



ELECTRICALLY-OPERATED TRAIN ON COAST DIVISION OF THE CHICAGO, MILWAUKEE & ST. PAUL RAILROAD ON THE SUMMIT OF THE CASCADE MOUNTAINS

St. Paul Electric Service Out of Seattle Begins

Notable Inauguration of Service on March 5 Attended by
Representatives of Railroad, Power and
Manufacturing Interests

THE inauguration of electric passenger service on the Coast Division of the Chicago, Milwaukee & St. Paul Railroad occurred on March 5, 1920, when a train drawn by a General Electric locomotive made the run from Seattle to Cle Elum and return. On board was a party consisting of officials of the road, executive heads of the Puget Sound Traction, Light & Power Company and the Stone & Webster companies, representatives of electrical manufacturing companies, newspaper men from all over the Northwest, technical and trade journal correspondents, five motion-picture operators and a number of commercial photographers. In all 114 persons were on board the train as the guests of the Puget Sound Company which furnishes power for the operation of this section of the road. The trip occupied eleven hours, and the program worked out according to schedule. This locomotive is one of five which will furnish passenger service on the Coast Division, where the freight locomotives will be re-gearred G. E. locomotives transferred from the Rocky Mountain Division. The passenger service formerly given with the last-named will be given with the new Westinghouse locomotives described, together with the G. E. machines, in the issue of this paper for March 13. The accom-

panying photographs show the train and the party, and give an idea of the scenic beauties en route. Officials of the Chicago, Milwaukee & St. Paul on the "special electrical" train were: H. B. Earling, vice president; Macy Nicholson, general manager; J. L. Brown, assistant superintendent of transportation; J. R. Veitch, assistant traffic manager; R. Beeuwkees, chief electrical engineer; F. B. Walker, assistant electrical engineer; H. W. Williams; A. P. Chapman, Jr., assistant general passenger agent; W. L. Hubbard (all from Seattle); E. A. Lalk, Tacoma; W. P. Warner, Spokane; F. J. Allman, Tacoma; F. C. Dow, Tacoma, and J. F. Bahl, A. J. McCarthy and R. F. Randall, Seattle. Others in the party were: W. S. Elliott, general manager, O. W. R. & N., Spokane; W. H. Wingate, trainmaster, Milwaukee, Seattle; William Emerson, traveling engineer, Milwaukee, Seattle; Frank Rusch, superintendent motive power, Milwaukee, Seattle; R. J. Middleton, assistant chief engineer, Milwaukee, Seattle; R. H. Dean, electrification department, Milwaukee, Seattle.



TRAIN STARTING ON RETURN TRIP FROM CLE ELUM TO TACOMA TERMINUS

Representatives of steam railroads and electrical manufacturing companies were guests on the trip, as follows: I. B. Richards, general superintendent Northern Pacific, Tacoma; W. H. Olin, assistant gene-



OFFICIALS OF THE MILWAUKEE AND PUGET SOUND TRACTION, LIGHT & POWER COMPANIES, NEWSPAPERMEN AND GUESTS OF THE COMPANIES ON THE INITIAL TRIP OVER THE MOUNTAINS. PICTURE TAKEN AT CLÉ ELUM, WASH.

ral freight and passenger agent, Oregon-Washington Railroad & Navigation Company, Seattle; H. F. Alexander, president, Pacific Steamship Company, Tacoma; A. M. Ingersoll, H. R. Williams, A. I. Bouffler, W. C. Dawson, C. D. Phillips, A. F. Marion, O. S. Bowen, A. R. Cook, Charles E. Peabody (all of Seattle and Tacoma); J. B. Cox, General Electric Company; H. E. Plank, General Electric Company, Seattle; W. D. McDonald, Westinghouse Electric & Manufacturing Company; Captain R. B. Childs, Inter-Mountain Power Company, Seattle; C. M. Riddell, mayor, Tacoma; J. W. McCune, chairman Tacoma Commercial Club; Rene Martin, London; A. B. Howe, Tacoma; E. E. Kimball, General Electric Company; Allen W. Eshelby, Westinghouse Company, Seattle; S. Kaneko and Mosuke Higuchi, representing the Osaki-Shosen Kaisha Steamship Company, Seattle and Tacoma,

and F. H. Shepard, director of heavy traction, Westinghouse Electric & Manufacturing Company.

The Puget Sound Traction, Light & Power Company was represented by A. W. Leonard, president; W. J. Grambs; D. C. Barnes; John Harisberger, superintendent of power; R. T. Sullivan, George Newell; H. B. Sewall; George Quinan, chief engineer; H. J. Gille, E. A. Batwell, E. H. Thomas, W. H. Somers, Judge C. W. Howard and Scott Z. Henderson.

As the details of this electrification have been given in several recent issues of this paper, they will not be repeated at this time.

A map of the newly electrified section of the road was printed on page 481 of the issue of the *ELECTRIC RAILWAY JOURNAL* for March 6, and a news account of the inauguration of electric service followed in the issue for March 13, page 533.



TRANSPORTATION OFFICIALS ON THE TRIP

Left to right: J. L. Brown, Assistant Superintendent, Milwaukee; Macy Nicholson, General Manager, Milwaukee; A. L. Beuffer, Seattle; F. M. Dudley, General Attorney, Milwaukee; R. F. Weeks, Division Freight & Passenger Agent, Milwaukee; H. W. Williams, Chief Draftsman, Milwaukee; H. B. Earling, Vice-Pres., Milwaukee; E. J. Middleton, Assistant Chief Engineer, Milwaukee; J. R. Veitch, Assistant Traffic Manager, Milwaukee; A. W. Leonard, President, Puget Sound Traction, Light & Power Company, Seattle; J. F. Bahl, Assistant Ticket Agent, Milwaukee; H. Beeswicks, Chief Electrical Engineer, Milwaukee