of the former MILW substation at Gold Creek, MT? I inspected it last August and it too seems mostly intact but it was just pushed off the end of the track in the dirt and is being left to rust away. Perhaps some Milwest member(s) would like to contact the owner and appeal for the salvation of this caboose, and take on a project of arranging for its proper disposition and display somewhere. Its a pity to see it just going to ruin where its at.

and an article by Fred Bendix on the WI&M. The original plans are in the records at the University of Idaho in Moscow. A photograph in the later lettering scheme appears on page 47 of Edmund Keilty's "The Short-line Doodlebug." Keilty's book reflects that the Potlatch was retired in 1955. It remained on the WI&M for at least some period of time, as monthly inspection reports for September and October, 1956, in the possession of this author, reflect it to still be at Potlatch in good condition. It was thereafter retired and served as a concession stand and locker room at the local Potlatch ball field. It later burned and was scrapped.

Keilty's book missed the existence of the "Bug." The Potlatch was undoubtedly the most distinctive piece of equipment on the WI&M. In a recent railfanning trip to WI&M territory, many people contacted reminisced about riding in it, and it continues to live on in many memories.

Ronald V. Nixon Photo Collection:

The collection of slides, black & white negatives, and documents of the late Ron Nixon has been loaned by his widow to M.S.U.'s Museum of the Rockies. The museum is offering to purchase this as an estate, which is one of the most extensive and better organized collections in the region. Ron provided many photos to magazines, books and railfans/historians on our railroad of interest for nearly fifty years. The earliest photos in the collection were taken by his mother in the Three Forks area around 1910. Ron was very well known among both local and nationally prominent rail photographers, and was a member of numerous rail historical groups. Keeping his photo collection intact as an estate assures that it will be available for future reference to all. Contributions towards retaining this estate should be made to:

Ronald V. Nixon Photo Collection
c/o Steve Jackson, Curator of Art & Photography
Museum of the Rockies — Montana
State University
Bozeman, MT 59717

Waybills

The Milton Depot Complex is a railroad museum looking for information on the current whereabouts and disposition of the former WSS&YP 2-6-2 #18. It was originally built for the Bagdad Land and Lumber Co. and this museum is interested in possible acquisition. Anyone who can provide further information, please contact the following: L. S. Panzik, Director, West Florida Railroad Museum, The Milton Depot Complex, 206 Henry St., Milton, FL 32570.

David Jensen is seeking additional details of the Feb 1977 wreck involving SD40-2's #200 and #201 west of Pandora referred to in the July '89 Olympiangram section. If you can provide details please contact the following: Mr. David J. Jensen, 1610 18th Ave., Arkdale, WI 54613.