

# **1933 Flood on St Regis River, MT - NP Involvement**

Scans done September 2014

# RISING RIVER DRIVES MANY FROM HOMES

St. Regis River Goes on Rampage as Result of Continued Rainfall and Warm Weather.

## WALLACE REGION BATTLING FLOODS

Business District Soaked Slides Menace Residential Section. More Rains in Pacific Northwest.

Water two feet deep poured through the streets of Saltese Thursday night and residents of the town 75 miles west of Missoula gathered their portable belongings and fled to higher ground.

Swollen by heavy rains and snow melted by unusually warm weather the St. Regis river was flowing out of its banks and battering highway and railroad lines. At St. Regis east of Saltese, 14 inches of water covered the Milwaukee railway tracks. The line for a mile west of St. Regis was under water, according to reports to railway officials here.

Efforts to communicate with Saltese were unavailing, no response being obtained from the only telephone in the town. At midnight rain was falling in St. Regis and high wind was blowing. It has rained steadily in the district for the last 24 hours and snow which was seven feet deep on Lookout pass is melting and adding to the flow of the river. Water is reported from two to four feet deep at various points along the stream.

### Bridges Reported Out.

Reports that bridges had been washed away in the Saltese district could not be confirmed. It was understood, however, that riprap above the bridge west of St. Regis has been torn away.

DeBorgia, between St. Regis and Saltese, also was reported threatened by high water.

The eastbound Olympian of the Milwaukee railway, due Thursday afternoon, was expected to reach Missoula at 2 o'clock this morning. The Northern Pacific North Coast Limited, westbound, was stopped at Paradise several hours by high water.

December 22, 1933 Missoulian

# HIGH WATER DAMAGE INCREASES

## Slides and Floods Paralyze Rail Service to the West

December 23, 1933 Missoulian

### EMERGENCY CREWS CALLED OUT BY RAILROADS AFTER TRAINS ARE FORCED TO HALT BECAUSE OF DAMAGE TO LINES IN MOUNTAIN DISTRICT

*Yellowstone Trail Covered by Lake Beyond Cabin City. Wallace Hospital Patients Moved as Water Pours Into Basement. Coeur d'Alene Area Isolated. Parts of Spokane Flooded. Pacific Northwest Death List Mounts to Eleven.*

**Yellowstone Trail Covered by Lake Beyond Cabin City. Wallace Hospital Patients Moved as Water Pours Into Basement. Coeur d'Alene Area Isolated. Parts of Spokane Flooded. Pacific Northwest Death List Mounts to Eleven.**

Outstanding in the flood situation in the Northwest are the following developments:

Slides and floods tie up train service on all lines between Missoula and Spokane. A westbound Olympian train's engine and baggage car are derailed near Avery, Idaho.

Railroad telegraph service from Missoula to Wallace and Avery is out, and telephone connections between Missoula and the Coeur d'Alene region can not be made.

Residents of Taft, St. Regis and Saltsee are deserting their homes for the safety of higher ground as water runs in the streets.

Northern Pacific calls 30 engine men and 45 trainmen, and the Milwaukee 20 men, into service to repair damage as rapidly as possible.

Yellowstone trail is impassable beyond Cabin City, a broad lake at places waist deep covering the road west of that place. Numerous bad places in highway between Missoula and St. Regis.

Clark's Fork highway from Ravalli west described by State Highway commission division engineer as unsafe.

Wallace and Kellogg flooded as streams become raging torrents. Wallace general hospital evacuated as water pours into basement and lower levels. Houses are flooded, and the buildings of the Sunshine mine reported washed away. Water systems at both cities out of service.

Entire Coeur d'Alene area virtually isolated.

Cloudbursts around Lake Coeur d'Alene cause lake to rise so that residents flee from lower territory.

Part of Spokane flooded as result of cloudburst at Hangman's creek.

Two die at Granger, Wash., and death toll in coast area stands at nine.

More than 5,000 persons homeless in Northwest, and hundreds are marooned in upper stories of barns and houses without food.

Woodland, Wash., most severely stricken, water standing from two to ten feet deep in the city.

December 23, 1933 Missoulian

## TRAIN SERVICE IS COMPLETELY TIED UP WEST OF HERE

Railroad traffic between Missoula and Spokane was at a standstill Friday night on account of floods and slides west of here. The trains on the Coeur d'Alene branch of the Northern Pacific between Missoula and Wallace were annulled Friday morning when washouts occurred between Lothrop, St. Regis and Wallace. The Coeur d'Alene service will be tied up for about a week, it is estimated.

The same sea of water rushing down out of the creeks and rivers after the continuous downpour of rains tied up the Milwaukee's line through the Coeur d'Alenes. Slides and washouts at many points along the railroad rights-of-way tied up the main line of the Milwaukee and the branch on the Northern Pacific.

### Last Line Blocked.

The main line of the Northern Pacific, which had served to handle its own trains and those of the Milwaukee, was blocked by a washout which occurred at Trout Creek, 134 miles west of Missoula. As the result, both the east and west North Coast Limited trains were blocked and the east and west Olympian trains of the Milwaukee. Meager details of that trouble were learned here, but if the damage is slight service can be repaired during the night, the trains will be running as usual this morning.

The Coeur d'Alene line of the Northern Pacific will be tied up about eight days, according to the first information available. The creeks and the St. Regis river are raging and the water is higher than at the flood peak of last season.

If the damage on the Northern Pacific main line at Trout Creek can be immediately repaired, it is understood that it will handle the Milwaukee trains for several days.

### Other Trains Held Up.

In addition to the two Milwaukee trains tied up on the Northern Pacific line at Trout Creek, two more of its trains are blocked on its own lines. The eastbound Olympian, due here Thursday is tied up by a bridge washout a mile and a half west of Alberton, and slides have blocked the line behind. The westbound Olympian train of the Milwaukee which went west through Missoula Thursday is tied up with a partially derailed motor and baggage car at the second tunnel east of Avery, Idaho.

An extra eastbound North Coast

(Continued on Page 2, Column 3.)

# TRAIN SERVICE IS AT A STANDSTILL

Slides and Flood Conditions West of Here Halt Traffic.

(Continued From Page 1).

Limited was run from Spokane to Missoula Friday morning, arriving here at 8 o'clock in the evening. At Missoula the train was started eastward in two sections, railroad officials hoping that it would reach St. Paul on time.

A special train was run west from Missoula Friday to Thieme and other points on the St. Regis-Paradise cut-off to bring in 360 C. C. boys, bound for their homes in Eastern Montana for the Christmas holiday. Because the line to St. Regis was blocked, the train was run to Paradise and from there on the cut-off to a point near St. Regis. The train arrived here with the boys about 10 o'clock Friday night.

## To Start Repairs.

Repair of the damage to the main line of the Milwaukee and the branch line of the Northern Pacific will start immediately. Railroad men were handicapped Friday in that they had no wire communications in the Coeur d'Alene districts.

Wire communication is completely out between Missoula and Wallace on the Northern Pacific and between Missoula and Avery on the Milwaukee railway. Communication by telephone also was out of service in the Coeur d'Alene district Friday night.

Seventy-five engine and trainmen of the Northern Pacific, who had been out of service, were called to work on account of the emergency. They were called to handle the extra engines needed for handling freight trains over the "high" line by way of Evaro hill, Arlee, Dixon and Paradise, and to man the work and trains and equipment to be sent to the flood and slide area. They included 15 engine crews numbering 30 men, and 15 train crews, requiring 45 men. The Northern Pacific is also rushing two pile drivers, two ditchers and a clamshell to the district where it is known that several bridges are to be replaced.

Milwaukee officials have gone to the flood scene where an extra gang of workmen was rushed. Twenty men were recruited in Missoula for the Milwaukee reconstruction work Friday. Because of the pouring rain in that area, the men were outfitted here with slickers. The Milwaukee is sending heavy equipment to the scene and at Missoula secured a supply of 50-foot timbers for piling to be driven.

## Damage Unestimated.

Officials of both railroads were unable to estimate the extent of the damage to their lines, but it is known that much trackage is under water through the Coeur d'Alene district. Another matter which causes concern to the railroad men is the condition of the roadbeds after the slides. Many logs and trees are in the debris which comes down onto the tracks, and they are more difficult to remove than the mud and rock.

Reports were received here that the O. W. R. R. & N. operating into Wallace, Idaho, from the west was blocked and that Wallace was isolated Friday night.

The unseasonable water troubles have occurred at a time railroads are taxed to handle pre-Christmas traffic.

December 23, 1933 Missoulian cont.



# THE RAILROAD ROUTE IS OPENED

Five Northern Pacific, Milwaukee Trains Come From West

## "LIFE-DEATH" RAY PERFECTED

Passengers Held up for Hours While Track Relayed. West of Saltese Serious Spot.

### WEEKS REQUIRED TO COMPLETE REPAIRS

Coeur d'Alene and Milwaukee Lines to Be Tied up For Fortnight. Equipment Rushed.

Railroad traffic from Missoula west to Spokane was resumed Saturday night over the passenger line of the Northern Pacific by way of Evaro, Arlee, Dixon and Paradise, after being tied up for 24 hours.

That line is being used by all Northern Pacific and Milwaukee trains between here and Spokane.

A series of mud slides and water troubles in the vicinity

of Trout Creek, 134 miles west of Missoula, blocked the main line Friday night. After that was repaired and before trains got through, a washout occurred west of Evaro Saturday, which tore out 600 feet of track. That was finally repaired Saturday afternoon and the trains started moving.

A change in weather conditions Saturday, however, after the highest water of the week, clear skies and freezing temperatures are expected to relieve the situation. Superintendent J. H. Johnson of the local division of the Northern Pacific announced Saturday night that he did not anticipate further water or slide difficulties if seasonal weather conditions continue.

Trains for the past two days between Missoula and Spokane have been many hours behind.

### OUT FOR TWO WEEKS.

The Coeur d'Alene branch line of the Northern Pacific, between Missoula and Wallace, Idaho, can not be repaired inside of two weeks, according to railroad men, and it is reported that the main line of the Milwaukee through the Coeur d'Alene district will require as long

a period to repair. In the meantime all of the freight trains of the Northern Pacific and all of the passenger and freight trains of the Milwaukee will be operated over the main passenger line of the Northern Pacific between Missoula and Spokane.

Flood conditions throughout the Coeur d'Alene district got much worse Friday when the water flowing down creeks, gulches and the river spread further over the banks, tore out more railroad grades, took out more sections of highway and bridges.

### WALKS 56 MILES.

F. G. Cook, trainmaster for the Northern Pacific at Wallace, reported to the division headquarters here late Saturday that the flood conditions were serious and that much damage had been done to the roadbeds and highways. He left Wallace Friday morning and walked the distance of 56 miles to St. Regis to make a survey of conditions.

Officials of both the Northern Pacific and Milwaukee railroads are sending equipment and men to the Coeur d'Alenes to repair the damages to the roadbeds of both railroads. Pile drivers, ditchers and clamshells are being sent into the

(Continued on Page 9, Column 1).

WASHOUT NEAR  
EVARO NEWEST  
OF TROUBLES

December 24, 1933 Missoulian

# THE RAILROAD ROUTE OPENED

the Northern Pacific,  
Milwaukee Trains  
In From West.

(Continued From Page D.)

dict. A trainload of rock left  
oulda over the Northern Pacific's  
each Saturday night to attack the  
outs from this end.

## SERIOUS WASHOUT.

one of the most serious washout  
is three miles west of Saltese.  
Large slide carried the Milwaukee  
way tracks down the hill, across  
river, and pushed the Northern  
Pacific tracks on the opposite bank  
to the highway and then the  
away was washed out.

A half mile east of Saltese 400  
of roadbed was washed out and  
track is hanging over the river  
k. An abutment to bridge No. 29,  
ween Superior and Westfall, was  
ashed out and the bridge steel  
opped 20 feet. Between Superior  
Nine Mile, on the Wallace  
each, there are many slides, road-  
is washed out and even con-  
cribbing is washed away. On  
St. Regis-Paradise cut off, used  
the Northern Pacific for freight  
rice, there is much flood and  
o damage.

No reports were available here  
aturday night of the damage on  
Milwaukee line, as wire com-  
munication has not been opened.

## RAGING TORRENTS.

Throughout the entire Coeur  
d'Alene district all of the creeks and  
rivers were raging torrents through-  
out Saturday and streams continued  
to inundate low areas and many  
were forced to seek shelter on higher  
ground. This was true at DeBorgia,  
Saltese, St. Regis, Taft.

School at St. Regis was dismissed  
Friday afternoon and a few hours  
later water three feet deep covered  
the school grounds.

## HEAVY TRAFFIC.

After the last washout on the  
main line of the Northern Pacific  
near the Evaro overhead highway  
duct had been repaired, the main  
line of the railroad became a busy  
one. Five eastbound trains of the  
Northern Pacific and Milwaukee  
raced through Missoula between  
7 and 9 o'clock. Some of them  
were more than 24 hours behind  
their schedule.

The westbound Olympian train of  
the Milwaukee road, due here Satur-  
day afternoon, at a late hour Satur-  
day was reported for 8 o'clock this  
morning.

Because train service was de-  
ranged here during the past two  
days much confusion resulted at  
the railway headquarters. Passenger  
traffic was heavy and hundreds of  
persons thronged the Northern Pa-  
cific station through the day while  
waiting for the trains which con-  
tinued to be reported later.

The slide and mud difficulties  
have delayed Christmas mail and all  
the trains have been laden with  
mail and express, besides capacity  
passenger business.

December 24, 1933 Missoulian cont.

## FLOOD-SWEPT WESTERN STATES

Northern Pacific line to west opened; five N. P. and Mil-  
waukee trains arrive.

Washout at Evaro newest trouble from floods.

Railroad officials estimate two weeks will be required to  
repair damage to Coeur d'Alene branch and Milwaukee lines.

Most serious washout near Saltese, where tracks are forced  
across highway and road is carried away.

First passengers from marooned Milwaukee train at Drexel  
make way to Missoula; describe conditions in that district;  
150 aboard train.

Lowering temperatures bring hope of relief from flood  
conditions in Northwestern states.

Thousands of persons still isolated from outside communi-  
cations.

Rain stops falling at Wallace after drenching area with  
more than 20 inches of water since December 1.

Damage at Wallace estimated at \$1,000,000.

Houses in ruins and inhabitants suffering from exposure in  
Kellogg, Warner, Burke, Cataldo, Kingston and other towns  
in the region.

Washington national guard balloonist prepared to take  
food and supplies to more isolated flood victims.

All highways leading west out of Montana blocked be-  
cause of floods and washouts.

Blackfoot river at highest stage since White Man came to  
West.

Central and Western Washington still face serious situa-  
tion although temperatures are lower.

Aviators tell of vast lakes, dotted by housetops and knolls  
occupied by stock.

Christmas tree set up in Aberdeen, Wash., armory for  
children.

December 24, 1933 Missoulian

Superior and Alberton were un-  
touched by the flood, which was  
caused principally by the rise in  
the St. Regis river due to heavy  
rains and melting snow. The Mis-  
soula river has been giving little  
or no trouble, it was reported.

At St. Regis Friday it was neces-  
sary to blast the railroad bank un-  
der the Northern Pacific right-of-  
way in order to allow the water to  
escape, in an effort to save several  
homes and the Northern Pacific  
bridge over the St. Regis river.

Schools in the region were closed  
because of the rains several days  
ago, and a number of St. Regis  
school children Friday joined a  
large crew of residents in an ef-  
fort to save the bridge.

### Bridge Inaccessible.

Their labor was unsuccessful,  
however, and Saturday morning the  
weakened structure collapsed. The  
stone trestle bridge, nearby,  
withstood the onslaught, however,  
but the river washed new

December 24, 1933 Missoulian

# FLOOD DAMAGE AT WALLACE REACHES MILLION DOLLARS

## Colder Weather Brings Hope to Northern Idaho Cities.

Spokane, Dec. 23.—(AP)—Word received here tonight from an unidentified amateur wireless operator said that a shortage of milk, butter and eggs and the danger of disease faced the 3,600 inhabitants of the little mining town of Wallace, Idaho, isolated from the outside world by severe floods.

Hundreds of men, the message said, turned out tonight to repair the airport at Osborne, a mile outside the city limits so Nick Mamer, Spokane pilot, could land a ship with provisions at Wallace tomorrow morning.

Hundreds of persons were without homes or changes of clothing, and the thermometer was dropping to the freezing point.

### WEATHER COOLER.

Spokane, Dec. 23.—(AP)—Lowering temperatures and a noticeable recession of waters in turbulent streams tonight gave hope to thousands of water-soaked residents of Western Montana, Northern Idaho and Eastern Washington that the end of one of the greatest flood periods in their history was in sight.

Even if the streams return to their banks and huge lakes that a week ago were fertile fields are drained, there was little possibility that rail, highway and wire communication could be restored in many places before several days.

### Great Destruction.

Bridges have been washed out, railroad tracks twisted and torn by surging streams, highways blocked by slides and eaten away by freshets, and telephone and telegraph wires broken by floods, slides and trees thrown across them by gales.

Thousands of persons, some of them residing in towns and others on farms, were isolated from the outside world by floodwaters, with the possibility they soon would suffer from exposure, hunger and disease.

The Coeur d'Alene mining region in North Idaho was still isolated

(Continued on Page 8, Column 2.)

# FLOOD DAMAGE IS MILLION DOLLARS

## Colder Weather Brings Hope to Northern Idaho.

(Continued From Page 1.)

tonight from rail, highway and wire communication, but airplanes were making regular trips into the region, and amateur wireless operators were handling emergency messages.

### Rain Stops.

At Wallace the rain had stopped falling after drenching the area with more than 20 inches since December 1. mercury was falling slowly, and Placer was falling rapidly. De- and other there

December 24, 1933 Missoulian



# RECONSTRUCTION WORK STARTED

*President in Christmas Message to Nation  
Water Receding in Wallace Flood Area*

**BIG CREWS BEGIN REPAIRING  
DAMAGE WROUGHT BY FLOODS  
ON LINES WEST OF MISSOULA**

Half a Dozen Trains With Heavy Equipment Already Out on Northern Pacific and Milwaukee. Hundreds of Men Employed Rebuilding. Crews Increased.

Reconstruction work has started on the damaged sections of the Northern Pacific and Milwaukee railway lines through the Coeur d'Alene district west of Missoula.

Continued December rains brought floods which washed out railway bridges and railroad grades on both lines and also caused slides which buried the lines at many places.

The reconstruction work has started in a big way, with heavy equipment in action. Half a dozen work trains are in the Western Montana flood zone and more are on the way. Both the lines will be tied up for two weeks or more before traffic can be resumed. The Milwaukee has no wire communication beyond Alberton, and the Northern Pacific has none west of St. Regis.

The trouble on the Northern Pacific is on the Wallace branch from Missoula while that of the Milwaukee is on its main line west.

The Northern Pacific has four work trains, two pile drivers and two ditchers in action besides a large clamshell. One of the Northern Pacific work trains started from Paradise to work toward St. Regis. From St. Regis it will go east towards Superior. A work train which was in the Rivulet district when the trouble occurred has started work-

ing east. Another train is moving from Frenchtown west. It also is equipped with a pile driver and bridge crews. The Northern Pacific will have to construct two new bridges.

The Milwaukee also has started heavy work. Beginning late Saturday night a pile driver is starting a new bridge west of Alberton in front of the stalled Olympian train. Day and night crews are working on it and it is expected that the bridge will be completed today. It is across Nigger gulch, where a cloudburst occurred Thursday.

Four or five camps have been established for the men on the Milwaukee line. Late Sunday night another Milwaukee work train started to the scene from Missoula. It also carried equipment for heavy construction.

**Many Gaps to Fill**

At many points where the railroad grades of both railroads are washed out much rock and dirt will be required to fill the gaps.

Late Saturday night the Milwaukee had a small slide on the line between Missoula and Bonner and one eastbound train was detoured through to Bonner over the Northern Pacific and was delivered to the Milwaukee there.

It is reported that several hundred men are employed on the Milwaukee reconstruction. Its power line is down in many places as many poles have washed out. The Milwaukee is being forced to supplant its electric power with steam locomotives in some places where the power lines are down.

(Continued on Page 2, Column 6.)



# REPAIR OF RAIL LINES IS BEGUN

Big Crews Start Rebuilding Tracks and Bridges West of Here.

(Continued From Page 1.)

F. G. Cook, Northern Pacific trainmaster at Wallace, has reported after a trip through the flood belt on foot that residents of the towns on the Northern Pacific branch have sufficient food to last a week or more, and he said it could be packed in, if necessary.

## Work For Engine Crews

All railroad traffic between Missoula and Spokane is being routed over the Northern Pacific's main line. Freight trains, usually operated over the "low" line from Missoula to Paradise by way of St. Regis, are going over the "high" line used by the passenger trains. This necessitates more locomotive power for freight service in getting over Evaro hill. It also has brought back into service 15 engine crews and 15 train crews, including men who have not been in service in several years. Officials of the Northern Pacific report that they were fortunate in having the equipment which has been called out in first class shape.

In addition to handling all of its trains over the main passenger line the Northern Pacific is hauling all Milwaukee freight and passenger trains over the same line between Missoula and Spokane.

All of the trains were running behind their schedules Sunday.

The situation in the Coeur d'Alene district was improved Sunday with colder weather and no rain. The water is receding and with continued reasonable weather no more trouble is expected, according to officials of both the Northern Pacific and Milwaukee.

December 25, 1933 Missoulian cont.

December 31, 1933 Missoulian under headline "Repairing Damage of Western Montana Floods"



The two photographs above, snapped by H. H. Kuphal, resident engineer for the State Highway commission, indicate the extent of the flood damage to railroads and highways by floods in the district west of Missoula. Upper picture shows how the swollen St. Regis river tore away an approach to the Northern Pacific bridge at St. Regis. Efforts to salvage a car which dropped into a washout west of Nine Mile when water pouring down a gulch swept away a big section of the Yellowstone trail are shown in the lower photo. This road has been repaired.

# TRAINMEN CALL ON AIRPLANES

Airplanes were brought into service Monday by the Northern Pacific railway to get railroad men out of Wallace, Idaho, to Missoula, for service on this side of the region affected by the recent disasters brought about by floods and mountain slides.

Six train and engine crews were to be transported from Wallace to Spokane by airplane late Monday or early this morning. They will come to Missoula by rail from Spokane.

There is no possibility of starting any railroad reconstruction at Wallace and the service of the men was needed on this side of the trouble. Arrangements were completed Sunday to transport the men to Spokane.

## Difficult Trip.

When the final arrangements for the flight were being made Monday afternoon, Julius Fisher and Carl Lumby, engineers appeared at the railroad headquarters after a day and a half trip in which they rode, walked and even swam part of the way out.

The other members of the party of 12 to make the plane flight from Wallace to Spokane are members of the railroad crews on the west end of the division when the trouble came. They include the men manning the Missoula-bound passenger train which was annulled until further notice last week, members of the crew handling the Wallace-St. Regis freight run, rotary crew, and an operator from Lookout.

The men to come out who are in engine service are L. H. Taylor, H. C. Wilkins, Herb Wilkerson and Olaf Roys. The men in train service to make the airplane trip are of lumber have floated down Spokane river.

(Continued on Page 2, Column 1.)

## FIRST DESCRIPTIONS AREA BROUGHT

Conditions throughout the district since the floods

## Engineers Make Dangerous Trip To Garden City

Harrowing experiences were encountered by Julius Fisher and Carl J. Lumby, Northern Pacific engineers, stranded at Wallace, Idaho, when the flood period isolated Wallace, returned to Missoula Monday afternoon.

They rode, walked, waded streams, climbed mountains and once or twice had to swim, on a day-and-a-half trip to Missoula.

### Complete Destruction.

"No one who has not seen the conditions in the Wallace section, or the district in the west end of Mineral county, can comprehend the damage wrought there by the floods," Mr. Fisher reported. "Conditions west of Wallace to Kellogg, Idaho, are even worse," he said. "There the railways and highways are out and can not be replaced in several weeks. The flood waters

the low line from Paradise to a point east of Superior is practically all opened. Mr. Johnson said four work trains were operating day and night to get the low line used for freight service opened as speedily as possible. The heaviest work to be

### Heavy Equipment.

Mr. Johnson said the Northern Pacific crews were supplied with heavy equipment and were making strong inroads on the flood and slide-damaged line. He was accompanied to Missoula by William Bradford, supervisor of bridges and buildings, and C. H. Burgess, division roadmaster, and A. Kimball, roadmaster, who had been supervising the reconstruction work. Hundreds of men are employed on the work.

On the Milwaukee line several hundred men are attacking just as vigorously the work of repairing the damaged sections of the Milwaukee's main line west of here. The Milwaukee has brought equipment from as far east as Harlowton, and also has about four work trains engaged on the task of reconstruction.

In the meantime all passenger and freight trains of both the Northern Pacific and Milwaukee are running over the Northern Pacific lines between Missoula and Spokane. Reports received at the division headquarters here Monday afternoon were that the Northern Pacific line was open all of the way from St. Paul to Yakima, Wash. It was reported that there was still some trouble west of Yakima on the main line.

Reports are that it will be several weeks before the west end of the Coeur d'Alene branch from St. Regis to Wallace is open and that it will also be several weeks before the Milwaukee's line is repaired through the Coeur d'Alenes.

In the meantime the trains going through Missoula are all running way behind their schedules.

## CREWS TAKEN FROM IDAHO'S FLOODED AREA

Dozen Men Stranded at Wallace Because of Flood Go to Spokane by Air. Here on Trains.

## HUNDREDS RUSHED FOR REPAIR WORK

High Waters Recede Somewhat as Result of Drop in Temperatures. Survey of Damage Made.

### No Holiday Rest.

The double holiday found Superintendent J. H. Johnson of the Northern Pacific and other division officials at their offices faced with the heaviest tasks that have confronted the railroad since the floods of 1908.

Superintendent Johnson, J. R. Smith and T. J. Regan, trainmasters; William Bradford, supervisor of bridges and buildings; C. H. Burgess, roadmaster; E. H. Carlson, master mechanic; F. C. Kendall, road foreman; A. J. Carr, chief dispatcher; E. O. Hall, and assistants have been at their posts almost constantly since the trouble of last week.

December 26, 1933 Missoulian



# FIRST DESCRIPTIONS OF FLOODED AREA BROUGHT BY EYE-WITNESSES

Conditions throughout the Coeur d'Alene district, as seen by a railroad man who was in the flood belt and who traveled from Wallace to Missoula, Sunday and Monday, and conditions as seen from the air by a pilot who made a flight from Missoula to Lookout pass and return Monday, provide the first eye-witness information brought here from the district since the floods reached their height.

## Engineers Make Dangerous Trip To Garden City

Harrowing experiences were encountered by Julius Fisher and Carl J. Lamby, Northern Pacific engineers, stranded at Wallace, Idaho, when the flood period isolated Wallace, returned to Missoula Monday afternoon.

They rode, walked, waded streams, climbed mountains and once or twice had to swim, on a day-and-a-half trip to Missoula.

### Complete Destruction.

"No one who has not seen the conditions in the Wallace section, or the district in the west end of Mineral county, can comprehend the damage wrought there by the floods," Mr. Fisher reported. "Conditions west of Wallace to Kallogg, Idaho, are even worse," he said. "There the railways and highways are out and can not be replaced in several weeks. The flood waters cleaned out the canyon.

"Conditions are serious in Wallace and Salters, and the people there must have relief. I believe it will come first from the Montana side. Road machinery is being rushed to the district and it is my belief that

the first route into Wallace will be a makeshift highway from the Montana side.

"Every bridge is gone or impassable between Wallace and Kellogg and the highways and the railway grades went along with the flood waters.

### Food Supplies Short.

"At Wallace conditions are deplorable, and the food supplies of the town are running out right now. Eggs there are \$1.25 a dozen and there are no eggs. The butter supply is exhausted. An effort is being made to have food supplies dropped from airplanes in the baseball park.

"Some streets of Wallace are entirely washed away. Homes and store buildings were flooded. The sister's school presented a pitiable sight. Water flowed in windows 10 feet above the ground and out the windows on the opposite side of the building and left the floors covered with mud and gravel.

### Salters Hard Hit.

"Salters is in bad shape, too, but the other towns between Missoula and Wallace have practically all escaped damage. At Henderson, flood waters damaged vacant camp buildings. Old Town at St. Regis suf-

(Continued on Page 2, Column 2.)

## ENGINEERS MAKE DANGEROUS TRIP

### Spend Day and Half Traveling Here From Wallace.

(Continued From Page 1.)

fered some flood damage. Some houses at Salters which were too near the stream, were washed out.

"From Henderson, west of Salters on into Wallace, both the highways and the railroads present a pitiful state. Mullin, Idaho, has not suffered damage, and the people of the other localities are safe, but they are going to need aid in the form of food supplies.

"Whole sections of highway have gone out and bridges with them. In some places the bridges have withstood the onslaught of the treacherous streams but the bridges have been made impassable because approaches are gone.

"The most serious damage to the railroad lines is at curves in the river, where the current cut into the banks and for spots of from 100 to 400 feet the roadbeds and the highways have gone out. At points along the Milwaukee line where it is high, the ribbons of steel are intact with practically all of the grade under them washed out to a point where trains could not operate.

"We had a difficult task getting through at all, as there are points where there are no roadbeds at all, either highway or rail. Our chief difficulty was in being on the wrong side of the river. At places we would pick the most likely looking route to proceed to Missoula, only to find that the track ahead was out and that there would be a better route on the opposite side. But we could not cross the treacherous waters and would have to go over the hills.

### Start Sunday Morning.

"We left Wallace about 10 o'clock Sunday morning and at Millen got a car and rode 17 miles to Tatt. From there we had to take to the hills and hiked to Salters. From there we hiked down the Milwaukee line to Haugan, and again had to take to the hills to get around Blue Slide and on to DeBorgia. There we hired another car only got four miles. Forging and swimming the stream at Twelve Mile creek we finally got to Cabin City Sunday night, wet to the necks. We were 12 hours making the 42 miles from Wallace to Cabin City. On that trip we went through places where the snow was four feet deep. It was old snow, as only about two inches of new snow fell Sunday night.

"Two carloads of hogs were on a stranded Milwaukee freight train at Haugan. Because there was no feed on the train, the owners turned the animals loose. Residents of the district started rounding up the animals to take them home for butchering. Neither the railroad men nor the owners seemed to offer any objections, but some of the people taking the hogs are facing difficult tasks in getting them home, owing to the travel conditions. However, the porkers are going to be subsistence for some families in the isolated belts of that district.

"There were some other men in our party and at one point, while they were crossing a stream where the bridge was gone, the ties gave way and one man fell into the raging torrent. He hit it at just the right spot and was hurled to a bank where he grasped some willows and we were able to get him out.

"At times we had to cross dangerous spots, where the railway ties were in the water, and on some of them we had to crawl. In other places, the railroad rails are completely submerged, where the grades have washed out.

"A trip through that district is a harrowing one, and I would not suggest that anyone take the trip for pleasure."

# Roads Rush Repairs of Main Line

## N. P. EXPECTS TO OPEN ONE ROUTE SOON

"Low" Road, for Freight Traffic, to Be in Use Saturday Night. Milwaukee Crews on Job.

## MISSOULA-TO-IDAHO WORK TO BE LATER

Engineers' Reports Must Be Made Because River Cuts New Channels and Job Is Major Task.

With five work trains rushing the repair work on the "low" line, used by the Northern Pacific for its freight trains from DeSmet to Paradise by way of St. Regis, that line may be opened by Saturday night, according to J. H. Johnson, division superintendent.

Mr. Johnson said the company is concentrating all of its efforts on that work from each end of the "low" line and also from the middle, where a work train was in service at the time of the recent washouts and floods.

### 50 Men in Bridge Crews.

Fifty men are employed by the bridge crews on the work over that stretch of railroad, he said, and rapid progress is reported by the officials who have it in charge. Slides are being moved from the tracks and damaged bridges are being repaired, while rock is being dumped in to fill the gaps in the roadbed caused by washouts.

Mr. Johnson said no immediate steps would be taken in regard to the reconstruction or improvement work on the Coeur d'Alene branch line from St. Regis on to Wallace. The St. Regis-to-Wallace work would await the reports of engineers. Mr. Johnson said the engineers did not have even a guess at this time on the probable cost of repairing the damaged roadbed between St. Regis and Wallace. The cuts made in banks by the St. Regis river and the changing channel make technical reports necessary before repairs can go ahead.

### Water Dropping.

The water is dropping rapidly, according to reports received at the division headquarters of the Northern Pacific, and the flood season is believed to be over. Where a week ago it was pouring rain, the temperature has been around the freezing point for the past two days and there is slight snow. Reports were that Fish creek dropped 12 feet from Sunday until Monday night.

Six members of the train and

(Continued on Page 2, Column 1.)

## RAILROADS RUSH REPAIRS IN WEST

N. P. Expects to Have  
"Low" Line Open Saturday Night.

(Continued From Page 1.)

engine crews of the Northern Pacific, stranded at Wallace since the middle of last week, arrived in Missoula Tuesday morning, and the other six men are expected here by rail this morning from Spokane. The passenger ship sent from Spokane to Wallace to get the men could only bring out six to Spokane Sunday and the others were picked up there Tuesday morning.

### Milwaukee Work.

Five work trains are utilized on the repair of the Milwaukee line, with several hundred men employed. A large order of equipment and supplies went from Missoula Tuesday for the camps. Superintendent L. K. Sorenson of the Milwaukee is in direct charge of the operations on that road.

In the meantime all of the Milwaukee freight and passenger trains are being detoured over the Northern Pacific's main line from Missoula to Spokane. Ten passenger and freight trains of the two railroads in all were operated Tuesday between Missoula and Spokane over the Northern Pacific main line. The movement also included a C. C. C. special, taking youths back to camps between Paradise, St. Regis and Superior after their week's Christmas holiday.

### To Go Through.

According to reports received at the division headquarters of the Northern Pacific here Tuesday the westbound North Coast Limited train of that line was scheduled to

go straight through to the coast. During the time that Western Montana and the Coeur d'Alenes went through their flood and slide periods of the past week, other trouble was experienced further west through the Cascade mountains. The Northern Pacific line, however, was open from Spokane to Yakima Monday and a damaged bridge west of Yakima was expected to be cleared Tuesday night. That will make the Northern Pacific main line clear from St. Paul to Seattle, it is reported.

A carload of merchandise freight and express was billed out of Missoula Tuesday night over the Northern Pacific line to go to points on the "low" line of the Northern Pacific between Paradise and St. Regis and Superior.

Superintendent J. H. Johnson of the Northern Pacific will leave the city today for a trip over the low line where repairs are being made from the flood damage.

December 27, 1933 Missoulian

Representatives of the Union Pacific and Northern Pacific railroads estimated it would require at least two weeks to re-establish rail lines both east and west of this city. About the same period will be required to put highways into shape for travel between Wallace and Spokane.

### Four Bridges Out.

At least four Northern Pacific railroad bridges were destroyed by the swollen streams that rampaged for four days, and four washouts were reported between here and Lookout summit, J. G. Sanders, general agent for the Wallace district, reported after a survey today.

A long stretch of the Northern Pacific's track inside the city limits was torn out by Nine Mile creek.

The highway east of Wallace has been cleared.

December 27, 1933 Missoulian



# NORTHERN PACIFIC "LOW" LINE NEARLY REPAIRED; SUPPLIES TO FLOOD AREA

Cribbing near a tunnel along the St. Regis river and repairs to a bridge, both between Quartz and Westfall, 50 to 60 miles west of Missoula, are the major repairs to be completed on the "low" line of the Northern Pacific between DeSmet and Paradise. When that is finished, probably Saturday night, the "low" line will be again ready for traffic, after having been tied up for a week as a result of floods and slides, occasioned by heavy rains in the Coeur d'Alene district.

Five work train crews are engaged at the task. From the east repairs have been made from Frenchtown west to Quartz. Working eastward other trains have gone from Paradise to Westfall. The heavy work now being done is in the 13-mile gap between these points.

Piling is being driven for the bridge and concrete cribbing is being put in where the water cut into the railroad grade near the tunnel entrance.

After the line has been opened there will be much heavy work to be done to make fills at points where the roadbed was most damaged, but in the meantime the Northern Pacific freight trains and the Milwaukee freight and passenger trains will use the "low" line between Missoula and Paradise.

### At Standstill.

Officials of the Northern Pacific state that nothing can be done on the St. Regis-Wallace line at present. Engineer S. A. Erickson is making a check-up on the damage, where stretches of the 57-mile branch were practically wiped out.

While Northern Pacific Pacific crews have been working day and night on the "low" line, the Milwaukee has been pushing its repair work

from this end. The Milwaukee has five work trains in the district and is carrying on its operations day and night.

Wednesday morning six more engine men and trainmen of the Northern Pacific who were marooned at Wallace a week ago, arrived here by rail Wednesday from Spokane. They were taken from Wallace to Spokane by airplane.

The first carload of merchandise

(Continued on Page 2, Column 1.)

# "LOW" LINE WORK IS NEARING END

### Pack Train Ordered to Carry Supplies to Stricken Area.

(Continued From Page 1.)

to go into the flood areas from Missoula, left here Wednesday. The car went to Paradise and distribution is to be made at points between

Paradise, St. Regis and Superior. Some of it will eventually go west from St. Regis to the more seriously damaged sections.

Train service is getting closer to normal for Missoula. Trains Nos. 1 and 4 of the Northern Pacific were on time Wednesday and the others were running a few hours late.

During the 24-hour period, up until midnight, 12 through east and westbound trains went through Missoula, all of them going over the Northern Pacific passenger line between here and Spokane.

Superintendent J. H. Johnson of the local division of the Northern Pacific went to the damaged district on the "low" line Wednesday and will spend a day or two on the works. Superintendent L. K. Sorenson has been directing operations on the Milwaukee west of St. Regis for a week.

As many men as can be accommodated are working on the repair of the railroads west of here. The Milwaukee is attacking the problem of opening its main line west of St. Regis with a huge force, several work trains and great quantities of equipment. As the water recedes, the estimates of the time that will be required to open the railroad to traffic is reduced, though it will be weeks.

December 28, 1933 Missoulian

# BIG FIRES GIVEN BLAME FOR FLOOD

### Foresters Say Killing of Timber by Flames in 1910 Cause.

Great forest fires which in 1910 swept mountainsides in Western Montana and Northern Idaho bare of green timber were blamed Wednesday by Forest Service officials for the flood disasters of the last week.

Insufficient watershed protection, a lack of timber to keep the snow on the ground and to hold the soil firm, and a quick runoff of water due to the lack of vegetation required to form duff are the cause of the washouts, slides and overflowing streams, it is said. Millions of acres were wiped clean of live timber by the great forest fire of 23 years ago, which covered the same area now inundated by water, from Kellogg and Wallace to St. Regis.

### River Is Diverted.

Much of the damage in Mineral county was caused when the St. Regis river was diverted from its regular channel a mile and a half west of Haugan and created a new channel, forging down between the grades of the Milwaukee and Northern Pacific railroads on a straitaway, instead of taking the turn at the bridge near Haugan, where the highway crosses it. In 1910 the St. Regis river there could be crossed on a 16-foot log, and now it requires a 150-foot bridge, showing how quick the runoff is and how little of the snow is conserved in the mountains through lack of watershed protection.

December 28, 1933  
Missoulian

## LINE IMPROVEMENT IS BEING PUSHED

### Northern Pacific and Milwaukee Hurrying Repairs From Flood Damage.

While Northern Pacific and Milwaukee railway crews have been pushing work in the Coeur d'Alene district on the repair of their lines, damaged by floods and slides of a week ago, a new series of slides is hampering the work.

Northern Pacific officials report, however, that the "low" line between DeSmet and Paradise, used for the transportation of freight trains, will be ready for use Monday. In addition to the Northern Pacific freight trains, the Milwaukee freight and passenger trains between Missoula and Spokane will be operated over the "low" line until the Milwaukee line through the Coeur d'Alene district is repaired.

The Northern Pacific is concentrating its efforts on bridge No. 179, near Superior, the last of the major projects to be completed before the line is opened. A 50-foot girder has been placed on a temporary foundation and falsework has been started for swinging a 250-foot span into place.

#### Coeur d'Alene Branch Next.

Next week the Northern Pacific repair crews will attack the repairs on the Coeur d'Alene branch from St. Regis west to Saltese and Wallace. Speed of this work depends

upon the extent to which materials, bridge timbers and other supplies may be brought in by work trains, catwalks and other motive power to be used. It is difficult to ascertain whether it will be possible to attack the work from the west side, due to conditions at Wallace, still flood-harrassed.

T. E. Anderson, superintendent of telegraph, with a crew of 20 men, left Saturday to repair wire connections between St. Regis and Wallace. The men are carrying 100,000 feet of wire coils on their backs, there being no other means of transportation in much of the area to be covered.

Insulated wire will be strung to make temporary connections. Later the poles and permanent wires will be placed along the right-of-way. For ten days past there have been no wire connections over this area on either railroad.

Milwaukee crews forged ahead through Drexel Saturday, working steadily westward. Inside of a week, trains will be running over that line, according to optimistic reports, at least as far as the Rocky Mountain division is concerned. What the flood conditions are in the St. Joe country west of Avery no one here knows, due to lack of wires.

December 31, 1933 Missoulian

## WORK IS RUSHED ON DAMAGED LINES

### Regan to Wallace to Get Operations Started From There on N. P.

Repairs to the damaged railroad lines through the Coeur d'Alene district, which resulted from the recent floods and slides, is being pushed to the utmost by the Northern Pacific and Milwaukee roads. All of the equipment it is possible to use is going day and night to the gigantic projects.

The Northern Pacific has established regular service over the "low" line, between DeSmet and Paradise by way of St. Regis, which was repaired Monday.

Now the company is extending the work west from St. Regis to Wallace, while the Milwaukee is extending its work west from St. Regis and east from East Portal.

T. J. Regan, Northern Pacific trainmaster, left Wednesday for Wallace by way of Spokane, to make a survey of the damage and to determine what machinery and equipment will be necessary for the work eastward from Wallace. The equipment will be moved to Spokane and will go to Wallace over the O. W. R. & N. railway lines. Mr. Regan is expected to remain in the Wallace district for some time.

Starting from St. Regis west Northern Pacific crews are repairing the lines in the St. Regis yards, also the "Y" track there and pile drivers are repairing a bridge. A crew of 50

experienced section men was recruited in Missoula Wednesday and today will go to the district west of St. Regis to start the permanent repairs.

Ten bridges remain to be repaired between St. Regis and Lookout on the Coeur d'Alene branch, after the present work on the bridge at St. Regis is completed. Some of the washouts and slides are of serious character on the 30-mile stretch west of St. Regis.

Milwaukee railway crews are attacking the 24 major slides and washouts west of St. Regis. They are in the district between St. Regis and East Portal; a distance of 33 miles on the main line. Most of the damage on the Milwaukee line occurred on the east slope of the Bitter Root mountains. Train service between Avery, Idaho, and Spokane has been resumed on local service.

While the Milwaukee's repair program is under way, the freight and passenger trains of that railroad are being detoured over the Northern Pacific line between Missoula and Spokane.

January 4, 1934 Missoulian

## WALLACE WORK ON N. P. IS DELAYED

### New Washout Between Spokane and North Idaho Reported.

Work from Wallace east, on the Coeur d'Alene branch of the Northern Pacific, will not get under way until next week, it became known Friday after new washouts on the Oregon-Washington Railway & Navigation company line, occurred between Spokane and Wallace. These, it is said, can not be repaired until Monday. Then Northern Pacific equipment can be moved into Wallace by way of Spokane.

Plans are going ahead for the organization of a 75-car work train to go over the Milwaukee tracks to Henderson and to start work east from the Northern Pacific and Milwaukee connecting tracks at that point.

A 13-car bridge gang is expected to arrive here today from Glendive to start work on the line from St. Regis toward Wallace. The train will have a pile driver, clamshell, and much bridge building material.

Men who are to be sent out from Missoula in the Wallace-east work are Conductor J. F. Place; Brake-men G. B. Noll and H. N. Bertram, and Fireman Olof Roys. Engineer A. McKay is already at Wallace.

Superintendent J. H. Johnson and T. F. Lowry, an assistant general manager of the Northern Pacific, are at the scene of the present operations. W. C. Sloan, general manager of the railroad, is expected to be at St. Regis during the week-end.

According to the reports to Northern Pacific division headquarters, the work of repairing the line, damaged by floods and slides of December, is progressing rapidly.

Crews on the Milwaukee are speeding along as possible in the line.

January 6, 1934 Missoulian

## MORE WORK CREWS TO WALLACE LINE

### Three More Trains As- signed to Service in Coeur d'Alenes.

Three more work trains of the Northern Pacific are being assigned to service on the Coeur d'Alene branch between St. Regis and Wallace, where washouts and slides did much damage to the line two weeks ago.

Work crews left Missoula Saturday on trains Nos. 1 and 3 for Spokane from where they will be transferred over the Oregon-Washington Rail & Navigation company to Wallace to start the work eastward from there.

Another Northern Pacific work train is scheduled to leave Missoula at 2 o'clock this morning, over the Milwaukee line to Henderson. There it will be transferred, on the connecting track, to the Northern Pacific to start work eastward from Henderson toward St. Regis to repair the track damage. When that train gets into service today Northern Pacific crews will be attacking the work from three points. Crews have been pushing the work westward from St. Regis. Other crews will be working east from Wallace and still more crews will be starting the work between the two points.

Three caterpillar shovels and much railroad equipment are being used at and west of St. Regis.

ing on the repairs of the line there. A pile driver is working on the bridge which was damaged by the flood.

One telegraph line has been strung through to Wallace, it is announced by the Northern Pacific.

A group of Bureau of Roads and State highway commission engineers Saturday made a tour of the Yel-

owstone trail west to the state line to determine the flood damage, which it is expected it will require weeks fully to repair. A. C. Clark and L. F. Martin of the Bureau were accompanied by Ralph Rader, chief engineer for the state; P. G. Poore, construction engineer; H. C. Filzey and H. H. Kuphal.

Comparatively small damage was done on Cedar creek by the washout. J. C. Urquhart, assistant supervisor of the Lolo forest, said on his return to Missoula.

January 7, 1934 Missoulian



# RAILROADS NEARING END OF REPAIRS TO WASHOUTS IN THE COEUR D'ALENES

## Northern Pacific Pressing All Available Equipment Into Task, Attacks Work From Three Points.

The Northern Pacific railway is placing every possible resource into the repair work on its Coeur d'Alene branch line between St. Regis and Wallace, Idaho, severely damaged during the floods of two weeks ago.

Work has been pushed eastward from St. Regis by all the crews and equipment that it was possible to use. To day the work will be attacked from two other points, as crews start work east from Wallace and other crews will be working east in the vicinity of Henderson.

### More Equipment Out.

A 50-car work train with pile drivers, ditchers and a large gang of section workers went from Missoula to Henderson over the Milwaukee line Sunday, crossing to the Northern Pacific on the connecting track there.

Another train which went from here to Spokane was moved over the Oregon, Washington Railroad and Navigation company lines to Wallace from Spokane Sunday and today will start working east from Wallace. The latter train had two bridge crews, two work trains, pile drivers, clam shells and much bridge material.

The Northern Pacific has had much damaged roadbed on the 57-mile section of its track between St. Regis and Wallace, and a half dozen work trains today will be in action to reopen the line.

J. H. Johnson, division superintendent, has been at the scene of the trouble for a week. General Manager W. C. Sloan of the railway system and T. F. Lowry, assistant general manager, are there also. Sunday Bernard Bloom, chief engineer for the road, went through Missoula from St. Paul to Paradise and from there went on a work train to the flood district.

Besides Superintendent Johnson, C. H. Burgess, division roadmaster; William Bradford, supervisor of bridges and buildings on the division, and F. J. Cook, trainmaster, are at the scene. Trainmaster T. J. Regan has gone to Wallace, where he will have charge of the work from that end of the line east.

January 12, 1934 Missoulian

# RAILROAD REPAIRS ARE NEARING END

## New Connecting Link at St. Regis to Be Completed Today.

With the completion of a connecting transfer track at St. Regis today, everything is expected to be in readiness for the Northern Pacific railway to use the Milwaukee line between St. Regis and Henderson. The joint use of the Milwaukee's track will permit the Northern Pacific to abandon 128 miles of its line west from St. Regis.

In the meantime, the Northern Pacific is pushing its construction work west from Henderson and east from Wallace.

Reports to the division headquarters of the Northern Pacific here Friday were that the branch line into Wallace should be open and service resumed Thursday or Friday of next week. Superintendent J. H. Johnson and other division officials have been at the scene of the reconstruction work for some time.

The Milwaukee is completing its repairs, and is running its passenger trains through daily, east and west. Both of the Olympian trains are traversing the mountain country during daylight, with the westbound No. 15 arriving here earlier than for some time past. Large crews are still working in the area between St. Regis and the top of the hill, at East Portal.

January 13, 1934 Missoulian



## NORTHERN PACIFIC WILL OPEN BRANCH

Damage to Coeur d'Alene  
Line Will Be Repaired  
This Week.

The flood damage on the Northern Pacific railway's branch through the Coeur d'Alene district has been narrowed down to 10 miles of railway line. The only sections damaged yet to be repaired are between Baltese and Borax. Crews are narrowing that gap as rapidly as possible, some crews working from this end and other crews working east from Wallace.

According to reports received at the division headquarters, the work should be finished today or Wednesday and traffic can then be resumed over the railway line from Missoula to Wallace. Traffic over the Wallace branch has been tied up since December 20.

With the connection at St. Regis between the Northern Pacific and the Milwaukee being completed early this week, the trainmaster's office is now examining operating employes on the Milwaukee transportation rules, as joint use of the Milwaukee lines is to be made on the line between Henderson and St. Regis. Day and night classes are being held.

It is estimated that the work of completing improvements and winding up repairs will occupy crews for another two weeks west of here. The damage was practically confined to the lines west of St. Regis.

January 16, 1934 Missoulian

## WALLACE LINE OF N. P. WILL OPEN

First Train From Missoula  
To Idaho City in 30  
Days, Off Today.

The first train service direct from Missoula to Wallace in 30 days, is expected to be started today.

The Coeur d'Alene branch of the Northern Pacific railway has been tied up since December 21, but the repairs to the road are expected to be completed at noon today.

The Northern Pacific abandoned 13 miles of railroad track west of St. Regis, and the Northern Pacific and Milwaukee will have joint use of the Milwaukee tracks between St. Regis and Henderson.

The railroad line was tied up with the floods and slides which occurred during the Christmas rush period. Flood waters which overran the banks of the rivers and streams cut new channels and on curves through the Coeur d'Alene canyon route, cut into the banks of the railroad grades. Both the Northern Pacific and Milwaukee suffered much damage from the washouts.

In the meantime all Northern Pacific and Milwaukee trains were operated over the former's passenger line between Missoula and Spokane. With the opening of the Northern Pacific low line from DeSmet to Paradise, by way of St. Regis, the Northern Pacific freights and the Milwaukee trains went over the low line to Paradise.

The Milwaukee's line was tied up west to Avery, Idaho. That line was opened January 8.

Some of the extra gangs, which have been working on the railroad trouble west of here, have returned. Some are remaining for further ballast and roadbed protection work before being released.

January 20, 1934 Missoulian

## FIRST N. P. TRAIN GETS INTO WALLACE

Flood-Damaged Railroad  
Line Finally Repaired.  
Tied Up for Month.

The Wallace-bound Coeur d'Alene train of the Northern Pacific, which left here at 11:30 o'clock Saturday morning, arrived at Wallace late Saturday as the first train to operate between Missoula and Wallace in 30 days.

The final repairs on the flood-and-slide, damage were completed Saturday afternoon. The train also was the first Northern Pacific unit to operate over the Milwaukee line between St. Regis and Henderson. The Northern Pacific's line from St. Regis to Henderson was abandoned following the floods.

The train was late in getting through to Wallace Saturday because it was advisable to proceed slowly over the newly repaired line, where new bridges and new track had to be put in.

Beginning Monday service will operate both ways between Missoula and Wallace, with trains No. 263 operating to Wallace and No. 264 coming to Missoula from Wallace.

With the abandoning of the line between St. Regis and Henderson on the Northern Pacific, due to great destruction caused by floods and slides, the only stopping points eliminated are Buford and Wilk spur. It is said that there is a possibility of later extending the joint usage of the Milwaukee tracks by the two systems to Haugan, which is five miles further west.

January 21, 1934 Missoulian

## JOHNSON RETURNS TO MISSOULA POST

Superintendent of Railroad  
Back From Month in  
Trouble Area.

After 30 days spent out on the Coeur d'Alene branch where he directed the repairs to the Northern Pacific line following the December washouts, Superintendent J. H. Johnson has returned to his headquarters here.

He reports that damage to the branch will total \$150,000. The line was opened Saturday, but considerable work is yet to be done on the roadbed before the permanent repairs are completed.

Mr. Johnson said 67 spans of temporary bridges were built between Henderson and Saltese. Each of these will be filled in later. At Haugan one bridge, 280 feet long, had to be built where the roadbed had been washed out, and Mr. Johnson said 45-foot piling had to be used on its construction. In some of the places the track was under from 10 to 20 feet of water. Mr. Johnson said there was no chance of filling in the gaps in many places at this time so the piling was used.

Fifty washouts occurred between St. Regis and Taft. At one point 700 feet of track was taken out through a river channel change, and a sea of water extended far beyond the roadbed.

Effective work of the organization in the Coeur d'Alene country, working on day and night shifts, with varied machinery permitting high speed repairs, a steady flow of supplies from the Missoula base which enabled every crew to keep on working every hour from start until the finish when trains went through, and whole-hearted cooperation from A to Z enabled the railroad to do a quick and efficient job, said Mr. Johnson. So well were the crews organized that not a single serious injury occurred, despite the great amount of night work.

Trains are now going through daily from Missoula to Wallace and return, with joint usage of the Milwaukee tracks between St. Regis and Henderson.

February 1, 1934 Missoulian

## N. P. TO USE MORE MILWAUKEE TRACK

Line From St. Regis West  
To Haugan to Be Route  
Of Wallace Trains.

The Coeur d'Alene train of the Northern Pacific, which is now using the Milwaukee lines from St. Regis to Henderson, is soon to use the Milwaukee line as far as Haugan, it has been announced.

The Northern Pacific tracks were severely damaged by the December flood between St. Regis and Haugan, though temporary repairs were made between Henderson and Haugan to permit the use of the tracks. Only the Coeur d'Alene branch line trains will run on the Milwaukee tracks to Haugan, where they return to their own lines.

Loading of 300 cars of rock has been begun by the Northern Pacific at the Emigrant quarries, near Livingston, destined for the Western Montana lines. About 250 cars will be placed on the Coeur d'Alene branch line west of here for riprapping along the river banks and at places where further damage may be wrought by weather.

February 4, 1934 Missoulian

## JOHNSON RETURNS FROM BRANCH LINE

Division Superintendent of  
Northern Pacific Re-  
turns to Missoula.

J. H. Johnson, division superintendent of the Northern Pacific railway, returned to Missoula during the week-end from the Coeur d'Alene line of the railway, where he has been most of the time for the past month.

Mr. Johnson has spent practically all of the time since the holidays directing the reconstruction work on the flood-damaged lines of the railroad following the unprecedented floods of winter in this district.

Sixty-seven temporary spans of bridges were built on the Coeur d'Alene line west of St. Regis to restore service on the railroads. Most

of these are to be filled in later as they are spans which had to replace railroad grade which went out in channel changes of the river during the floods. Fifty washouts between St. Regis and Taft were repaired.

Mr. Johnson said Sunday that the conditions left in the wake of flood waters could hardly be believed by persons who had not seen the devastation.

While the line has been opened, the Northern Pacific is now using the Milwaukee line from St. Regis to Haugan. Mr. Johnson said that this change probably would be permanent.

The damage to the Northern Pacific's line west of St. Regis in the floods and slides of December totaled approximately \$150,000.

February 18, 1934 Missoulian

## RAIL CONNECTION MADE AT HAUGAN

Northern Pacific to Use  
Trackage of Milwaukee  
Railway.

Connections have been established at Haugan between the Northern Pacific and Milwaukee railways. Hereafter Northern Pacific freight and passenger trains will be operated over the Milwaukee line between St. Regis and Haugan, a distance of 19.2 miles. With the change the Northern Pacific will eliminate 18.5 miles of its branch line through the Coeur d'Alene district.

After the flood had receded, no effort was made to restore the line between St. Regis and Henderson and Coeur d'Alene branch line traffic was routed over the Milwaukee between those two points. Now it goes to Haugan before returning to the Northern Pacific lines. On the Coeur d'Alene branch the Northern Pacific now will use only 38.4 miles between Haugan and Wallace, it is understood. The main "low" line is used by branch trains from Missoula to St. Regis, where the "low" line goes north to Paradise to afford a water grade for through freight trains.

February 20, 1934 Missoulian