



Issue #1

September, 1987

- MILWEST QUARTERLY -

this issue features:

- 1) An introduction to the - MILWEST - concept;
- 2) Organizational meeting announcement (date, time, place);
- 3) Review of new items available on The MILWAUKEE ROAD.

*** GREETINGS ***

Many receiving this first issue of - MILWEST QUARTERLY - were either at the "gathering" in Spokane late last October, or made a donation to the former "Western Lines Division" (of the M.R.H.A.) this past year. This former "Division" was described as a "loose collection of enthusiasts" by the individual primarily responsible for its foundation. This individual claimed to be the "sole authority responsible" for this former "Division", and it was recently established that he "resigned" from this position in mid-April, 1987. As nothing further developed with the former "Division", it is presumed to be terminated.

There have been indications from a variety of sources that support, indeed a genuine reason exists for some formal, organized group of modelers/historians of the former MILWAUKEE ROAD's Pacific Coast extension. The time has come to proceed with this organization on the basis of an entirely new group. All those who made donations to and/or attended the "gathering" in Spokane last Fall (late Oct., 1986), and other interested individuals are hereby notified of the formation of this new group. These interested parties are invited to attend the organizational/first meeting.

In order to convey the basic theme of what this new organization will be about, the group and its information quarterly will be known as:

- MILWEST -

This is a contraction of the geographic locale of the former railroad -

The MILwaukee Road's WESTern operations.

This new group will be endeavoring to research and provide/distribute information for modelers and historians who become members of the organization. The name itself is to serve for the interim formation period, and is subject to change at the organizational meeting. The following pages concern the format of this proposed new organization.

The basic concepts of - MILWESI - contain the following features:

- Geographic area includes the former CM&P/CM&STP/CM&STP&P/MILW from Mobridge, S.D. on the former mainline - west, with branches in South Dakota, North Dakota, Montana, Idaho, and Washington.
- Connecting lines and trackage-rights operations may be included at the discretion of the membership attending this meeting. These may be confined to the following shortlines: B&NP, W&M, W&S&YP.
- The time-period covered by this organization will be c.1905 to March, 1980 for the history of the former MILWAUKEE ROAD. This suggested period may be extended to the present and include the various post-"embargo" operations on former MILW trackage.
- The organization will have a quarterly bulletin that features historical background and modelling/prototype information about the previous items. It will include announcements about annual meetings, and items that concern the group's interest such as publications, models, or other data available on these concepts.
- In order to sustain such an organization, it will need a governing board and a financial means to perform its tasks. These matters will be determined at the first organizational meeting.
- Preparations for the organizational meeting's format (including the previous listed concepts) are being done by a voluntary Board of Trustees dedicated to establishing - MILWESI -. For further information about this Board please contact:

Art Jacobsen 1870 Easy Street Helena, Montana 59601-1172	Kirk Petty Post Office Box 8423 Ranchester, Wyoming 82809	Jerry Duin West 727 Garland Ave. Spokane, Washington 99205	Rich Yarbrough 116 DeerCross Rd., S.E. Calgary, Alberta CANADA T2J 6 6 7
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- MILWESI - Organizational Meeting:

- Location: Tidyman's Warehouse Foods (a local area market chain) between Maple (one-way, n/b) and Ash (one-way, s/b) Streets on the north side of Francis Avenue - Second floor, main (south) entrance. Spokane, Washington.
(see map on last page of this issue for directions)
- Date/Time: October 24, 1987 (Saturday) - Registration begins at 10:00AM - P.T.
- Registration: A registration form is included with this issue. (A board of trustees member will also be taking registration at the meeting.)

The meeting will introduce the - MILWESI - Board of Trustees, and the proposed format of organization. Those attending this meeting will be deciding what concepts this new group adopts. Some have been already outlined. Other items for discussion include future meeting sites, an attendance charge for related costs, meeting agendas, content and format of this publication, etc. And it will be open for related matters. The actions taken at this meeting may be revised in the future. The "business" of the meeting will establish the new group's existence.

The greatest part of this first meeting will be the audio/visual presentations on the former MILWAUKEE ROAD operations in the West. For scale modelers there will be a forum on contemporary kits adaptable to the MILWAUKEE ROAD freight-car prototypes (1950 - 80 time period). Scratch-built, and kit-conversion models will be on display. Refreshments are available in the "dell" on the main floor.

A feature that may become a regular part of future meetings will be an informal slide program for all interested meeting participants. Up to twenty favorite slides featuring the former MILWAUKEE ROAD operations in our areas of interest, or of current operators on former CM&P/CM&STP/CM&STP&P/MILW lines are requested. Projector and "stack-loader" will be provided. It will handle "carousel" tray operation as well. Exhibitors should answer questions about date and location of the subjects shown. As this first meeting is in Spokane, scenes from the former Idaho division (and/or the W&M) would be most appropriate. A map and general history of the area will be available from this newsletter. Cost: \$2.00(US). This includes descriptions of all past operations, and present status of former CM&P/CM&STP/CM&STP&P/MILW trackage in the "Inland Empire".

* OLYMPIANGRAM *

The title of this section derives from the former newsletter for passengers on the "Olympian" (trains #15/#16) west from Harlowton, Montana. Published in Lewistown, Mont. 1910 - 18, it provided wire-service news.

The following are recently released publications on The MILWAUKEE ROAD:

ES-32B

Bill Wilkerson

Price: \$8.50 From: "The Times-Clarion"
(\$-US, postage included) P. O. Box 307
Harlowton, Montana 59036

Softbound, text is 50 pages, 27 photos and 2 plans about the former Harlowton yard switcher (ES-3 class), and the MILWAUKEE ROAD's operations there. Bill was an engineer out of Miles City, Montana and has written a number of articles on former MILWAUKEE ROAD motive power. A section on operating this "motor", and switching the yard is included. The #E-32B is now displayed by Main Street & US highways #12/191.

TRACKS of the IRON HORSE

Ray Grensten

Price: \$11.50 From: M. T. Grensten
(\$-US, postage included) 134 14th Avenue South
Lewistown, Montana 59457

Softbound, 132-page text with 7 photos, narrative by retired section-men about people and events. Areas include former North Montana Lines around Lewistown and Great Falls between 1924 and 1968.

Up & Down Hill on the Rocky Mountain Division

Edited by
Ida May B. Lundin

Price: \$8.50 From: Ida Lundin
(\$-US, postage included) Forest Grove, Montana 59441

Softbound, 132-page text with 4 photos. Text is a collection of short stories written by a former operator/telegrapher between 1910 and 1941. Very brief mention of locations/operations on the former CM&P/CM&STP/CM&STP&P mainline between Lennep and Deer Lodge, Montana.

- Modeler's News -

At last the HO scale modelers of The MILWAUKEE ROAD's electric "motors" have a correct pantograph. These are sold in pairs of two sizes -

Price: \$12.50/pair (US - postage included)

Available from: Overland Models, Inc.
5908 Kilgore Avenue
Muncie, Indiana 47304

The #2145 pairs are for the class EF-4/EP-4 "Little Joes", while the #2146 pairs fit the O.M.I. class EF-1/2/3/5 and EP-1 box motors. The former's frame is about 3 scale feet longer than the latter's. Apparently the Korean builder of the models was unaware that only one size of pantograph fit all the classes of electrics on the MILWAUKEE ROAD. The models were built with different mounting spaces incorrectly, but the results are identical in terms of height, width, and correct operation under catenary. It's possible to modify the mounts of other HO scale brass models of Milwaukee's electrics imported over the past 20+ years (to these pantographs). The "pans" include wire-guides (look like handrails) to prevent fouling the trolley at switches and tight curves.

The last page of this first issue of - MILWESI QUARTERLY - includes a map of, and registration form for the meet site in Spokane, Washington.

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August 2, 1911

MILWAUKEE DAILY INDEPENDENT

YOUR LONG DELAYED TR

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